

**METROPOLITAN VISION OF A BETTER
FUTURE: MAKING METROPOLISES
INCLUSIVE, RESILIENT AND SUSTAINABLE**

REPORT OF THE ANNUAL FORUM MEETING

KATOWICE 2022

26–27 June 2022

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Foreword

We are delighted to present the results of the 7th European Metropolitan Authorities (EMA) Forum, organised in collaboration with Górnośląsko-Zagłębiowska Metropolia (GZM Metropolis) and held between 26 and 27 June 2022 in Katowice. The event took place as a part of the 11th World Urban Forum organised by UN-Habitat in Katowice to address one of the most pressing issues challenging our world today: rapid urbanisation and its impact on people, cities, economies, climate change and policies.

The EMA Forum 2022 was a resounding success, with 92 participants from 14 different countries and 25 metropolitan areas, regions and cities represented. Such a diverse group of participants fostered robust and productive discussions, a fact clearly reflected in the numerous signatories of the "Katowice-GZM Political Declaration". This Declaration laid out the key commitments and goals to be adopted by the participants, such as the reconstruction of Ukraine and strengthening relations with the European Union, resources and infrastructures, climate change and the urgent need to remodel energy sources, networking and the power of international exchange as well as metropolitan governance.

The EMA Forum 2022 focused on the topic of making metropolitan areas inclusive, safe, resilient and sustainable places to live. European cities and metropolitan areas are facing new challenges brought about by numerous factors, among them COVID-19, the climate emergency and the war in Ukraine. The latter has not only generated a tragedy in which to date millions of Ukrainians have lost their lives, homes or workplaces, but has also provoked a huge wave of migration and increasing inflation and energy costs across the whole continent. Tackling the recent challenges

related to these latest crises has shown the enormous power of both local and multi-stakeholder cooperation as well as the potential of international exchange and support among diverse communities and societies. With new challenges to face regarding the refugee crises around the globe and especially in Europe, we the political leaders wish to call attention to the power of both local and international exchange and support.

Crises, however, can trigger opportunities. There has been a considerable uptick in digitalisation and the adoption of new approaches to sustainable mobility (such as cycling lanes) in our cities. These are all good examples of the positive changes taking place around Europe. Streamlined cooperation among municipalities, metropolitan and regional authorities, citizens, NGOs, academics and business will only serve to significantly increase this process.

Last but not least, the EMA Forum 2022 also covered the important question of improving democratic quality in metropolises, from bottom-up initiatives addressing metropolitan challenges, to citizen engagement and the participation of economic and social stakeholders in metropolitan agendas. Democracy is a process that needs to be constantly fostered. In terms of metropolises, it is crucial that we learn from each other and share specific experiences to see what lessons we can take away from the outcomes. Sustainable policies should be addressed to citizens of all ages.

This publication – including the Political Declaration and the main statements of the participants during the EMA Forum in Katowice – is another relevant contribution to the debate about the role of metropolitan areas in the EU.

Kazimierz Karolczak

Chairman of the Board

Górnośląsko-Zagłębiowska Metropolia (GZM)

Ernest Maragall i Mira

Vice President of International Relations and Cooperation

Barcelona Metropolitan Area (AMB)

Katowice-GZM Political Declaration

On 27 June 2022, mayors, leaders and political representatives of the European metropolitan areas gathered in Katowice, the capital city of Górnośląsko-Zagłębiowska Metropolia (GZM Metropolis), for the 7th European Metropolitan Authorities Forum, joining global political leaders and citizens also assembled in Katowice for the eleventh session of the World Urban Forum (WUF11), in their continued efforts towards the transformation of cities for better urban futures.

This meeting of global leaders is held in times of previously unimaginable crisis in the East, i.e., the war in Ukraine, as Europe struggles with the need to maintain peace and security. Despite undergoing numerous crises, however, the countries of Europe are experiencing solidarity, support and the joint efforts of international environments on a scale greater than ever before. Within the framework of the above WUF11 objective and with respect to the combined endeavours of all EMA members to consolidate the growing role of metropolitan areas in responding to crises, the assembled mayors, leaders and political representatives have focused on the following aim: "Metropolitan Vision of a Better Future. Making metropolises inclusive, safe, resilient and sustainable".

Recalling recent challenges faced by metropolitan areas and regions, cities and other local governments, caused previously by the pandemic and currently by the war in Ukraine, we the political leaders gathered today in GZM Metropolis wish to emphasise that the metropolis is the most effective level at which to achieve ambitious urban-oriented objectives.

Today, having discussed the EU Agenda and the role of metropolitan areas, metropolitan solutions to contemporary challenges, resilience, safety, sustainability and ability to respond to crises, improvement of democratic quality in metropolises and bottom-up initiatives to address metropolitan challenges, citizen engagement and participation of economic and social stakeholders in metropolitan agendas, we the political leaders have drawn up the following main challenges and responses:

1. Reconstruction of Ukraine and strengthening relations with the European Union

There will soon be a compelling need to support our fellow mayors in Ukraine in their struggle to rebuild their cities. As political leaders, we therefore show our readiness to cooperate and show flexibility in our response to war-refugee crises and collaborate through supporting and relocating people throughout Europe and beyond. The EMA network shows its commitment to be involved and participate in the reconstruction of Ukrainian cities by providing political, economic and technical support. We also call on the European Union (EU) to support our efforts in the joint development, co-creation and implementation of tools and instruments to support this cooperative aim. EMA commits to support the broadening and deepening of relations between Ukraine and the EU.

2. Resources and infrastructures

The COVID-19 pandemic and its effects on supply chains as a result of our economies' dependence on production in, for example, China, have impacted negatively on the performance of small and medium-sized enterprises (SMEs), proximity of commerce, security of employment, and consumer habits. Apart from the above-mentioned economic disruptions, recent crises have revealed the limits in capacity of, for example, public transport infrastructures, availability of human and financial resources, and capacity of public spaces. The vulnerability of infrastructures has never been greater. Therefore, improved application of technologies, sustainable development of transport networks, and effective and direct use of EU funds by metropolitan areas as the bodies responsible for these public tasks can help metropolitan areas overcome the discernible challenges in this sphere of metropolitan governance. According to Robert Pyka from the Silesian University,

metropolises whose population density and social, cultural, and economic diversity can be treated as sources of creativity will therefore be competing with one another, not only in terms of economic growth, but also of new ideas and innovation in regard to which can first develop new models of urban life in response to the potentially catastrophic challenges – sanitary, ecological, social (and, in light of recent events in Ukraine, perhaps even military) – now reaching global dimensions.

We the political leaders of European metropolises undertake to respond to crises with new urban policy models and solutions, to assist our municipalities and support co-generating, co-governance and co-creativity in sharing economies related to essentials such as food, mobility and housing. Today, we note the potential of metropolitan areas as a hub for ideas co-developed participatively among different stakeholders.

3. Climate change and immediate need to remodel energy sources

Bearing in mind that our counterparts in Ukrainian cities and metropolitan areas, citizens as well as mayors and other political

representatives, are struggling to survive and overcome war-induced crises related to access to food, water and energy, we as mayors and political representatives also note the immediate need to remodel our energy sources. It is said that, due to all the recent disruption, whether caused by the COVID-19 pandemic or the growing prices and restricted energy resources produced by the war in Ukraine, Europe will need to learn to survive these crises without delay:

(...) with energy and other prices rising (...) We, inside the EU, have to accept to pay also a price to stop this outrageous and unprovoked war: the future of our security and our democracies depends on it. The price to pay is the price of freedom.¹

Therefore, we the EMA political leaders show our support for the REPowerEU objectives² with a simultaneous call to EU institutions, in which we express our readiness to participate as stakeholders, beneficiaries and demo areas for modern solutions. As reaffirmed in Porto in 2021, the EMA network has assumed the main agreements of the COP26 summit and all metropolitan areas are working to develop programmes and projects aligned with these agreements within the framework of their respective competences.

4. Networking and the power of international exchange

The challenges produced by recent crises have shown the enormous power of local and multi-stakeholder cooperation as well as the potential of international exchange and support among diverse communities and societies. With new

¹ Source: Josep Borrell, High Representative of the European Union for Foreign Affairs and Security Policy / Vice-President of the European Commission. https://www.eeas.europa.eu/eeas/war-ukraine-and-its-implications-eu_en?s=237

² REPowerEU: https://ec.europa.eu/commission/presscorner/detail/en/ip_22_1511

challenges related to the refugee crises around the globe and especially in Europe, we the political leaders wish to call attention to the power of both local and international exchange and support. With the war in Ukraine being fought at the very borders of the country in which we met today, we are eager to emphasise that no friends will be left behind.

5. Metropolitan governance

Rapid urbanisation is inevitable. According to United Nations (UN) estimates, 55% of the global population lives in urban areas, and that figure is set to rise to 68% by 2050. With just a few exceptions, cities and metropolitan areas are expected to become larger and more populated. Cities already offer immense possibilities for improving their citizens' quality of life, and they will continue to do so. At the same time, as metropolitan areas and cities grow in size and population, they will struggle with strained infrastructures, diversity and the needs of different populations, as well as the inevitable effects of climate change. In the words of Maimunah Mohd Sharif, Executive Director of the United Nations Human Settlements Programme (UN-Habitat): "(...) the COVID-19 pandemic has shown us that cities are in the front line of 21st century challenges and that overcoming those challenges requires new governance approaches based on cooperation, collective action and solidarity".

³ As local political leaders, therefore, we note the imperative for good governance, but never through recentralisation practices as we faced during the COVID-19 pandemic. Governing future cities and metropolitan areas will become more complex and will require strong institutions with financial resources and a participative approach. Gathered here today

in GZM Metropolis, we wish to emphasise that the goals of metropolitan governance should address the issues of sustainability, equity and liveability of future metropolitan areas. New governance models should encompass diverse stakeholders and rely on a helix model which involves citizens, engages academia and business, and inspires public administration. We strongly support informed policymaking and we call on EU institutions to support us in our efforts by enabling metropolitan areas to directly participate in and directly benefit from EU policies, in particular, the Recovery and Resilience Facility and cohesion policy instruments.

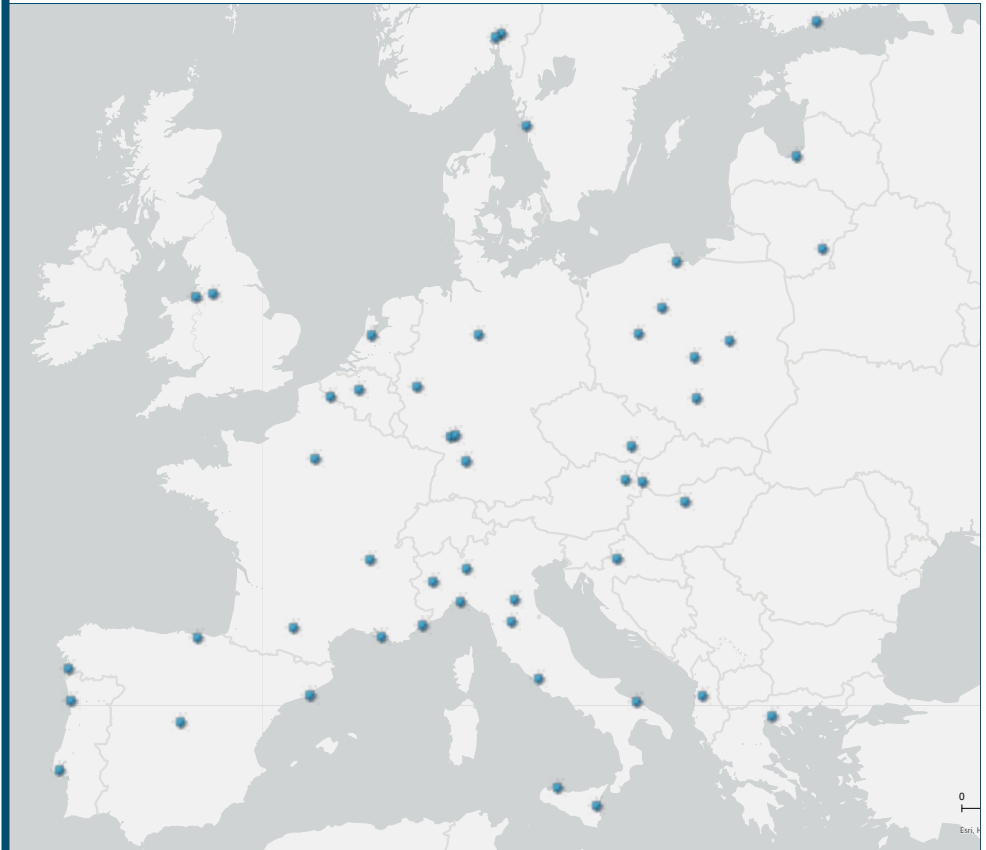
With respect to all of the above, and having discussed all necessary aspects, the European Metropolitan Authorities network agrees to adopt all measures necessary to fulfil the accepted key points for further cooperation and implement our metropolitan vision of a better future.

Katowice, Górnośląsko-Zagłębiowska Metropolia
27 June 2022

³ Source: Governance Assessment Framework for Metropolitan, Territorial and Regional Management. <https://unhabitat.org/sites/default/files/2020/10/gaf-mtr.pdf>

EMA in numbers

55 metropolises
93.8 M inhabitants



Forum EMA Katowice in figures

92 participants
14 countries
25 metropolises

PARTICIPANTS:

Metropolitan areas of Amsterdam, Barcelona, Bratislava, Brussels, Górnośląsko-Zagłębiowska Metropolia, Helsinki, Krakow, Marmara Municipalities Union, Montpellier, Paris, Porto, Ruhr, Turin and Viken (Oslo).

Cities of Brno, Katowice, Vienna, Warsaw and Wrocław.

Institutions and **networks** involved (European and global): European Commission, European Parliament, Metropolis, Metrex and UN-Habitat.



Signature of the Declaration. From left to right: *Geoffroy Boulard, Jacopo Suppo, Łukasz Medeksza, Tomáš Teleky, José Manuel Ribeiro, Elżbieta Burtan, Pascal Smet, Kazimierz Karolczak, Coralie Manton, Thijs Kroese, Elisenda Alamany, Ernest Maragall, Ossi Savolainen, Roger Ryberg, Karola Geiß-Netthöfel.*

EMA Katowice 2022

Welcome and greetings



Kazimierz Karolczak
Chairman of the Board at GZM

Mr Karolczak identified the need to provide assistance to refugees from Ukraine in connection with the ongoing war in that country as one of the greatest challenges facing the cities and metropolitan areas of Europe. He emphasised the rapid and effective actions taken by Polish cities and metropolitan areas in this respect and went on to state that, in his opinion, it was the local authorities and inhabitants who made the greatest effort to help the Ukrainian refugees. At the same time, he expressed his thanks to all the actors providing assistance to the member municipalities of GZM Metropolis in connection with the migration crisis.

Mr Karolczak also raised the point that the metropolitan areas of Europe, whose population often exceeds that of some EU Member States, deserved more of a voice in European institutions, and that metropolitan areas must play a more visible role in European legislation.

Welcome and greetings



Waldemar Bojarun
*Deputy Mayor of the City
of Katowice*

EMA Forum 2022 participants were welcomed by Deputy Mayor Mr Waldemar Bojarun, on behalf of Dr Marcin Krupa, Mayor of Katowice. In his introduction, Mr Bojarun emphasised the role of the forum venue, the Silesian Museum, formerly the home of the Katowice coal mine, where just over twenty years ago some 2,000 coalminers still worked.

Today, in this area there are three newly completed public investments: the Silesian Museum, the new seat of the Polish National Radio Symphony Orchestra, and the International Congress Centre (ICC). These facilities, together with Spodek (in English, "the Saucer"), a newly modernised sports and entertainments arena complex, are creating the so-called Katowice Cultural Zone, a unique area that symbolises the transformation of the city. Mr Bojarun also drew attention to the fact that Katowice is one of the greenest cities in Poland.

Silesian Park, in close proximity to the city, was the site of a study visit attended by EMA 2022 Forum participants the day before the forum.

Katowice, the capital of GZM Metropolis, along with the other forty GZM member communities, set out on the metropolitan path five years ago. The process of metropolisation is accompanied by the main objective of creating a modern future for GZM's inhabitants. Mr Bojarun stressed the role of cities and metropolitan areas in the civilisational development of our continent, while expressing his conviction that initiatives such as the EMA Forum may bring many benefits to cities and metropolitan areas.

Welcome and greetings



Wiktorija Saganowska
*Deputy Director,
Strategy Department,
Ministry of Development
Funds and Regional
Policy*

Ms Wiktorija Saganowska welcomed the participants on behalf of Mr Grzegorz Puda, the Minister of Development Funds and Regional Policy. As a native of the Upper Silesia region, the central part of which contains the GZM Metropolis, she drew particular attention to the enormous social and infrastructural changes that have been taking place in the region for the past twenty years. She herself has waited many years for change to come about and now sees many young people from Upper Silesia acknowledging these changes and benefiting from their results.

In her opinion, the Polish Government sees the need for closer ties between cities within urban functional areas and pays a great deal of attention to strengthening cooperation among local

authorities by allocating funding for the purpose of developing such cooperation. The national government realises the importance of this cooperation in increasing the competitiveness of both metropolitan areas and entire regions, resulting in the social and economic development of the country as a whole.

Wishing the participants fruitful discussions, Ms Saganowska expressed her conviction that the EMA 2022 Forum would contribute to the exchange of opinions and experiences on ways to effectively develop low-cost projects capable of producing positive results for ordinary residents.

Welcome and greetings



Ernest Maragall
 Vice President of
 International Relations
 and Cooperation at AMB

Thank you all for being here and to the city of Katowice and to GZM Metropolis for hosting this event. Today we will sign a declaration, and it is essential that we stay tuned in and well-informed about the new realities and complexities of the world we live in today. With all the uncertainties and challenges emerging from the war in Ukraine, we must assume responsibility for our institutions. Here in Katowice, you have already proven this responsibility and willingness to really help, receive and share with those who are suffering now.

Jean Monnet and other European scholars of note believe that we must use this crisis to forge and build a better Europe. Now is the moment to build up Europe, but we must do so taking into account previous experience and learnings.

Metropolitan can mean many things. While the term refers primarily to cities, it is beginning to incorporate the convergence of mixed realities from the rural to the urban, from the big to the medium and the small. Therefore, the term metropolitan itself suggests controversy and the challenge of dealing with different interconnected realities.

All the networks that currently exist are necessary and need to complement each other in order to share common resources when designing their own trends and uses. We must be united if we are to combine our actions in the complex

task of getting European institutions to recognise local and metropolitan needs. That's why forums like this are so important: now more than ever is the moment to share, talk and discuss our methods so that we can achieve better results when we implement our policies in public space, mobility, waste management, water supplies and many other areas. It is also time for politicians and citizens to work together.

EMA is not a network that works just once a year. It is a living network, working 365 days a year through constant cooperation, projects and collaborative work between our institutions, as well as trips, delegations, catalogues, workshops and technical encounters. This is what we work for and what we wish to continue delivering together.

Thank you and let's get to work for our citizens and for Europe!

A dialogue on the EU Agenda and the role of metropolitan areas with Jan Olbrycht, MEP



Jan Olbrycht
Member of the European
Parliament

Two main features define the Silesian Region. First, Upper Silesia is a territory with a strong regional identity. However, it is a region with a notable and enduring administrative organisation because of the needs arising from common tasks. There is a demand for delivering and managing better services, and that is provided at the metropolitan scale.

During my experience of working at the local level as mayor and at the regional level as regional president, I always tried to work in collaboration with our counterparts in other cities and regions to ensure our voices were heard. This type of collaboration remains essential now that we are all interlinked.

Not all areas identify themselves as metropolitan, but essentially every area will eventually face problems that must be solved at the metropolitan level, such as water supply, transport and

education. This is what makes people work together and is the essence of metropolitan areas.

Throughout the deployment of shared work, however, it is crucial to ensure trust in each other, in the sense of picturing a common goal and pursuing similar interests. Otherwise, the administrative function may remain static and less fluid, which eventually results in inefficiency. That is why building trust within members of the administration and among their counterparts is so important.

For instance, if we look at GZM Metropolis, it is clear that consideration of necessity is its *raison d'être*. We are better off together than not. In the 1990s, when we had to reconstruct our sovereignty and independence, the need for cooperation was completely logical.

What role can metropolises play with regard to EU funding opportunities?

I could say that European institutions are a bit reluctant to support certain initiatives. We cannot forget that the subsidiarity principle is a basic concept and so many competences, such as territorial organisation, remain part of the Member States' own will. European Union institutions therefore have very little to say in matters like these.

Another issue is the ways in which EU institutions can reinforce the importance of decentralisation. Thinking about efficiency, for instance, it is true that the European Commission prefers to deal directly with central governments because negotiations are faster and more transparent. However, if we look into practice and analyse objective links within territories, many solutions arise from lower levels of governance.

Incidentally, it is often forgotten that one of the main objectives of the Lisbon Treaty was to make territorial cohesion a principle policy area. The question then was about where these territories are defined.

EMA is not a network dedicated to lobbying at the EU level. It is a network that aims to further the recognition of reality. It is a reality that metropolitan areas exist and must work together to solve common problems, and hence these areas deserve support from national and European schemes.

The Commission is still slightly reluctant to recognise metropolitan areas as such. Nonetheless, their existence is a well-known fact and a growing phenomenon that is becoming increasingly fashionable.

For the time being, metropolitan areas are not widely recognised as such in EU regulations, despite our efforts in the European Parliament. The Commission took the decision to define metropolitan areas as Functional Areas to avoid confusing citizens. In fact, this vague reference is even more confusing as it merges very different territorial realities into the same concept.

Therefore, the initial aim of creating an instrument at EU level that can reinforce metropolises and their functions has not yet been addressed. We in the European Parliament will continue our efforts because we are convinced that this reform should be introduced, and at the same time we anticipate that EMA members will do the same.

There is also a problem with the formal structure of metropolitan institutions. In some European countries, the structure is completely clear, while in others many metropolises are functioning in practice without any official formalisation.

NextGenerationEU funds are a very specific type of funding structured to be able to act quickly. As such, these funds are highly centralised. Consequently, no huge margin of improvement in metropolitan engagement is achieved with these extraordinary funds. However, it is fundamental that metropolitan strategy concentrates on working to shape the financial framework for the next period. Development of urban policy, which does not yet exist, should be one of the aims. This is the future.

Panel I

Metropolitan solutions to contemporary challenges: resilient metropolises, safety, sustainability and ability to react to crises



First panel session,
from left to right:

Maciej Kautz
Thijs Kroese
José Manuel Ribeiro
Waldemar Bojarun
Jacopo Suppo
Karola Geiß-Netthöfel
Jakub Mazur



First panel session,
from left to right:

Thijs Kroese
José Manuel Ribeiro
Waldemar Bojarun

Thijs Kroese
Board Member of
Amsterdam Metropolitan
Region

The way Amsterdam is thinking about its own development acknowledges that not only does the region need Amsterdam, but also that Amsterdam needs the region. For instance, it is obvious that to maintain its competitiveness and level of development,

Amsterdam will at some point need to expand, at the expense of our region's valuable green areas.

And we don't want to do that because, right now, wherever you are in the metropolis, you can easily reach a valuable green

area in 15 minutes by bicycle. Therefore, within our region there is no political support for the idea of expanding the city much further. The transportation system in Amsterdam is very much based on giving bicycles priority over other means of transport. We want to keep the 15-minute city concept alive. With a huge expansion of urban areas, it would not be easy to guarantee proximity to green spaces from every part of the city.

Amsterdam acknowledges the problems associated with further urban expansion and

that, to ensure sustainable urbanisation, there is a need for metropolitan cooperation. The issue of metropolitan planning and funding is crucial, because only in this way can the metropolitan area as a whole be the driver for local and national development.

We strongly believe that, purely on the metropolitan level, we can ensure that cities neither grow too big nor become unliveable. We want Amsterdam to develop and be competitive with other cities without degrading the quality of the environment in and around the city.

In Amsterdam, we have 900,000 inhabitants, and there are 880,000 bicycles. More than 40% of all transportation in Amsterdam takes place on bikes. There are more than 400 km of bike lanes in the city and it is embedded in our culture that everyone in the Netherlands uses a bike. Now we are trying to encourage people to use their bicycles for longer distances as well, making it more logical to travel by bicycle between Amsterdam and other municipalities within the metropolitan area.



First panel session,
from left to right:

Thijs Kroese
José Manuel Ribeiro

José Manuel Ribeiro
*Mayor of Valongo and
Member of the Porto
Metropolitan Area Board*

Our work in a metropolitan area of around 2 million people and 17 municipalities with completely different realities is sometimes related to the ability to communicate in a positive manner in order to convince many groups that the transformations brought about in the territory are beneficial. This means it is sometimes necessary to work on

generating change in people's minds. For this it is important to plan better and have a wide collaborative network.

It is difficult being the mayor of a peripheral area because of the influence of the centre. So, to maintain the appeal of the peripheral area for citizens, as mayor one should work hard on the dimension of community

identity. Every community has its own stories, many of which have been forgotten. But reminding your communities of their material and non-material heritage will eventually attract new residents to those areas, helping them to overcome the demographical challenges of today. Culture is part of a social cement that we need now more than ever.

Porto Metropolitan Area covers an area of 2,000 km² with geographical disparities. And even though sustainable transport is difficult to ensure, we are focused on implementing measures that

Waldemar Bojarun

Deputy Mayor of the City of Katowice

Speaking of the refugee crisis, we must first thank our citizens, who have helped us from the beginning to adapt and adjust our management of this specific problem. The scale of the problem requires a huge effort from everybody. From the beginning of the Ukrainian refugee crisis, most of the newcomers received accommodation in private homes.

While we did receive support from the central government, this crisis has been managed by the city itself. Just as with every challenge, the immediate action of local authorities enabled the coordination of all areas of activity.

will ensure circular economy in the future. It is not easy to develop bike lanes because the region is not flat, but there is plenty of opportunity for investment in circular economy through cultural projects. One of the areas in which circular economy is being effectively promoted is carbon footprint reduction by fostering local production and use of materials.

We are all suffering the effects of climate change and trying to adapt to this situation. For instance, we have been working to reduce the prices of public transport for many years, trying to influence human behaviour.

What differentiates our management is that we have dealt with this crisis on a metropolitan scale, helping to find new homes for those that need them, as well as support from local residents. This is the exceptional thing that we wish to stress. With the scale of this project, every local government activity at every frontline is so important because it is here and now. General decisions to initially launch these activities have not been needed.

Since the beginning of this crisis, we have felt that cooperation among local governments is essential and this is why GZM Metropolis has been extremely helpful in the upper Silesia area, for example.

In Katowice, we are also developing sustainable means of transport. We already have 150 bike rental pickup points, and bikes are growing in popularity.

We must reward people for good behaviour, for taking bicycles and public transport into account when planning their daily commute as well as occasional trips.

In addition, we consider it essential to plan better and to revisit urban planning considerations that have become outdated. The pandemic alerts us to the necessity of cooperation when managing metropolises and other kinds of local governments.

There is an initiative to build bike highways between the respective cities, which we are very enthusiastic about. We have 41 cities and municipalities around Katowice and more than 100 km of bike lanes have been constructed over the last 10 years.

Individual car ownership in Poland only became available 30 years ago, but today anyone can own a car. Transforming this mentality has been very slow. Fortunately, the younger generation is enthusiastic about bikes. And for many years we have been promoting bike races, while also incentivising the use of bikes for transportation as opposed to purely recreational purposes.



From left to right:
Omar Al-Rawi (remotely)
Maciej Kautz
Thijs Kroese
José Manuel Ribeiro
Waldemar Bojarun
Jacopo Suppo
Karola Geiß-Netthöfel
Jakub Mazur

Omar Al-Rawi
 Member of Regional
 Parliament and Vienna
 City Council

Vienna has a long experience of dealing with humanitarian crises and that makes us particularly well-placed to deliver support. Our civil society is also committed when it comes to providing help. In Vienna, we have experienced the arrival of around 23,000 refugees from Ukraine, mainly women and children.

We have managed to integrate 530 pre-schoolers into kindergartens and 3,500 children into schools, with two in every three integrated into already existent classrooms, and one in three attending purely Ukrainian classrooms. We have also employed many Ukrainians that were teachers in their own country to help with the integration of Ukrainian students in Vienna. Many new facilities have been built to provide primary care for refugees when they first arrive in our country.

I think we need to change the way we in Europe deal with each other, to encourage exchange with each other and find common solutions to problems such as climate change. And big crises can be seen as opportunities to improve cooperation.

The big energy crisis caused by the first oil shock of the 1970s helped us develop new solutions to the problem of oil dependence. And the current energy crisis is making it easier for us to communicate with our citizens, viewing them as our partners and part of the solution. People are now using cars less often and are increasingly supportive of bike-sharing initiatives. For instance, there is now an app that people can use to share bicycles for everyday commuting to Vienna from the surrounding municipalities. We are also noticing that the average speed of the vehicles on our roads has reduced, since lower speeds help to reduce fuel consumption. It is my belief that we should further subsidise companies' use of bikes as opposed to cars.

We are also making progress in the sphere of local agricultural production. We have implemented an app called "Too Good to Go", whereby private users can purchase unsold food from restaurants at 50% discounts instead of the restaurants having to throw the food away.

Another important initiative we have implemented is a funding programme that provides citizens with a bonus for repairing their old devices and appliances such as refrigerators. As a result, many citizens are opting to repair things they already own instead of throwing appliances away and increasing their footprint. The local government pays 50% and up to 100 euros worth of the repair services, which are deducted directly from the invoice, promoting circular economy and longer life cycles for home appliances.



First panel session,
from left to right:

Waldemar Bojarun

Jacopo Suppo

Karola Geiß-Netthöfel

Jacopo Suppo

*Vice-President of the
Metropolitan City of
Turin*

In Italy, we are living in a period of adaptation and uncertainty since the government decided to remove the provinces, creating the metropolitan city but failing to provide sufficient financing for the budgets of those administrations.

Having three basic levels of government – national, regional and local – the metropolitan dimension is a reality that lies somewhere between the regional and local worlds. The peculiarity of the metropolitan city of Turin is its territory. When we talk about a metropolitan city, we usually think of one big city with 10 or 15 municipalities surrounding it. But the metropolitan city of Turin is the largest in Europe with 312 municipalities. We are not the biggest in terms of population, as the city has only 2.2 million inhabitants, but we do face many different challenges because of the large number of small municipalities. In this world, size matters.

One possible solution could be to reduce the size of the metropolis. Near Turin, there are about 12 big cities near Turin, and the rest of the municipalities are rather small. Building cooperation with the local mayors is very difficult.

Over the two years of the pandemic, we have learnt to respect each other and managed to change our mentality towards these territories. People living in the big cities have started to appreciate the advantages of living closer to nature and they now seem to care more about the environment.

On the other hand, people from small municipalities have acknowledged the importance of being connected to the latest technologies and infrastructures, and having easy access to health care. Such changes of mentality can bring great opportunities to our territory.



From left to right:
Jacopo Suppo
Karola Geiß-Netthöfel

Karola Geiß-Netthöfel
 Regional Director at
 Ruhr Metropolis

From our perspective, the Ruhr Metropolis is managing the integration of refugees into local society quite well. The current situation with refugees from Ukraine is not at the top of our list of challenges, as we have gathered many experiences in this regard in recent years. Our experiences with the wave of refugees in 2015 helped us a lot; they provided certain structures which we have been able to draw on again. Still, the central problem of the language barrier is one we continue to observe. The cities and counties in our region are working on developing better programmes to resolve this issue.

As the Ruhr Regional Association – the regional hub for the 11 cities and 4 counties of the Ruhr Metropolis, established in 1920 – our focus remains on securing territorial planning and environmental protection. We are an unexpectedly green region, and I say unexpectedly because one would think that all the industry has made the

region dirty and grey, but that is not the case. Despite our industrial history and heritage, we are a green region. Our main task is to preserve this status quo and work constantly to secure green spaces and green infrastructures.

In fact, the pandemic highlighted the importance of green infrastructure. Nowadays, people are more reluctant to travel to distant destinations for their holidays. They would rather explore nearby regions, starting with their home region. We are contributing to Europe's green transition by investing in bigger and better green infrastructures, which is also key to achieving more liveable spaces for our inhabitants.

Our current main challenge is industry, particularly but not exclusively the steel industry, which we aspire to make green. The Ruhr Metropolis has the potential to become a centre for innovative solutions with hydrogen. The advantage we have is a very dense network of experts in this field: experts

from big industry, from science and technology development, from trade unions, and from cities and other regional stakeholders. We are building a strong cluster in this field, which allows us to approach challenges with integrated, cross-sectoral solutions.

In our transition process, we place a high value on cooperation with other cities and metropolises.

Our experience tells us that cooperation is beneficial for all participants and helps territories to develop faster and stronger.

Cooperation also plays an important role within our region, for instance with regard to sustainable transportation projects. We now have some big projects to promote cycling. One example is our number one regional bike highway, the

RS1. This cycle path, 114 km in length, connects 11 cities in the region – a successful and truly regional project.



From left to right:

Karola Geiß-Netthöfel

Jakub Mazur

Jakub Mazur

*Deputy Mayor of Wrocław,
President of Metrex*

Thanks to this great organisation called EMA, the European Metropolitan family has been very active during the last six months.

We discovered the great asset of being part of such a collaborative platform, and the importance of collaboration among European metropolises to deal with crises such as the ongoing war in Ukraine.

In Poland, we are struggling with the huge number of Ukrainian refugees crossing our borders, with around 200,000

in Wrocław alone, according to the data. These people escaping from war deserve help, both now and in the near future, and the scarcity of resources to provide for them is visible. Moreover, it is anticipated that refugees will remain in their host countries beyond the period of the war itself, taking into account that Ukraine will not be a productive country immediately following the conflict, and many people may need to build up their lives from scratch.

The population of our city has increased from 700,000 inhabitants to one million in only a few months, which generates problems in services management and efficiency. Currently, the most structured help is coming, not from public authorities (European bodies, government, regional governments, etc.), but from the spontaneous support of individuals and non-profit associations.

For instance, according to our forecasts, by the start of the new academic year we will need to create 10 more schools for new pupils and around 2,500 new teachers, numbers that are almost impossible to achieve financially in such a short period of time. For the time being, one solution has been to rehabilitate some abandoned schools, but this is not enough to resolve the problem indefinitely.

CONTRIBUTION

Erick Huybrechts

L'Institut Paris Region, Manager of International Affairs

The COVID-19 crisis has been taken as an opportunity. We have noticed a considerable uptick in digitalisation as well as some changes in the metropolitan mobility (cycling) of our cities. We should therefore never forget that, when a crisis occurs, a window of opportunity for improvement is opened, and we must continue to work to take advantage of that opportunity.

The discussion between the mayors showed how critical it is to empower the meaning and added value of metropolises. The metropolitan phenomenon is the legacy we leave for coming generations. Making it valuable will create a 21st-century heritage, and we must think about what we want now if we are to generate a positive future. That is why we need to think very carefully about the added value of our metropolitan policies and projects and the ways in which these policies are adopted into society to generate a sense of belonging.

Moreover, solution collaborations are needed through citizen participation, partnerships and cooperation between territories and tier levels in the public administrations. It is in the DNA of the metropolis to cross territories and cultures. The more we connect with citizens, other politicians and economic actors, the more we build a sense of belonging in the metropolis. This event has shown us examples of different experiences from European metropolises where active dialogues conducted by mayors are the way to produce policies and projects.

Panel II

Improving democratic quality in metropolises: bottom-up initiatives to address metropolitan challenges, citizen engagement and participation of economic and social stakeholders in the metropolitan agendas



Second panel session,
from left to right:

Maciej Kautz
Ernest Maragall
Michał Olszewski

Ernest Maragall

Vice-President of International Relations of the Barcelona Metropolitan Area

I wouldn't say that our administration deals predominantly with transport issues. In fact, already in the 1970s, the different institutions that existed prior to the creation of the Barcelona Metropolitan Area were already drafting a metropolitan urban plan for the area. For this reason, the initial competences of the metropolitan institutions covered urban planning before assuming a more prominent role in the sphere of public transportation.

Perhaps because we are an already well-established

administration, and if we think about our founding objectives, we can see that the Barcelona Metropolitan Area emerged due to the need for collaborative work on spatial planning. Our history shows the complexity of the institution.

The physical extension of what was once a local public transport operator began to extend beyond the city's boundaries. The Barcelona Metropolitan Area contracted the services of private bus operators to establish a continuous interurban network of transport within the metropolitan area.

Mobility is one of our main topics, due to the evolving needs of our citizens, but we also deal with waste management and urban planning, among many

other areas. However, there is a collective idea throughout a large part of our metropolitan area that views the AMB as a transport institution.

This misunderstanding is problematic and in the long run may generate tensions between the organisation and the general public. Even now, lack of awareness about the full scope of the AMB's areas of action is generating problems for the approval of a metropolitan tax. This brings us to the old slogan "No taxation without representation", which is why we see it as fundamentally important to deliver more and clearer information that shows the work we really do.



Second panel session,
from left to right:

Maciej Kautz
Ernest Maragall
Michał Olszewski
Pascal Smet

Pascal Smet

Secretary of State in charge of European and International Relations, and Urbanism and Heritage, Brussels-Capital Region

Talking about levels of public awareness, we will always find solutions by how metropolises are organised and their competences. When we talk about public awareness, it is important to consider the kind of administration we are dealing with. It is also fundamental to know the kinds of information to announce. For instance, it is not as important to communicate information about an administrative procedure as it is to communicate a political decision.

Public awareness can also depend on the way the structure of the organisation has been designed. For instance, an administration that is directly elected will inevitably be more recognisable than one that is

indirectly elected, as people will at least have been notified about the possibility of voting.

The result, then, is that we must be more efficient in selecting what we wish to communicate as essential information that citizens must receive, and reduce informative procedures on other secondary matters.

In the case of the Brussels-Capital Region, we are a political organ composed of directly-elected members with many competences, so people are very familiar with our administration. However, in an ideal scenario, the Brussels metropolitan area would have greater representation. Brussels is the second most international city in the world after Dubai, and this leads to a problem of democratic deficit because most of the inhabitants of Brussels cannot vote in either metropolitan or regional elections because they are not from Belgium, even though they are permitted to vote in the 19 municipalities. We are currently

trying to change this situation and give a voice to these people through more participative processes aimed at this essential part of the populace.

In order to increase citizen engagement and participation in political issues, we have also been experimenting with what we call "deliberative commissions". These are dialogues in which politicians and citizens, both elected at random, must discuss certain hot topics in our region and draw collaborative conclusions. This is working really well, and it is also working as an educational tool to integrate political participation as a citizen responsibility.



Roger Ryberg
County Mayor of Viken
(Oslo)

Viken is the biggest region of Norway; it surrounds but does not include Oslo. The country is composed of five regions with a population of around five million inhabitants. Twenty-five per cent of the country's population lives in Viken, prompting the question of separating the Viken administration into smaller counties, according to the old territorial units, to make it more efficient and easier to run. Finally, a majority of citizens has decided to change that and Viken will revert to its former organisation, divided into three different parts, in 2024.

This has happened because Norway is a country where bottom-up methods are much appreciated. People believe that smaller administrations

will enable more democratic government of the region. Almost 90% of issues are solved unanimously, which is an indicator of effective governance.

Another question is how to engage with those inhabitants who find themselves outside the political system. We have been working on this for a very long time and we have created, for instance, four different associations for the main subgroups in our society: elderly people, disabled people, young people, and multicultural representatives.

For instance, 30% of our inhabitants are non-Western European people from around 150 nations, and this is why we have created an association specifically for them. They have set their own agenda and political platforms internally. My administration and I have regular meetings with them, as well as with other politicians, in order to tap into and implement their ideas. We consider the initiative a complete success.

Multiculturalism and young people's issues are always on the top of the agenda for us because these categories of people are very active in our counties. Splitting Viken into three minor regions will have a positive impact on their participation in policymaking. And the city that will benefit most from the division is Oslo, since Viken is now twice the size of the Norwegian capital. We now have good discussions with Oslo, and there is the political will for more development of the periphery as opposed to the centre.



Second panel,
from left to right:
Séverine Saint Martin
Nathanael Molle

Séverine Saint Martin

*Deputy Mayor of Montpellier
Metropole*

In the case of Montpellier Metropole, the main challenge for us is to show people the use and importance of the Metropole in all aspects of our citizens' daily lives. The Metropole is composed of 31 cities, with Montpellier in the centre, and of course most citizens view transport as the most important area that the Metropole deals with.

We have been working hard to show the population the utility of our administration and the ways in which we generate beneficial outcomes for them. Our administration has competences in many areas such as transport, culture and waste management, but it is true that often we are only recognised for our efforts in transport management, as we have exempted this service

from tax. Citizens are also aware that we are developing a bike network that connects all the municipalities within the Metropole. However, some people are not aware that we also work with waste management and access to culture. We have implemented a system of affordable passes for interesting cultural events, for example. Therefore, it is true that we are still lacking broad acknowledgment from the citizens of the administration.

Our metropolitan council is not directly elected, and that is why our metropolitan representatives wish to embody the essence of the metropolis. We do this by being in close contact with citizens at all times. We are also aware of the need to communicate properly with citizens, and that is why we have created a very popular media outlet called "Magazine", and we are very active on social media networks. Every week, our representatives visit the different villages of our

metropolitan area, participating in inaugurations, council and work meetings, and a variety of other events where citizens can have the opportunity to meet them.

Therefore, our main goals are threefold:

- to show the real value of our metropole;
- to embody this value by being present on the ground;
- to collect feedback from citizens and make them participants in the policy making process.



Second panel session,
from left to right:

Ernest Maragall
Michał Olszewski
Pascal Smet

Michał Olszewski
*Deputy Mayor of Warsaw,
Chairman of Warsaw Metropolis*

It is obvious that citizens are recognising some kinds of local authorities better than other ones. If you ask a citizen to name the mayor of their town, they will almost certainly answer correctly, but they will probably be unaware of the high representatives of other local entities.

Sometimes the problem of identification can be connected to the fact that, by aggregating municipalities, you are inevitably distancing yourself from citizens. For Polish metropolises, the solution is that, if you are bigger, you need to find ways of keeping your citizens active in the sense of doing things together. To do that, you need to introduce new ideas for participative processes. For instance, we were one of the first cities to push

to establishing a participatory budget.

We are now creating a new local strategy for metropolitan development in Warsaw Metropolis, which consists of the city of Warsaw and 69 local communities and has around three million inhabitants. This strategy not only deals with mobility issues, a mainstay of city management, but also incorporates a global strategy for the functioning of the metropolitan area.

We also have a problem with promoting participation because at the city level, still just 1% of citizens are actively proposing new projects, 9% are voting for those projects, and the other 90% do not participate at all. Our concerns revolve around the possibility that these patterns could become more pronounced when municipalities are integrated into a single administration.

It is true that the primary efforts of our administration are still focused on mobility, the

sector in which around 90% of our problems are concentrated. In addition, mobility is always the area in which cooperation is strongest. Waste and water management are also matters requiring solutions, but these issues are less recurrent.

CONTRIBUTION

Gil Peñalosa

*MBA, PhDc, 880 Cities Founder
& Chair, World Urban Parks
Ambassador, Our Third Act
Founder & Advocate*

I am really happy to see how critical of democracy the participants have been, and that is a beautiful thing, because it means we recognise we have to keep making it better. One of the things I notice we have to improve on is establishing term limits. Sometimes a person is elected and, if there are no term limits on their position, their first priority after their election is to be re-elected. With that aim in mind, politicians tend to act cautiously, trying to do the things they do just a little bit better, but without creating anything new.

When we talk about our metropolises, it is fundamental that we learn from each other, share specific experiences and learn from our results.

I also think that, to plan better and create more enduring policies, we must plan in relation to age, not with reference to the elderly, but rather to children aged from 0 to 4 years old. Eighty per cent of the potential of these children – who may live for 80 years in our society – depends on their experiences during these first four years of life. If we enable adequate nutrition, mobility, affection and resources for the very youngest citizens in our countries, we will keep working to create a better, stronger and healthier society.

FINAL NOTES AND EMA 2023 ANNOUNCEMENT



Kazimierz Karolczak
Chairman of the Board at GZM

Thanks for this very interesting day. We have shared so many experiences and enjoyed so many interesting talks together. At this point I would like to mention a quote that perfectly explains our work: If you want to go fast, go alone. If you want to go far, go together. I wish all of you, all of our colleagues here today, to go together, keep looking further and be successful in your endeavours, all together. Thank you very much to all and to Katowice for hosting us! See you next year in Helsinki.



Ossi Savolainen
Regional Mayor of Helsinki-Uusimaa Regional Council

Thank you, dear colleagues from Katowice, for inviting us to your beautiful and inspiring city and for the organisation of this great event.

We meet here today with a complicated international situation due to the ongoing Russian invasion of Ukraine. This terrible disaster taking place only a few miles away from here reminds us that we have to be together more than ever. We must generate good dialogue, build partnerships, and enhance cooperation with an iron will that will help us meet the challenges of the times.

Finland currently has the most expensive petrol in Europe.

At the same time, Finland is considered the happiest country in the world. My region is one of the most innovative regions in the EU, and we are one of the wealthiest regions in the world. The Financial Times has rated our region as the second-best investment destination in Europe, and the Committee of the Regions has selected our region as European Entrepreneurial Region.

I would like to announce that you will be more than welcome to visit Finland for EMA Helsinki. We currently have three areas in which our region is well ahead: climate change mitigation (climate neutrality by 2050), economic

competitiveness (increase R&D expenditure to 5–6% of the GDP), and well-being (reduction of the unemployment rate).

Finally, we would like more metropolitan areas, especially from the northern part of Europe, to join our family. To

achieve this goal, of course, we need to have talks with Stockholm, Tallinn and so on. Please, come and see what we are doing in the happiest country in the world!





Photos: Krzysztof Malinowski
Metropolitan area of GZM



Photo: Krzysztof Malinowski
Metropolitan area of GZM





More information:

ema.amb.cat

ambmetropole@amb.cat