Polycentricity

The Core Concept in the European Spatial Development Perspective
By Bas Waterhout, Excerpts from European Spatial Planning

The European Spatial Development Perspective (ESDP) is a document approved by the Informal Council of Ministers of Spatial Planning of European Commission in Potsdam in 1999. It is a legally non-binding document forming a policy framework with 60 policy options for all tiers of administration with a planning responsibility. The strategic aim is to achieve a balanced and sustainable spatial development strategy.

The Chief outcome of the ESDP process as well as the key conclusion of the policy theory is polycentricity.

Why is polycentric development a key concept? Because it stands for a balanced, sustainable form of development of the European territory, terms that figure in the subtitle of the ESDP: “Toward Balanced and Sustainable Development of the Territory of the European Union.” This subtitle encapsulates the three objectives underlying the ESDP:

- Economic and social cohesion;
- (Continued on page 2)
Trans-European Networks (TENs) and improvement of the links between international/national and regional/local transport networks.”

Achievement of a more polycentric development depends on cooperation and promotion of complementarity. The ESDP is clear about who should cooperate with whom, but not about how this can be attained.

Ways and procedures must be found to enable cities and regions to complement each other and cooperate…. As well as city networks at regional level, the need for complementing cooperation also applies to city networks at interregional, transnational or even European level…. Promoting complementarity means simultaneously building on the advantages and overcoming of disadvantages of economic competition.

The ESDP variously refers to polycentricity but makes no explicit study of it, so the concept remains vague…

Promoting complementarity means simultaneously building on the advantages and overcoming of disadvantages of economic competition….

Polycentricity also can be defined on the continental, national and regional, and urban and peri-urban scale, where the ESDP deals with functional relations among towns and rural areas, and with cooperation within metropolitan areas…

[The continental and transnational] scale is what political options (1) and (2) of the ESDP are about:

- “Strengthening of several larger zones of global economic integration in the EU, equipped with high-quality, global functions and services, including the peripheral areas, through transnational spatial development strategies.”
- “Strengthening a polycentric and more balanced system of metropolitan regions, city clusters and city networks, through closer co-operation between structural policy and the policy on the...
Planning Paradigm Shifts
Learning from International Regional Councils with Lessons on Energy and Climate Change
by Mark Gibb and Dale Medaris PhD
From APA Regional and Intergovernmental Planning

Introduction

This past April, regional and environmental planning in the United States took a quantum leap in a new direction. For the first time, senior leaders from U.S. and European regional councils met formally in the context of the “U.S.-European Conference of Metropolitan Regional Councils,” in Alexandria, Virginia to exchange solutions for regional climate and energy challenges. Led by the Northern Virginia Regional Commission, the Network of European Metropolitan Regions and Areas (METREX), the Metropolitan Washington Council of Governments, and the National Association of Regional Councils, over 140 officials from U.S. and European regional councils collaborated on the exchange and application of mutually beneficial regional climate and sustainable energy policies. Two themes were repeated regularly among the keynote speakers and participants of the conference: 1) The exchange and applications of lessons between local and regional governments in Europe and the U.S. is an important element for developing solutions to global climate change; and, 2) Local and regional governments in Europe and the U.S. are leaders and innovators in responding to the global challenge of climate change and sustainable energy policies.

Shifting the Paradigm

The conference was noteworthy for challenging the current paradigm within U.S. planning circles that characterizes the appropriateness of international work—especially at the local and regional level—as marginal at best and wasteful at worst. The challenge U.S. planners face when working aboard can be summarized by Bob Yaro, of the New York/New Jersey Regional Plan Association, who asserted that “Learning from abroad does not come naturally to American planners. Over the past few decades, American planning and land-use regulation have become increasingly insular and introspective” (Faludi 2002:210). In short, American urban and environmental planning lacks a global perspective that is suitably tuned to regularly and consistently finding, understanding and applying lessons from abroad to the U.S. It is still far too uncommon to observe U.S. local or regional authorities initiating and financing their own search, review and application of lessons from overseas into the U.S. Much of this has to do with the fact that international planning takes place within one of two contexts. Most often, U.S. planners export policies, ideas and

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The GRIP (Greenhouse Gas Regional Inventory Protocol) webpage includes: Information about the initiative; the results of the projects completed so far; view the original scenario tool; access the inventory tool so that you can compile your own Greenhouse gas emissions inventory for your region; and lastly get in contact with us to find out more.

The protocol has been in existence for several years, in its infancy much work was undertaken to understand the various methods and approaches used by others to form inventories, this included a comprehensive understanding of the IPCC’s inventory methodology for submission to the UNFCCC. The reporting standard for national inventory approaches. It was this understanding that led to the GRIP inventory methodology.

The GRIP Scenario Tool was devised to bring together discussions on energy futures. It enables coherent discussions across the energy system, so that (for example) debates on transport can take place in combination with those on electricity generation and domestic heating. With views and visions being quantified in real time in a clear and effective way.

www.grip.org.uk

(Continued on page 5)
calculated consumption of energy, electricity and CO2. It is common practice in many European cities to blend thoughtful regulatory mechanisms and market forces to achieve sustainable building and energy policies.

**Transportation**

Any meaningful climate and energy strategy in the United States must focus on alternatives to car-dependent transportation systems. Approximately 30 percent of greenhouse gas emissions emanate in the U.S. from the transportation sector. Studies are now emerging that suggest that even the new federal fleet fuel economy increase to 35 miles per gallon for cars and light trucks is unlikely to cut emissions of CO2 from mobile sources as long as there is a general increase in VMTs. Clearly there is a need to do more. Even as gas prices go beyond $4.00 per gallon and ridership in public transit increases in the U.S., successful climate and energy policies must regularly integrate land-use into transportation planning. In many northern European metropolitan regions, it is common to observe modal splits in which 50 percent of trips are on public transit, bikes or foot. Freiburg, Germany, 65 percent of all trips are on public transit, bikes and foot. Stockholm, Sweden’s innovative applications of congestion pricing have reduced emissions of greenhouse gases from automobiles 30 percent since its introduction.

**Renewable Energy**

In the U.S., renewable energy makes up less than 4 percent of all energy and less than 7 percent of electricity generation. By comparison, renewable energy in German makes up over 10 percent of all energy and approximately 15 percent of all electricity. Moreover, Germany has successfully merged job creation and renewable energy policies. At the present, there are over 215,000 people employed in the renewable energy sector. If trends continue by 2020, over 500,000 could be employed in Germany in the renewable energy sectors.

**Past Precedents as Models**

International work, particularly for planners in the U.S., does not have to be viewed suspiciously, wasteful or irrelevant. There is a legitimate and vital role to justify the work of U.S. planners abroad. History demonstrates that working to harvest lessons from abroad is practical and necessary work. At the turn of the twentieth century, legions of American planners, environmentalists and academicians traveled to Europe to look for and adopt planning and environmental lessons. ‘Grand Tours’ to European capitals were organized to study park designs, transportation planning, and taxation policies. Moved by the crisis of cholera outbreaks in New York City, Benjamin Marsh deliberately moved to Germany to understand city planning practices that emphasized human health and hygiene and returned to New York City to apply the first zoning regulations in the U.S. The U.S. university system, the introduction of kindergartens, and modern American forestry and natural resources management practices all were imported from Europe during the “rationalistic era” of city planning at the close of the 19th century. During this era, the search for solutions from abroad by planners was deliberate, structured,
Looking Ahead

Now, more than ever during this period of unprecedented threats from climate change and wasteful energy practices, U.S. planners will need to reach out to counterparts overseas to find and apply lessons to the U.S. Serious international work starts when policy makers initiate problem-focused, goal-oriented searches, reviews and testing of innovations from abroad. The search and review should be accompanied by analysis of the policy context and measurable indicators of the policies performance. They could include prospective analysis of transfer potential in which a range of policy alternatives and possible outcomes are evaluated.

Such an effort has started in Northern Virginia. Through the leadership of the Northern Virginia Regional Commission, a long-term effort has been initiated to aid the climate change mitigation and sustainable energy programs of local authorities in Northern Virginia. Through the 10-year-old bilateral partnership between the NVRC and the regional planning authority of Stuttgart (Verband Region Stuttgart), and now through METREX, finding, understanding and applying innovative climate and energy programs abroad has become integrated into the climate and energy work of the NVRC. The partnership has introduced regional practitioners, policy makers and technical experts to the innovative climate, energy efficiency, renewable energy, land-use and transportation policies of Germany and Europe. Focused, problem-specific exchanges have brought tangible results to Northern Virginia from this relationship, such as real-time transportation signage on the Metro-rail system, traffic calming and “green” roof designs in Northern Virginia. Now the fun starts with community energy planning, applications of solar photovoltaic, district heating, and energy labeling for buildings and housing.

Conclusion

U.S. planners should run, not walk to embrace the paradigm shift occurring in international planning that was inaugurated in Alexandria, Virginia, last April. As cities and urban regions in the United States are increasingly affected by climate change, urban planners will be constantly challenged to respond and plan adequately for the environmental, economic and social changes. The METREX conference and work between the Northern Virginia Regional Commission and its partners in Europe, affirmed that U.S. urban environmental planners can easily justify work abroad to harvest information, experiences and lessons. These practices enable U.S. planners to manage the dual pressures of climate change and sustainable energy. Ideally, the work started in Alexandria will be sustained and strengthened as planners around the U.S. are committed to healing the environment, the economy and community.
The International Art & Architecture Research Association (IAARA) was established in 2003 in response to the lack of specialized knowledge among urban managers in Iran. Over the past six years, IAARA has organized over three dozen specialized workshops to much success for Iranian urban managers. As a result of IAARA’s relentless activities, the training of urban managers was finally being accomplished nationally at a professional level. These workshops have had considerable impact on urban management in Iran, as seen by a change of strategy and perspective among local authorities following the workshops.

A leading pioneering NGO, IAARA continued advocating smart urbanism and dedicated itself to solving the problems of rapid urbanization by engaging enthusiastic professionals, intellectuals, urban managers, academics, architects, and operational managers towards a common cause.

The dynamic activities of IAARA would reach the international stage, they have since been recognized as the Iranian partner and representative of the "best practices and local leadership programme" of UN-HABITAT, and are also the publishers of the international bilingual "Urban Space Journal".

Spearheaded by IAARA president Reza Pourvaziry, today IAARA has up-scaled the caliber of its work and is involved in several distinguished events:

Human Habitation: international conference on architecture, settlement & urban identity of the Persian Gulf Region

IAARA and the University of Westminster are jointly organizing "HUMAN HABITATION" on 5 October 2009 for the occasion of World Habitat Day. This event will be

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Manager. The objective of this event is to enhance the urban space quality of all the cities in the world. This event will focus on sustainability and it will be held every 4 years in one of the member countries of UN-HABITAT. The 1st World Olympiad for Urban Design calls the cities of the World to compete for the promotion of urban space quality with the slogan of “Creativity for Urban Sustainability”. This event is expected to be among the world’s most premier events on urban issues.

Zarand Project for the promotion of urban space quality

IAARA put together an expert international team consisting of urban designers, planners, anthropologists and architects with the aim of creating a more active city through livelihood strategies. This project for the city of Zarand will serve as a model for additional projects in the region.

World Olympiad for Urban Design (WOUD)

The World Olympiad for Urban Design is due to be organized by the International Art & Architecture Research Association with UN-HABITAT as the supreme manager. The objective of this event is to enhance the urban space quality of all the cities in the world. This event will focus on sustainability and it will be held every 4 years in one of the member countries of UN-HABITAT. The 1st World Olympiad for Urban Design calls the cities of the World to compete for the promotion of urban space quality with the slogan of “Creativity for Urban Sustainability”. This event is expected to be among the world’s most premier events on urban issues.

Local Agenda 21 (LA21)

IAARA is in the final phases of completing the local agenda 21 programme of UN-HABITAT for the city of Qazvin situated near Tehran. IAARA has helped local urban development authorities to identify and address priority issues in order to achieve sustainable development. Realizing the importance of the public opinion for LA21, IAARA organized a first of its kind public workshop in July 2008 to provide a voice and gather support from the local citizens. In early 2009, IAARA began the LA21 programme for the city of Rafsanjan located in southern Iran.
The regions of the European Union (EU) can only be competitive and hence contribute to the reduction of unemployment if towns and cities, especially those outside the global integration zones and metropolitan regions, have enough economic potential. These include, in particular, the so-called “gateway cities”, which provide access to the territory of the EU (large seaports, intercontinental airports, trade fair and exhibition cities, cultural centers); and smaller towns and cities which are active regional centers revitalizing rural regions in decline. The “gateway cities” also include metropolitan regions located on the periphery, which can use specific advantages, such as low labor costs or special links with economic centers outside Europe or neighboring non-Member States.

Many of the less dynamic towns and cities of the EU have a relatively narrow economic basis dominated by a single economic sector, whose decline has a negative impact on the whole regional economy. The competitiveness of these towns and cities depends thus on a policy of diversifying their economic bases. The future prospects of the surrounding rural areas are also based on competitive towns and cities. Material and social welfare in cities is, therefore, an important factor for social, environmental and economic development. The development policies to achieve these objectives are very dependent on local conditions. The five following aspects are of particular importance to the sustainable development of towns and cities:

1. control of the physical expansion of towns and cities;
2. mixture of functions and social groups (which particularly applies to large cities in which increasingly large sections of the population are threatened by exclusion from urban society);
3. wise and resource-saving management of the urban ecosystem (particularly water, energy and waste);
4. better accessibility by different types of transport which are not only effective but also environmentally friendly; and
5. the conservation and development of the natural and cultural heritage.
Sustainable urban development offers many opportunities for “thinking globally and acting locally”. The UN conferences in Rio and in Istanbul (Habitat II) have stimulated global measures which should be implemented at national and local levels. This issue must be taken into consideration by Community policies and by all Member States. The policy options cited in this section, which are related to the Agenda 21 and the Habitat Agenda, can be best implemented by a multi-sectoral, integrated urban development strategy.

Strategies and instruments helping to achieve sustainable urban development strongly depend on local, regional and national starting conditions of the towns and cities of the Member States. The exchange of good practices in sustainable urban policy, which has been set up by Member States, offers an interesting approach for applying ESDP policy options. The European Commission has also presented, in its action framework, policy aims and proposed measures for urban areas which are consistent with policy aims for urban development in the ESDP.

Member States and regional authorities should pursue the concept of the “compact city”—the city of short distances

The prudent management of the urban ecosystem is of great importance. An integrated approach with closed cycles of natural resources, energy and waste must be pursued in order to reduce burdens on the environment. Through this approach, both waste production and the consumption of natural resources could be limited (particularly in the case of resources which are not renewable or which regenerate slowly). Air, soil and water pollution could also be reduced. The expansion of natural areas in the cities, the conservation of ecological and important social functions.

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bio-diversity and common energy systems for households and industry are examples of measures which belong to a prudent environment policy.

Accessibility of cities has an important influence on the quality of life, the environment and economic performance. Accessibility should be promoted by a spatial policy for location which is compatible with land use and transport planning. The aim here should be to reduce the expansion of the towns and cities and to adopt an integrated approach to transport planning. This would reduce dependency on the private car and promote other means of mobility (public transport, cycling).

**Policy Options**

- Expansion of the strategic role of metropolitan regions and “gateway cities”, giving particular attention to the development of peripheral regions of the EU.

- Improvement of the economic basis, environment and service infrastructure of cities, particularly in economically less favored regions, in order to increase their attractiveness for mobile investment.

- Promotion of an economic diversification strategy in cities which are too dependent on a single branch of economic activity, and support for the economic development of towns and cities in less favored regions.

- Promotion of integrated urban development strategies sensitive to social and functional diversity. Particular attention should be given to fighting social exclusion and the recycling and/or restructuring of underused or derelict urban sites and areas.

- Promotion of a wise management of the urban ecosystem.

- Promotion of better accessibility in cities and metropolitan regions through an appropriate location policy and land use planning that will stimulate mixing of urban functions and the use of public transport.

- Support for effective methods of reducing uncontrolled urban expansion; reduction of excessive settlement pressure, particularly in coastal regions.

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Katrina Lessons for New Zealand Planners

By Bruce C. Glavovic, PhD  MNZPI, EQC Fellow in Natural Hazards Planning, Massey University, New Zealand, b.glavovic@massey.ac.nz

New Zealanders were shocked by the devastation that Katrina wreaked in the Gulf coast and, especially, by the dismal Government response to the plight of those stranded by the catastrophic levee failure-induced ‘drowning of New Orleans’. It is reasonable to think that ‘things are back to normal’ in the city and that every effort has been made to avert future tragedy. It would come as a surprise to know that, despite extensive recovery efforts over the last three years, many are still struggling and that there are only likely to be marginal improvements to the city’s sustainability and resilience. Another direct hit by a category 3 or greater hurricane is likely to result in catastrophic flooding of recently repaired homes and neighbourhoods. I undertook six visits to New Orleans between June 2006 and July 2008 to learn lessons that might help New Zealand prepare for and recover from a major disaster. I am struck by the following lessons:

1. Katrina unequivocally demonstrated that extensive resources and sophisticated emergency preparedness policies and institutional arrangements are not sufficient to avert disaster. The utter failure of the Government’s response to Katrina underscores an institutional imperative. Emergency management institutions must be all-hazards oriented, led and staffed by experienced professionals, functionally aligned, adequately resourced and well-rehearsed. The ultimate test is a real event; and New Zealand has not experienced a disaster since the Hawkes Bay earthquake in 1931.

2. The ‘drowning of New Orleans’ underscores the futility of relying on structural protection such as levees when events are likely to exceed design standards; especially if funding for such works is subject to political expedience. Protection works are essential for New Orleans. But they foster complacency. Many New Zealand communities are dependent on levees (stop banks in local parlance) to prevent river flooding. It is imperative to design and build such works to ensure protection against likely events, and to maintain and where necessary upgrade and adapt such works in the face of changing circumstances (e.g., climate change). Moreover, new development should not be approved in high risk areas if they are dependent on protection works. Structural protection need to be complemented and where possible replaced by non-structural measures, including incentivising people to relocate from areas prone to recurring high-risk hazards.

3. Perhaps the most poignant lesson Katrina offers is the imperative to confront social vulnerabilities before they are brutally exposed by a hazard event. The plight of poor and marginalised New Zealanders were shocked by the devastation that Katrina wreaked in the Gulf coast and, especially, by the dismal Government response to the plight of those stranded by the catastrophic levee failure-induced ‘drowning of New Orleans’. It is reasonable to think that ‘things are back to normal’ in the city and that every effort has been made to avert future tragedy. It would come as a surprise to know that, despite extensive recovery efforts over the last three years, many are still struggling and that there are only likely to be marginal improvements to the city’s sustainability and resilience. Another direct hit by a category 3 or greater hurricane is likely to result in catastrophic flooding of recently repaired homes and neighbourhoods. I undertook six visits to New Orleans between June 2006 and July 2008 to learn lessons that might help New Zealand prepare for and recover from a major disaster. I am struck by the following lessons:

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New Orleanians continues to bedevil recovery efforts. Their neighbourhoods remain blighted and many are still scattered across the US. Moreover, Katrina traumatised all New Orleanians, causing a profound loss of community and 'sense of place'. Restoring the social networks and genius loci of this iconic city cannot be achieved overnight. Katrina compounded long-standing poverty and inequity and has created new social vulnerabilities that will only heal as New Orleanians regain their sense of belonging and 'community'. Planning has a critical role to play in this process.

4. Public leadership and governance capacity are critical ingredients for successful response and recovery. The failure of leadership at all levels in the Katrina response is common knowledge. Perhaps less well known are New Orleans’ fraught political culture and institutional problems. Successful recovery planning processes are dependent on effective public leaders, enabling governance institutions and public support. In the absence of these key ingredients, technically sound plans are useless—a fate that befell early New Orleans recovery planning processes. Paradoxically, efforts to increase accountability and transparency have created ‘red-tape’ that hampers effective recovery.

5. A diverse economy, access to affordable housing and financial recompense are essential for recovery. But if recovery efforts are driven by vested short-term interests—‘business as usual’—pre-event vulnerabilities and community risk will be entrenched. Redevelopment will occur in high risk areas as long as such interests prevail—as has transpired in New Orleans. Creative planning approaches are needed to transform the aversion to Government regulation before an event occurs, reliance on being rescued afterwards, and the assertion of private property rights to rebuild in high risk areas. Community risk and vulnerability must be reduced even if this means impinging upon vested interests and private property rights.

6. Finally, recovery planning—like all planning—is inherently political. In the aftermath of disaster the stakes are especially high. Traumatised survivors and marginalised groups in particular are vulnerable. Notwithstanding the imperative to ‘build back’ quickly, measured steps need to be taken to ensure that recovery efforts turn the rhetoric of community sustainability and resilience into reality. Such process must be locally relevant and founded on authentic endorsement by all sectors of society.

Ultimately, effective recovery planning processes are transformational: empowering survivors to build more sustainable, hazard-resilient communities.
The capital of the West Pomerania region, the city of Szczecin, holds the 7th place in Poland with respect to population (414,000 inhabitants). It is also the most important city of “Pomerania” Euroregion, which includes Polish, Swedish and German communities. Szczecin is located in the north-western corner of Poland at the banks of Odra river, at a distance of about 40 miles (65 km) from the Baltic Sea. It only takes 7 miles (12 km) from the city to the border with Germany and 74 miles (120 km) to its capital, Berlin.

The metropolitan region of Szczecin comprises land along and near to the mouth of Odra river, at the cross roads of important international north-south and east-west transport routes, with two jointly administered sea ports (Szczecin and Swinoujście) and a regional airport, a number of smaller towns (plenty of them present a richness of cultural heritage) and attractive natural touristic areas on both sides of the Polish-German border. Many international institutions are located in this region.

Several regional and local governments, institutions and a local organizing committee [see sidebar] invited the International Society of City and Regional Planners to form an Urban Planning Advisory Team (UPAT). The Team’s task was to develop ideas and perspectives of the Szczecin metropolitan region development taking into account the factors that determine the metropolitan functions/activities, the transportation network and the trans-border character of the region.

The Szczecin UPAT focused on the following inter-related topics:

The factors and relations (present and future) determining the metropolitan character of the area

There are many questions concerning the area and administrative entities which should be comprised within the metropolitan planning process and the kind of management to be the best for obtaining steady development of the metropolitan region. This discussion has been triggered by ideas included in the proposed national legislation on the matter which not always match with the local conditions.

Transportation

A precondition for spatial development of the area is a high capacity and efficient system of all modes of transportation taking into account its European cross-roads situation (west-east—Lubeck-Kaliningrad,
The Team noted three extraordinary features for the Szczecin Metropolitan Region: abundant open space and biodiversity, extensive river and coastal waterways, and a deep cultural heritage spanning many historical influences. These resources provide the region with exceptional opportunities for future development. The overall recommendation of the UPAT is to integrate these features into the regional planning framework for accessibility and connectivity, for regional repositioning; developing regional character and imagery; and trans-border cooperation; and regional governance.

Accessibility and Connectivity
The Metropolitan Region is situated on two important Central European axes: the north-south Oder River and future Central European Transportation Corridor; and the east-west Berlin-Warsaw and Via Hanseatica Corridor. General recommendations range from corridor infrastructure to inter-modal connectivity improvements. Specific recommendations include Swinoujscie sea ferry terminal and Golienow airport improvements.

UPAT Program
The program consisted of the following elements:
- Pre-visit documentation review
- 1-week visit to region (Szczecin)
- Site visits
- Stakeholder interviews and presentations
- Preparation of a technical file
- Preparation and delivery of a multi-media presentation at end of the UPAT week
- Press conference at end of the UPAT week
- Preparation of an UPAT report

Presentation Summary
The Team presented their initial findings and recommendations at the West Pomeranian Regional Parliament Seat on May 29th, 2009 to Provincial and local government officials. The presentation included the following components:

Regional Setting
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Metropolitan Character and Identity
The Metropolitan Region has numerous...
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characteristics with which to develop an integrated identity. Three broad themes were considered including natural environment, built environment and culture. General recommendations range from enhancing polycentric development to increasing landscape diversity. Specific recommendations include expanding waterfront development and agricultural diversity.

Trans-border Cooperation
The Szczecin Metropolitan Region is a vital Central European link to the Berlin Metropolitan Region, and much discussion focused on this relationship. Three specific trans-border issues were evaluated: the east-west Berlin-Szczecin-Warsaw Corridor; the Baltic Pole; and valorization of the Szczecin City core. General recommendations addressed strategies for strengthening these relationships. Specific recommendations included development of a Szczecin-Neubrandenburg-Greifswald university pole and revitalization of the “Hanseatic Cities” partnerships.

Governance
Poland is currently preparing legislation to formalize regional governance programs, and there is strong interest to develop metropolitan area governance. Within the West Pomerania Province, the Szczecin Metropolitan Area is viewed as including the communities within an approximate radius of 30-60 miles (50-100 km) depending on the functional criteria. Currently there is a regional association of governments formed to review and make recommendations on a variety of policy issues. The Local Government Association of Regional Cooperation is made up of the West Pomerania Province Marshal’s Office; the cities of Szczecin and Stargard; and the communes of Dobra, Goleniow, Gryfino, Kobylna, Kolbaskowo, Police, Czarnowo and Warpno. The UPAT general recommendations focus on expanding the responsibilities and scope of this organization. Specific recommendations include adding the coastal commune of Swinoujście and creating a Technical Advisory Committee (including neighboring German county representatives).

Conclusion
The official UPAT Report is currently being drafted and will be finalized mid-summer. This final report will be presented to the participating organizations and considered for further development and implementation. This document will also be presented at the International Planning Congress this September in Porto, Portugal [see the Events section of this newsletter]. The Urban Planning Advisory Team program is an innovative approach to exploring technical planning issues from a multi-national perspective. For more information on this program and future UPATs, please contact ISOCARP Vice President Francisco “Paco” Perez at fperez@fpa.com.mx.

www.planning.org/divisions/international
The Department of Architecture and Planning, NED University of Engineering and Technology Karachi, Pakistan is proud to present their 4th Seminar on Urban and Regional Planning with the theme “URBAN PLANNING IN GLOBALIZING WORLD”.

Future of Asian Cities

The Asian Planning Schools Association (APSA) is a non-profit and non-political association that aims at providing opportunities for scholars and planners to discuss issues related to planning, to exchange opinions and understand problems of planning in Asian countries, and to foster new generations of academics and professional planners in Asia. The Association was founded in August 1993 at the 2nd International Congress of Asian Planning Schools in Hong Kong that was organized by Prof. Anthony Yeh of the Centre of Urban Planning and Environmental Management, University of Hong Kong on 25-27 August 1993 as part of the celebration programme of the 80th anniversary of the University.

APSA is comprised of representatives from 19 planning schools in Asia from Bangladesh, Hong Kong, India, Indonesia, Japan, Korea, Malaysia, Singapore, Sri Lanka, Philippines, Pakistan, People’s Republic of China, Taiwan, Thailand, and Vietnam.
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International Planning Events

18-19 June 2009
The Planning Convention
RTPI Planning Convention
London, United Kingdom
Royal Town Planning Institute (RTPI)
www.rtpi.org.uk

18-20 June 2009
Zukunft der Planung (The Future of Planning)
40th SRL Planning Conference
Berlin, Germany
German Assoc. for City, Regional & State Planning (SRL)
www.srl.de

15-17 July 2009
Why Can’t the Future be More Like the Past?
AESOP 2009
Liverpool, UK
Association of European Schools of Planning
www.aesop-planning.com

5-9 September 2009
Urban Technologies for Urban Sustainability
53rd IFHP World Congress
Berlin, Germany
International Federation for Housing and Planning (IFHP)
www.ifhp.org

30 September-3 October 2009
Building a Better World
Canadian Planning Conference
Niagara Falls, Ontario, Canada
Canadian Institute of Planners
www.cip-icu.ca

4-9 October 2009
Innovative Urban Environments
INTA33 World Urban Congress
Kaohsiung and Taipei, Taiwan
International Urban Development Association (INTA)
www.inta-aivn.org

8 November 2009
World Town Planning Day

18-22 October 2009
Low Carbon Cities
45th ISOCARP International Planning Congress
Porto, Portugal
International Society of City and Regional Planners (ISOCARP)
www.isocarp.org

24-26 November 2009
Future of Asian Cities
10th International APSA Congress
Ahmedabad, Gujarat, India
Asian Planning Schools Association (APSA)
www.apsa2009.org