



# RESEARCH NEWS

## Editorial

What matters is the spatial dimension! This is the main message of the Territorial Agenda of the EU (TAEU) which has gained more weight with the Lisbon Treaty: territorial cohesion is now a key objective of the European Union. The Territorial Agenda 2020 as well, which will be adopted in May 2011 and will have a share in implementing the Europe 2020 strategy, underlines the territorial dimension within the European development. Specific regional features, special resources of cities and regions – that is what makes each place individual and what has to be considered when shaping and implementing policies. Exactly this approach is taken up by transnational cooperation as practised under the INTERREG IV B funding programmes of the EU. By participating in five cooperation areas, Germany is intensively involved in the European transnational cooperation. Project-oriented cooperation in the context of INTERREG B aims to find transferable, exemplary solutions to tackle the joint spatial challenges within these areas. At the beginning of 2011, that means following a good half of the programme duration, transnational cooperation is on a good path. This is demonstrated by the first five articles of this Research News issue. Practical implementation and attraction of future investments can be even more strengthened if projects also establish direct links with the private economy in public-private partnerships. Against this background, BBSR has launched a research project that will look into the state of public-private partnerships in transnational cooperation and that will make recommendations on how the creation of public-private partnerships could be improved. Transnational cooperation with our eastern neighbouring countries is also very important for a sustainable regional development. In this context, the Federal Ministry of Transport, Building and Urban Development (BMVBS)

together with the Federal Institute for Research on Building, Urban Affairs and Spatial Development (BBSR) has invited tenders for a so-called “Competition for model cooperation projects in the German-Polish border area”.

The current Europe activities of the BBSR in the field of construction form the second focus of this issue. We will present the Concerted Action Energy Performance of Buildings Directive (CA-EPBD), a European network supporting the dialogue among the EU member states in implementing the EU directive on the energy performance of buildings, for which the BBSR is the German contractual partner and national coordinator. We will also deal with an international comparison of innovation strategies in the construction sector and report about the “Guideline for Sustainable Building”, which provides a tool to plan, build, maintain, manage and use properties and buildings in Germany.

Apart from these two focuses, we will inform about other important projects in Germany, for example the “Rural Infrastructure Initiative” of the BMVBS, aiming to provide the population with a basic supply of social and technical infrastructure facilities and services, about the results of a research project on innovative energy-efficient urban renewal and about an investment programme for national UNESCO World Heritage Sites, supporting the protection and maintenance of the German World Heritage Sites.

Last but not least, we will also present the latest issues of our publication series “Informationen zur Raumentwicklung” (Information on Spatial Development).

**Happy reading!**  
The editors

## Content

Editorial

Territorial Agenda in action!

Transnational cooperation  
and Europe 2020

Public-private partnerships in  
transnational cooperation

INTERREG B – the state of  
affairs

Competition for German-Polish  
model cooperation projects

Rural Infrastructure Initiative  
of the German Federal  
Ministry of Transport, Building  
and Urban Development

Innovation strategies in the  
construction sector

Contract signed for Concerted  
Action EPBD

Guideline for Sustainable  
Building – updating and  
adjusting the “Assessment  
System for Sustainable  
Building”

Honour and everyday life –  
the World Heritage within  
its urban development  
environment

Innovative energy-efficient  
urban renewal in cities of  
the German federal states of  
Brandenburg and Saxony-  
Anhalt

IzR issue “Twenty years  
German unity – a retrospect at  
the passed two decades”

Journal “Information zur  
Raumentwicklung (IzR) –  
further new issues

Better City – Better Life.



The brochure "Beispielhaft! Projekte zur transnationalen Zusammenarbeit in Europa." (in German language) can be ordered from Beatrix Thul at [beatrix.thul@bbr.bund.de](mailto:beatrix.thul@bbr.bund.de)

## Territorial Agenda in action!

### On the way to a European spatial development policy

European spatial development is moving forward: The Lisbon Treaty identifies territorial cohesion as a basic aim for the European Union adding to the aims of economic and social cohesion; Europe has defined a new "Europe 2020" strategy for smart, sustainable and inclusive growth; the territorial dimension of this strategy is taken into account by the revised "Territorial Agenda 2020 (TA 2020)" which will be adopted during the Hungarian EU Presidency in May 2011; the structural and regional policy of the EU is preparing for the next funding period; transnational cooperation is further developed.

A good moment for the German Federal Ministry of Transport, Building and Urban Development (BMVBS) to host a high-level conference on the prospects of European spatial development. More than 250 participants from politics, administrations and society met on 1 March 2011 to discuss the following topics:

- How to implement the Territorial Agenda at different levels?
- What effects does European cooperation have on economic development in the regions?
- What can be done to make European spatial development and territorial cohesion policy fit for the future?

Among the speakers were Joachim Zeller, Member of the European Parliament, Johannes Hahn, EU Commissioner for Regional Policy, Györgyi Nyikos, Deputy State Secretary in the Hungarian Ministry for National Development, Andreas Scheuer, Parliamentary State Secretary in the BMVBS and Elke Pahl-Weber, Director of the BBSR.

The conference showed that the Territorial Agenda 2020 has become an important cornerstone for dealing with current regional challenges and for using the endogenous potentials of the regions. The TA 2020 deals with the different challenges and potentials for territorial development in Europe: globalisation and growing interdependences of regions, demographic and social challenges, climate change and environmental risks, energy challenges, loss of biodiversity and vulnerable heritage in Europe. Six territorial priorities were set up to deal with these territorial challenges and to contribute to the successful implementation of the Europe 2020 strategy. A number of implementation mechanisms are presented that will help to make the EU territorial cohesion a reality. They will form a core task of the Polish EU Presidency in the second half of this year.

As a major instrument for implementation, the European transnational cooperation programmes (known as INTERREG B) strongly contribute to the Agenda's success. The BMVBS supports participation in INTERREG B with the Federal funding programme "Transnational Cooperation", concentrating on high-profile projects with particular benefit for the Federation as a whole. Good practice examples were presented during the conference and made available in a brochure "Beispielhaft! Projekte zur transnationalen Zusammenarbeit in Europa."

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## Transnational cooperation and Europe 2020

Globalisation, scarcity of resources, demographic change and the impacts of the financial crisis confront European countries with large challenges. They can be better tackled through joint European action which is why coordinated Europe-wide strategies have to be set up.

In June 2010, the European Council adopted the Europe 2020 strategy succeeding the Lisbon Strategy and thus providing the framework for the future economic development in Europe. The three priorities "smart growth", "sustainable growth" and "inclusive growth" provide the basic orientation and especially call for more innovation, resource efficiency, employment and social cohesion. All available EU instruments are to be geared towards the Europe 2020 strategy and EU-wide activities in terms of the strategy be initiated.

For this purpose, the European Commission has defined seven flagship initiatives and developed related catalogues of tasks for the EU and the member states:

- Innovation Union
- Youth on the move
- Digital agenda for Europe
- Resource efficient Europe
- An industrial policy for the globalisation era
- An agenda for new skills and jobs
- European platform against poverty

The INTERREG IV B programmes as cohesion policy instruments might have a specific share in implementing the Europe 2020 strategy successfully. Their integrated approach involving vertical and horizontal cooperation across administrative borders fosters the communication and governance processes required and mobilises endogenous potentials. INTERREG projects can communicate the benefits of transnational cooperation up to public and private stakeholders on the local level thus demonstrating the purpose of a joint Europe 2020 strategy. Apart from this process-oriented and communicative support, the INTERREG B programmes can also have a thematic share in implementing the Europe 2020 strategy.

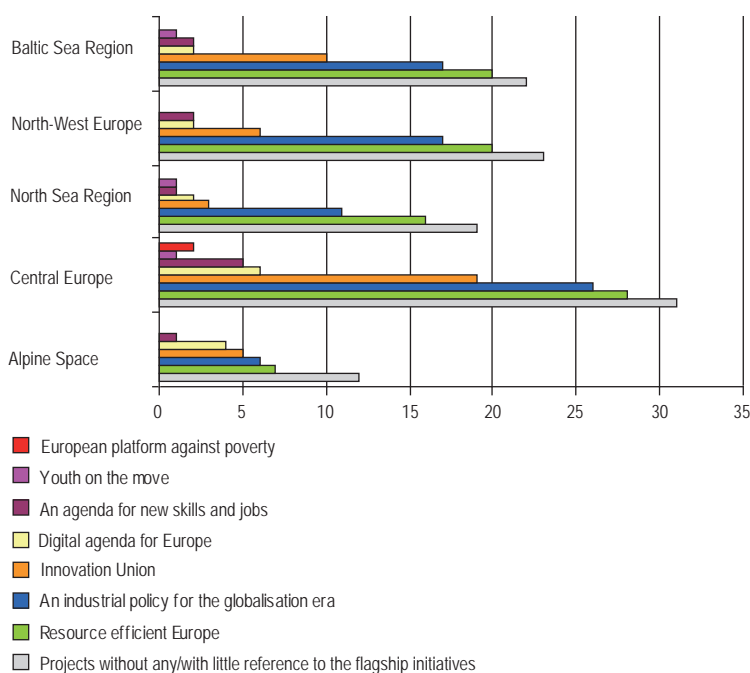
Most INTERREG IV B projects in cooperation areas with German participation are executed in the context of the flagship initiatives "Resource efficient Europe", "An industrial policy for the globalisation era" and "Innovation Union". These three flagship

initiatives agree with the priorities of the INTERREG B programmes in several aspects. In order to increase competitiveness, to improve accessibility and to support the environment and climate protection, measures pursuing the same objectives as the flagship initiatives are fostered (e.g. cluster initiatives within the CLUSTERS-CORD project, supporting small and medium-sized enterprises within the JOSEFIN project, sustainable resource management within the ANSWER project, mobility within the "Ticket to Kyoto" project). Due to their territorial context, INTERREG B projects only have a small share in the "Youth on the move" initiative. There are, however, some approaches, e.g. YURA and BSR QUICK, which aim at involving young people, improving education and vocational training or supporting young entrepreneurs. A "Digital agenda for Europe" is so far only promoted by a few projects (e.g. E-CLIC or Smart Cities). Apart from a few examples, such as "BSLN" and "ET-struct", transnational projects on the flagship initiatives "An agenda for new skills and jobs" and "European platform against poverty" are not initiated as a direct territorial and thematic reference to the objectives of INTERREG B is often missing. But projects often aim at employment alternatives in rural areas or at improving public services of general interest and developing social security systems. The number of such approaches might be increased in the future.

For further information a German-speaking "BBSR-Berichte KOMPAKT" and an online-article on [www.interreg.de](http://www.interreg.de) are in preparation.

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INTERREG IV B projects on the flagship initiatives of the Europe 2020 strategy



## Public-private partnerships in transnational cooperation

The European added value of transnational cooperation in INTERREG is ever more recognised. Over the last decade, transnational projects have developed from studies and joint analyses to innovative spatial development projects of strategic importance. Results have become increasingly tangible, applicable in practice and durable beyond the projects' life time. There is, however, growing evidence that practical implementation and attraction of future investments can be even more strengthened if projects also establish direct links with the private economy in public-private partnerships.

BBSR has launched a research project that will look into the state of public-private partnerships in transnational cooperation. It compares the status quo on public-private partnerships in the five INTERREG cooperation areas with German participation, analyses the benefits and obstacles of involving private partners and makes recommendations on how public-private partnerships could be improved.

So far, the project has shown that private partners, especially those with a profit-orientation, currently account for approximately 8 % of all project partners. However, there are large differences between individual cooperation areas. Although all cooperation programmes (except that for the Baltic Sea Region) allow a direct project participation of profit-oriented partners, they apply different criteria and conditions, which limit their involvement in many cases. Besides, funding rates and the possibilities to dedicate a share of the project's budget to investments vary between cooperation areas.

With respect to the benefits of private partner participation the analysis has shown that projects mainly profit by a stronger orientation towards the practical implementation of their results on relevant markets. Private partners are often seen as a driving force in project development and implementation because of their stronger orientation towards economic aspects and competition. Private partners also contribute with their specific know-how, such as existing prototypes that were developed in other contexts, as well as with innovative knowledge and thereby help to activate the development of innovations. Moreover, private partners often have wider and/or different networks, which offer a potential to all partners. For private partners themselves, participation in a transnational project involves

options for testing new approaches, accessing new markets, networking, joining forces (in case of small enterprises) as well as for an increased recognition and reputation.

The main obstacle for private partner involvement at the level of programmes has been uncertainty and different interpretations of the relevance of state aid issues. Reasons why private partners find the participation in INTERREG project challenging are the lack of advance payments, options for including overheads in the budget and the requirement for a very detailed financial planning in advance, but also the extensive auditing, control and reporting procedures.

Still, there are different ways of how private partners are participating in INTERREG projects. Beyond direct participation as partners, private enterprises can also be more indirectly involved through service contracts or as observers or associated partners. Being involved as associated partners is especially beneficial for SMES.

An important step to increase the efficiency and attractiveness of INTERREG programmes, particularly for private partners, could be a standardisation of programme rules for project partners. This could involve programmes to streamline funding rates and participation options, but also more clarity on the question of state aid relevance. So far, the research findings suggest that the vast majority of transnational cooperation projects have no relevance in terms of state aid. The North Sea Region solution could serve as a model in this respect. In the limited number of cases where state aid rules could apply, a well-elaborated standard procedure needs to be applied. Moreover, the experience gained in other EU programmes, could help to better understand the relevance of state aid questions in transnational projects.

The interim results of the project will be discussed in an expert workshop in May 2011 and will be revised afterwards. Final results will be available in August 2011.

### Further information:

www.bbsr.bund.de >  
 Forschungsprogramme  
 > Allgemeine  
 Ressortforschung >  
 Raumordnung > Öffentliche-  
 private Partnerschaften  
 in der transnationalen  
 Zusammenarbeit –  
 Möglichkeiten und Grenzen

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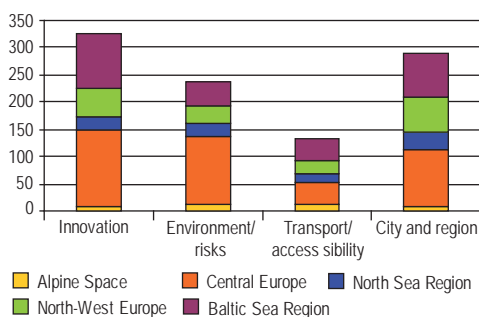
## INTERREG B – the state of affairs

The BBSR regularly reports on the state of implementation of the five transnational programmes of European territorial cooperation (INTERREG B), in which Germany is involved.

As per December 2010, the demand (measured by number of applications per theme) in the fields of innovation support and sustainable regional and urban development continued to be strong. Demand in the field of innovation has even become the strongest, especially in the Baltic Sea Region and Central Europe. In Central Europe there is also a very strong interest in the field of environment. The total number of applications is particularly high in the Central Europe and Baltic Sea Region programme. This may be a consequence of the higher funding rates in these areas (75/85 % compared to 50 % in North-West Europe and the North Sea Region).

The transport and accessibility theme, for which the absolute number of funding applications lags behind the other topics, is a phenomenon which could already be found in the previous programming period. The causes have not yet been analysed – anecdotal evidence points to other comprehensive and easier accessible funds from transport programmes available to potential applicants.

**Number of projects approved per programme priority**



Source: project applications, Monitoring Committee/Steering Committee data (December 2010)

### Comparing number of project applications and approvals

In the cooperation areas on average, just under one third of project applications is approved. In the North Sea Region it is nearly half. In the Alpine Space, due to a two-step-approach, nearly two-thirds of those applications that have passed the first step are finally approved (whilst 80 per cent of expressions of interest are rejected during the first step).

The following illustration shows the number of projects approved per programme priority (see diagramme “Number of projects approved per programme priority”).

What is remarkable is the high share of projects approved in the areas “accessibility” (43 per cent) and “environment and risk prevention” (38 per cent), which indicates a more balanced ratio of demand and financing options of the programmes. In addition, projects within these thematic priorities are of particular transnational relevance.

The ratio is different for the other two programme priorities: the shares of projects approved in the areas of “innovation support” and “urban and regional development” are about 23 per cent each. One reason may be that the related applications cover a much greater variety of topics and often do not sufficiently reflect the transnational approach.

As the implementation of programmes has advanced, three quarters of EU funds have already been allocated to projects. The commitment of funds goes from 50 % of funds being used to support innovation and attractiveness of cities and regions in the Alpine Space to about 100 % committed in the field of environment/risk in the Central Europe and North Sea Region programmes (see table). Some programmes seek to shift funds among priorities in order to remain capable of acting and to meet current needs.

### Spatial distribution of partners of transnational projects

The distribution of partners of transnational projects reveals concentrations in cities and agglomerations. The high number of project partners in larger cities first of all indicates their active participation in transnational cooperation. Secondly, it reflects the central location of institutions with major and supraregional functions. In general, the participation of cities, towns and villages

### Commitment of funds according to priorities

	Innovation	Environment/risk	Transport	City and region
Central Europe	91.5	105.2	60.2	80.1
North Sea Region	88.4	101.2	60.6	82.6
NWE	57.6	88	62	60
Baltic Sea Region	84.4	83.2	79.3	84.1
Alpine Space	50.8	63	51	together with “innovation”

Source: project applications, Monitoring Committee/Steering Committee data (December 2010)

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The data are based on  
analyse made by Kerstin  
Warncke for BBSR in  
December 2010.



-apart from important centres – in transnational projects is stronger with increasing proximity to coasts or neighbouring countries. This is the case in Germany, the United Kingdom, France and Poland. Cooperation with partners outside a cooperation area in the context of the 20 % flexibility (see Article 21(2) of the ERDF Regulation) is currently hardly used by the programmes.

**Institutional structure of project partners**

The large variety of institutions among the INTERREG IV B project partners shows strong involvement and cooperation of

administrations, research institutions and private enterprises. With altogether 30 per cent, local and regional authorities provide the largest share of project partners. In addition, national and subnational authorities (in Germany the federal state governments) ensure that related policies are implemented. So far, they comprise twelve per cent of all partners. Universities and research institutes, often having advisory functions or with the task of applied research, represent more than one fifth of all project partners. Private enterprises currently have a share of eight per cent, with the lowest value to be found in the Baltic Sea Region Programme with only about two per cent.

**Competition for German-Polish model cooperation projects**

With the accession of Poland to the Schengen Agreement in December 2007, cooperation on the German-Polish border has gained momentum. The lifting of any restriction on the free flow of labour in May 2011, the opening of the new airport in Berlin and the European Football Championship 2012 in Poland and Ukraine will also support an exchange across borders.

These developments create new challenges and require stakeholders in the field of spatial development to try new approaches. Cross-border interrelations in smaller territorial units, for example, as well as large-scale interrelations, for instance with Berlin, become more intensive. New cross-border urban-rural relations like in the Szczecin area emerge and schedules and standard rates in the local public transport sector are increasingly coordinated.

The Federal Ministry of Transport, Building and Urban Development in cooperation with the Polish Ministry of Infrastructure and supported by the Federal Institute for Research on Building, Urban Affairs and Spatial Development prepares the implementation of a project "Competition for German-Polish model cooperation projects" funded under the so-called national research programme "Demonstration Projects of Spatial Planning".

Cities and regions are already active e.g. supported by cross-border cooperation programmes (INTERREG A) or within the Oder Partnership initiative, consisting of political fora of prime ministers, marshals and mayors, which realise cross-border projects.

The new Demonstration Project of Spatial Planning serves to identify joint promising approaches to achieve a coherent cross-border regional development and to promote competitiveness and capacity to act along the border.

The competition is structured in the following three thematic areas:

- cross-border urban-rural relations,
- cross-border cooperation of middle -and high-order centres
- accessibility

Four to six concrete practice-oriented model projects particularly relevant for spatial planning will be selected and awarded by a German-Polish jury.

The projects will be supported in scientific and organisational terms until autumn 2012.

The competition will start with a kick-off conference in May 2011 and it will be finished in September 2011 by selecting and awarding projects. During the subsequent project phase, the awarded projects will receive thematic and organisational support for the successful project coordinators and their partners to exchange ideas and experience. The project will be closed with a final conference in 2012, during which the successful project approaches will be presented, and conclusions for cross-border cooperation in the field of spatial development will be discussed.

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## Rural Infrastructure Initiative of the German Federal Ministry of Transport, Building and Urban Development

– scientifically supported by the Federal Institute for Research on Building, Urban Affairs and Spatial Development

### Challenges of rural areas

The sustainable development of rural areas is an important concern. A political goal is to create attractive rural areas to live and give the people, who live there, prospects for the future. According to the Federal Ministry of Transport, Building and Urban Development (BMVBS), it is especially important to provide the population with a basic supply of social and technical infrastructure facilities and services all over these areas. The reason is that, in view of the middle-term demographic development, the usual minimum infrastructure standards and the profitability of infrastructure facilities are not met especially in sparsely populated rural areas with negative growth tendencies.

Taking the benchmarks of the German Standing Conference of Ministers responsible for Spatial Planning concerning the profitability of infrastructure facilities like high schools, hospitals, medical specialists, cultural facilities in middle-order centres into account, the foreseeable population decline implies problems of supply particularly in sparsely populated rural regions. In these regions, the limits of profitability of the infrastructure supply have already been reached or will be reached in the medium term so that the already existing supply deficits might even be increased.

### Rural Infrastructure Initiative

In order to tackle these challenges, cities, towns and villages in rural areas need support which is why the BMVBS launched the Rural Infrastructure Initiative in 2010. The Initiative, scientifically supported by the Federal Institute for Research on Building, Urban Affairs and Spatial Development (BBSR), is to concentrate a variety of measures of the BMVBS aiming to strengthen rural regions. Especially urban development programmes represent an important supporting instrument to smaller towns and villages. One key element of the Initiative is for example the urban development programme "Small towns and villages – regional cooperation and networks" launched in 2010. Its objective is to make smaller towns and villages as economic, social and cultural centres capable of acting for the future. Their central supply function is to be ensured and

strengthened permanently and at a high level while meeting the demands of the whole regional population. This will only be possible if interlocal and regional cooperation is given more importance.

Further key elements of the Rural Infrastructure Initiative include competitions and Demonstration Projects of Spatial Planning. Based on the approved "Services of general interest" master plan, the BMVBS, supported by the BBSR, is going to launch a "Regional services of general interest" action programme in 2011. The aim of this action programme is to improve the cooperation among local service providers in the context of a regional cooperation. Between 2011 and 2014, 20 to 30 German regions, counties or associations of municipalities, severely affected by demographic change, are to be scientifically and financially supported in developing and implementing integrated regional concepts. These concepts are to ensure services of general interest in very critical areas such as medical supply, education, public local transport or care for the elderly.

In the context of the Initiative, the BMVBS has also started the competition "Menschen und Erfolge" (People and achievements) scientifically supported by the BBSR. In doing so, the BMVBS together with the German County Association and the German Association of Towns and Municipalities intends to honour model solutions for a sustainable infrastructure increasing the quality of life in rural areas as well as their attractiveness and sustainability. A main concern of the competition is to publicize model solutions that means to acknowledge people and their projects meeting these challenges.

For further information on the Initiative, please see [www.bmvbs.de/SharedDocs/EN/Artikel/IR/rural-infrastructure-initiative.html](http://www.bmvbs.de/SharedDocs/EN/Artikel/IR/rural-infrastructure-initiative.html)

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The final report in German can be downloaded from [www.bbsr.bund.de](http://www.bbsr.bund.de) >> Veröffentlichungen >> BMVBS-Online-Publikation >> 7/2011 Innovationsstrategien...

The English-speaking abstract can be found at [www.bbsr.bund.de](http://www.bbsr.bund.de) > English > Publications > BMVBS-Publications > BMVBS-Online-Publikation > 07/2011 International comparison of innovation strategies...

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## Innovation strategies in the construction sector

Traditionally, the German construction sector is perceived as less innovative sector although innovations in this sector considerably differ from those in other sectors. In general, product innovations are realised by construction suppliers while innovations in the context of construction methods are primarily developed by construction firms. The innovative potential of the construction sector can be appropriately assessed by having a look at the related value chain.

The aim of the research project "International comparison of innovation strategies in the construction sector" was to compare and analyse the innovation activities of the construction sector in selected European countries.

An astonishing result was that Germany takes a leading position among patents filed in the construction sector: 42 % of all patents filed in the EU-15 come from Germany and are especially dominated by sole inventors.

Comparing the related data also revealed that, in terms of the value chain of the construction sector, the share of industrial suppliers and architects in Germany is above-average. This is what, apart from a vertical range of manufacture which is above-average, characterises the process of specialisation in the construction sector. The research scenery, relevant for the construction sector, is manifold, Germany taking a leading position in the field of energy-efficient building.

However, spreading innovations is still insufficiently handled within this fragmented sector. The networks required mostly involve a medium or small number of institutions. Training activities have to be optimised so that the existing knowledge can be used via the stakeholders within the value chain of the construction sector.

Comparing and analysing the innovation strategies of the countries investigated (Germany, Belgium, Denmark, Finland, Great Britain, Austria and Spain), the following benchmarks were defined as examples of good practice. These benchmarks should be understood as incentives to further strengthening the innovation system of the value chain of the German construction sector and not as easily transferable models.

- Byggeriets Evaluerings Center (BEC), the benchmarking centre for the Danish construction sector, as a benchmark for creating incentives for optimally implementing projects by ensuring transparency and comparability based on evaluation and legal requirements,
- the British construction benchmarking system operated by Constructing Excellence in the Built Environment as a benchmark for promoting learning processes based on evaluation combined with regulatory data collection,
- publicly promoting partnering in Danish construction projects as a benchmark for successfully integrating innovations within the value chain while including the demand side,
- Swiss research and innovation cafés as a benchmark for promoting innovation based on a bottom-up process and
- the "Centre Scientifique et Technique de la Construction", a Belgian building research institute, as a benchmark for self-organised, functionally and disciplinarily integrated construction research activities.

	Patent applications to the EPO 2000 2007: technical field: building					
	Absolute value	Share in patent applications of the 15 EU countries in %	Share in total patent applications filed to the EPO in %	Patent applications per 100,000 persons employed	Patent applications per 1,000 persons employed in the value chain of the construction sector	Relative share of patents
Belgium	654	3.6 %	2.0 %	13.7	1.8	51.0
Denmark	452	2.5 %	1.4 %	15.3	1.7	44.7
<b>Germany</b>	<b>7,707</b>	<b>42.0 %</b>	<b>24.0 %</b>	<b>18.3</b>	<b>3.1</b>	<b>18.5</b>
Finland	316	1.7 %	1.0 %	11.7	1.6	-34.4
France	2,470	13.5 %	7.7 %	8.8	1.2	10.1
Great Britain	1,592	8.7 %	5.0 %	5.1	0.8	14.7
Italy	1,600	8.7 %	5.0 %	6.4	0.6	30.9
Netherlands	1,248	6.8 %	3.9 %	14.1	1.9	1.2
Austria	953	5.2 %	3.0 %	22.4	2.5	76.7
Poland	48	0.3%	0.1 %	0.3	0.0	67.7
Portugal	50	0.3 %	0.2 %	0.9	0.1	82.8
Romania	28	0.2 %	0.1 %	0.3	0.0	97.9
Sweden	666	3.6 %	2.1 %	13.6	1.8	-7.2
Spain	535	2.9 %	1.7 %	2.3	0.2	61.1
Hungary	36	0.2 %	0.1 %	0.9	0.1	29.4
EU-15	18,355	100.0 %	57.2 %	8.4	1.1	
<b>For information only:</b>						
Switzerland	1,292			30.2		14.9
Rest of countries	12,426					
Total of all countries	32,073					

The degree of specialisation of a country in the field of construction was calculated by means of the relative share of patents. It puts the patent activities of a region within a special technical field into relation to the total patent activities of that region. It thus shows whether a region is involved to an above- or below-average degree in a certain technical area compared to its other patent activities. Positive values indicate related specialisations, negative values a not existing specialisation in the relevant technical area.

Source: European Patent Office (EPO) – Espace Bulletin database; calculations of the Institute for Work and Technology



## Contract signed for Concerted Action EPBD

### BBSR is German contractual partner in European network

Since the beginning of 2011, the Federal Institute for Research on Building, Urban Affairs and Spatial Development (BBSR) within the Federal Office for Building and Regional Planning (BBR) is the German contractual partner and national coordinator of the Concerted Action Energy Performance of Buildings Directive (CA-EPBD), a European network supporting the dialogue among the EU member states in implementing the EU directive on the energy performance of buildings.

#### Background and objectives

Already in 2005, the European Commission launched the first phase of the Concerted Action in order to harmonise the results of the member states. Harmonisation seemed to be necessary as the approaches and the commitment to achieve energy efficiency requirements in the building sector strongly differed across Europe. The reasons were the various national interpretations how to implement the EPBD and different national points of departure when it was launched in 2002: Energy efficiency requirements in buildings in Germany have already been existing since 1976. The Directive therefore only required a few steps to be implemented compared to other countries needing more efforts.

Owing to the successful implementation of the first project phase and following the end of the initial period in 2007, the duration of "CA I" was extended and continued as CA II. Following the amendment of the Energy Performance of Buildings Directive in 2010, there is a new need for implementation and information exchange between the member states so that, within a third phase, the European network has been extended by 2014.

#### The new task of the BBSR

While in the past two project phases, the BBSR within the BBR actively participated in the CA, it now has assumed additional tasks.

In its function as a German contractual partner, it acts as the German coordinator. In doing so, it is supported by internationally accepted German experts of the Fraunhofer Institute for Building Physics via subcontract. If necessary,

it is also supported by further German experts, e.g. from the German Energy Agency or the KfW promotional bank.

The themes of the current Concerted Action are geared towards the new challenges of the amended Directive. There are seven priorities: energy certification of buildings, inspection of heating and air-conditioning systems, specifications and training requirements for experts and inspectors, cost effectiveness of energy efficiency measures, nearly zero energy building standard, meeting and controlling requirements and possibilities to fund energy efficiency measures.

The themes are dealt within parallel meetings differing according to number of participants and working method e.g. workshops, lectures and discussions.

The Concerted Action meetings are held twice a year in different European cities. The next meeting is planned to take place at the beginning of April in Luxembourg.

#### Germany's core theme „nearly zero“

During the third Concerted Action, Germany has assumed the chair of the "nearly zero energy buildings standard" working group. First initiatives of the member states in executing EPBD Article 9 on "nearly zero energy buildings" are eagerly awaited. In that Article, the Directive stipulates that by 2020 all new buildings must have a very low energy consumption. The "nearly zero" energy consumption should be mostly covered by renewable energy sources. In the future, the CA III working group will show by which methods and how ambitiously these provisions will be implemented by the member states.

Even if many best practice examples do not exactly meet with national needs and requirements, the exchange of information and of best practices between national experts within the Concerted Action offers an excellent knowledge platform and in the long run helps to achieve the global climate protection goals and to realise the EU's ambitious energy efficiency targets in the building sector.

#### More Information:

[www.buildup.eu](http://www.buildup.eu)

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## Guideline for Sustainable Building – updating and adjusting the “Assessment System for Sustainable Building”

### Further information:

www.bbsr.bund.de  
Veröffentlichungen  
Berichte KOMPAKT 14/2010  
„Nachhaltiges Bauen.  
Strategien-Methodik-Praxis“  
(in German).  
An English version is in  
preparation.

In 2001, the now Federal Ministry of Transport, Building and Urban Development (BMVBS) for the first time published a Guideline for Sustainable Building – a tool for planning, building, and maintaining as well as for managing and running properties and buildings. The goal was to optimise a building for its whole life cycle that means to minimise the use of energy and resources, to reduce pollution, to improve the quality of a building and to improve its efficiency as a whole. The Guideline, compulsory for the authorities responsible for building in the portfolio of the BMVBS, however, had more than this impact.

Technical developments, changed requirements in the field of regulations and standards, as well as new scientific findings, measuring and certification procedures necessitated a revision of the Guideline. A related draft guideline was formulated in the context of a research project in the field of contractual research (Research Initiative “Future Building”). In March 2011, the updated Guideline could be published by the BMVBS. Together with the Assessment System for Sustainable Building it has become compulsory for the authorities responsible for building in the portfolio of the BMVBS in the field of new office and administrative buildings.

In general, the Guideline contains methods and procedures to implement sustainability aspects and it formulates goals for new buildings to be planned by federal building authorities. In doing so, it was geared towards the guidelines to carry out building measures for the Federal Government (Guiding Rules for the Execution of Federal Works Services – RBBau). The currently completed parts “Use and operation” and “Building stock” will deliver a complex guideline for sustainable building by the end of this year.

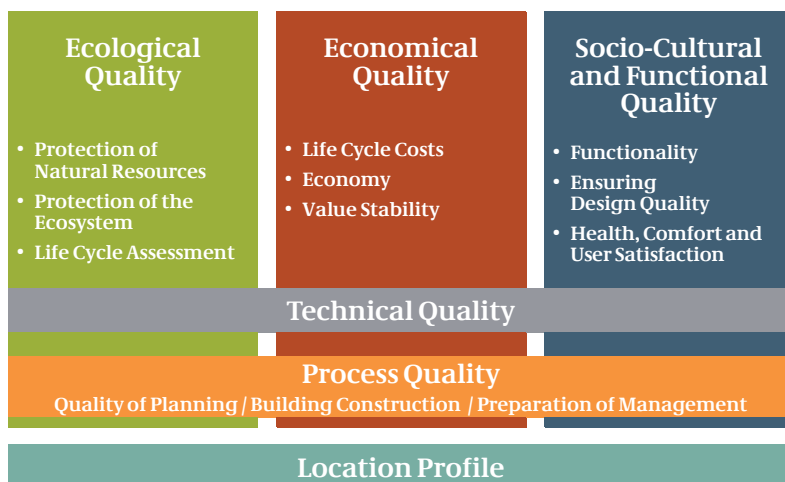
Various research projects, financed under the Research Initiative “Future Building” of the BMVBS, provided the basis for a sustainable construction evaluation system in Germany. A two-year cooperation phase of the BMVBS and the German Sustainable Building Council produced a research- and planning-based evaluation system for office and administrative buildings, being advanced as “Assessment System for Sustainable Building and geared towards the requirements of the federal building authorities.

The System follows an integrated approach of evaluation taking the life cycle of a building into account and carrying out quantification according to transparent and comprehensible rules. Evaluation is based on five main groups of criteria of sustainable building: ecological quality, economical quality, socio-cultural and functional quality, technical quality and process quality. They are separately assessed, based on currently 46 criteria. An overall score is calculated, based on the evaluation results and a specified weighting. The location profile, which is influenced by the planning activities only to a limited degree, is mentioned separately. Depending on the overall performance, the buildings can be awarded with a bronze, silver or gold certificate. The Guideline and the Assessment System for Sustainable Building can be found at [www.nachhaltigesbauen.de](http://www.nachhaltigesbauen.de) (in German).

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### Assessment System for Sustainable Building – main criteria groups



Source: BBSR/sol°id°ar planungswerkstatt

## Honour and everyday life – the World Heritage within its urban development environment



World Heritage Site "Upper Middle Rhine Valley"; Boppard Loops

Germany belongs to the circle of nations being included on the UNESCO World Heritage List with an extraordinary number of sites: The national heritage is characterised by historical inner cities, single monuments within an urban development environment, parks and cultural landscapes. All these World Heritage Sites have in common that their whole environment has to be taken into account in preserving and maintaining them. This is an ambitious task which is why the German Federal Government considers the protection and maintenance of the German World Heritage Sites to be a national task and has launched an investment programme for national UNESCO World Heritage Sites ("Investitionsprogramm nationale UNESCO-Welterbestätten"). The related funds will be used to support the responsible federal states, local authorities, associations and foundations. The programme will be implemented by the Federal Institute for Research on Building, Urban Affairs and Spatial Development on behalf of the Federal Ministry of Transport, Building and Urban Development.

It is not only important to give financial support but also, by launching a simultaneous communication process, to create a platform for exchange between experts. The various stakeholders involved are to be networked and the findings achieved be made available to everybody. Urban development issues like transport infrastructure planning, tackling housing vacancy, advertising in cities, planning the urban environment or searching for potential cooperation projects are not only a common feature of the national but also of international World Heritage Sites.

The broader basis for such an exchange of experiences had already been created by the Leipzig Charter adopted in 2007. It describes the architectural heritage as a framework in which an integrated urban development should take place.

On 14 and 15 July 2011 in Bamberg, Germany, a conference dealing with the evaluation of methodical approaches towards urban development in the context of World Heritage Sites will be organised in cooperation with the German Commission for UNESCO and under the patronage of the UNESCO World Heritage Centre in Paris. The discussions will include impacts of new buildings on visual axes and skylines, aspects of quality control or conflict management.

An even broader framework on the topic "The European city and its heritage" will be covered by a congress in Berlin on 8 and 9 December 2011. The congress serves to encourage a Europe-wide dialogue on the preservation of the building culture heritage and the protection of historical monuments initiating a joint European planning process. Another aim is to lay further cooperation down in an outcome paper.

For further information on the events and advance registration, please contact [welterbe@bbr.bund.de](mailto:welterbe@bbr.bund.de). For news on the investment programme, please see [www.welterbeprogramm.de](http://www.welterbeprogramm.de).

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Photo: Jörg Walther, Wanzleben



Photo: Lars Porsche, Weisenfels



Photo: Parabel AG, Guben

## Innovative energy-efficient urban renewal in cities of the German federal states of Brandenburg and Saxony-Anhalt

Towns and cities face large challenges in the field of energy. In view of the goals set in the fields of climate and energy policy and in the light of rising and increasingly fluctuating energy prices, urban development processes and measures have to be arranged more energy-efficiently and sustainably. Establishing energy-related goals and requirements in urban development (planning) policy is a priority of the research field "Energy-efficient urban renewal". It is funded under the "Urban Restructuring in the New Federal States" section of the national "Experimental Housing and Urban Development" research programme and was initiated at the end of 2007 by the German Federal Ministry of Transport, Housing and Urban Development, the Federal Institute for Research on Building, Urban Affairs and Spatial Development and the federal states of Brandenburg and Saxony-Anhalt.

The requirements are complex: housing vacancy and demographic change affect the size of households and thus the heat demand per capita, the energy efficiency-oriented refurbishment of buildings and ensembles has an effect on the efficiency of central heat systems; reaching places of residence and work as well as supply, education and leisure facilities influences the local transport within a town or city and also has an impact on the CO<sub>2</sub> emissions and energy consumption. These three examples alone reflect the close ties between energy aspects and urban development and underline the necessity to plan and control urban development processes with regard to energy efficiency.

But how must this process be organised and implemented, what is important, which stakeholders must be involved and which interactions with other local action areas can be expected? During three years of research, 15 model towns and cities in Saxony-Anhalt and Brandenburg have dealt with these issues within this research field. In 2010, the city of Marburg was integrated as a model city in the research field in order to check whether the findings could be transferred to cities not funded under the "Urban Restructuring in the New Federal States" programme.

In the model cities, analyses on the energy efficiency of urban development processes were made, concepts, objectives and strategies regarding an energy efficiency-

oriented renewal of towns and cities developed, individual measures derived and concrete projects run. Representatives of the model towns and cities exchanged information and experiences in workshops and networks within the federal states and learned from each other. The work in the model cities was analysed and useful conclusions were drawn.

A main result was that the application of measures on buildings and in neighbourhoods must be preceded by analyses of and coordinating activities in the city as a whole as the topic involves large social and economic implications. Implementation must be interdisciplinary. At the beginning, leading local government representatives are invited to initiate and control the implementation and to motivate other stakeholders. It is also important to spread information from the beginning and to involve those stakeholders intensively which have to finance the execution of projects. From the methodical point of view, energy issues should be included in integrated urban development concepts. Implementing selected perceivable, individual model measures at an early stage is important to involve citizens.

The case of Marburg shows that the findings could be transferred to towns and cities not funded under urban restructuring programmes or dealing with the challenge of demographic change. Local activities and scientific work showed that all German towns and cities are concerned by the energy-efficient urban renewal issue but that the topic as a whole and its economic dimension are not sufficiently considered in the national context. Strategically gearing and coordinating measures to save energy, to increase efficiency and to use renewable energy resources are indispensable to achieve the energy and climate protection goals. Ignoring energy aspects in the field of urban development planning will imply disadvantages municipalities and their competitiveness in the medium term.

The findings of the research field will be presented during the final conference of the research field in Berlin on 22 June 2011 and discussed with local, political and scientific representatives. You are invited to join the conference.

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## IzR issue “Twenty years German unity – a retrospect at the passed two decades”

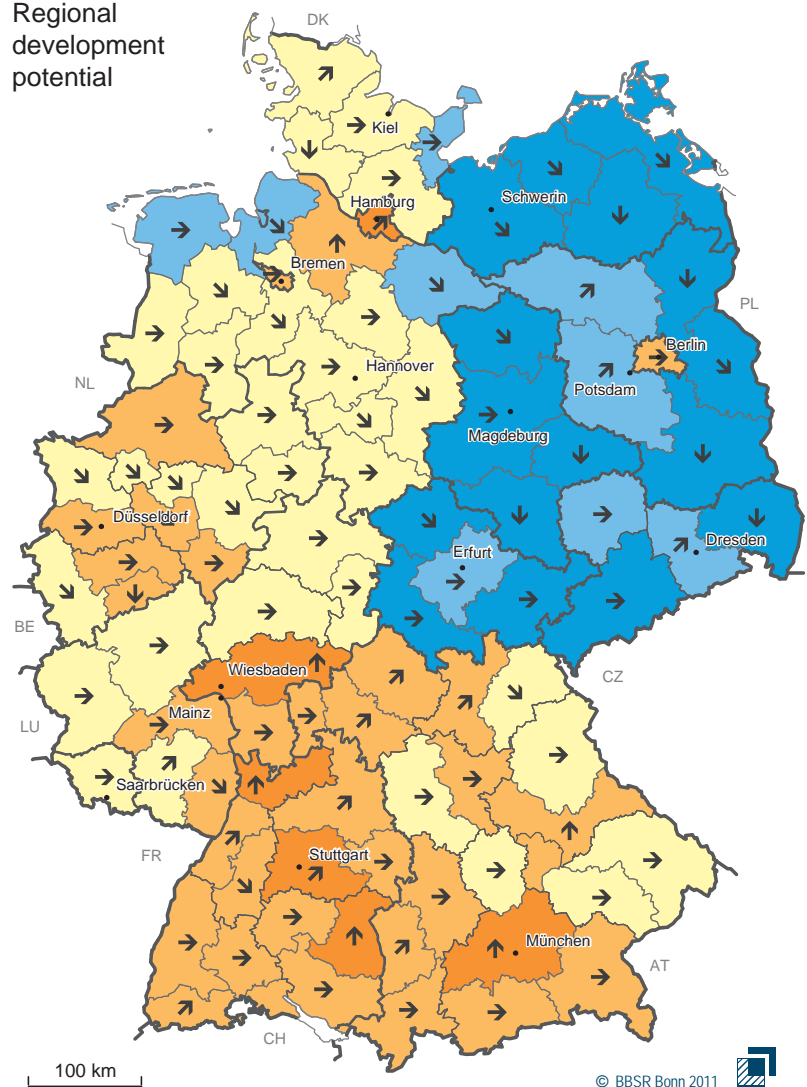
Since the beginning of the German unification process, there have been many positive developments in Eastern Germany. Many activities could be financed. Financial transfers in the new German federal states have reached new dimensions, each policy area and region having benefitted from these transfers.

On the face of it, all seems to be right with the world. The large architectural-spatial investments of the past 20 years involved comparably rapid improvements of the working and living conditions, which is also demonstrated by the results of the BBSR survey on the demographic development. The Eastern German regions were able to expand their development potential especially in terms of improving the income situation of persons employed, successfully integrating their industrial enterprises into the global markets, diminishing the extremely high unemployment rate and increasing the local business tax revenue. Compared with the development of its value added, the Eastern German industry has in the meantime even become a growth engine and factor of stabilisation.

Nevertheless, all articles in this issue reflect the fact that the Eastern German regions still face large challenges. This is also revealed by the disparities on the labour market, the still unsatisfactory innovation results of Eastern German companies and by comparing regional development potentials at the beginning of the 90s with 2008/2010. This analysis of potentials shows that, since 1990, the East-West differences have declined in favour of the old federal states. The gains in potentials in Eastern Germany were confronted with high losses of potentials especially as a result of the demographic change. On average, the economically underdeveloped Western German East Frisia region was the only region to lag behind the economically most successful Eastern German regions. Regions such as Munich, Stuttgart, Rhine-Main or Hamburg, having a lot of potentials (see map), however, have considerably expanded their development capacities since the beginning of the 90s.

The latent lack of potentials can also be observed on the European level. While the European Commission already expected at the beginning of the 90s that the Eastern German regions would have difficulties to withstand the competition with advanced Western

Regional development potential



**Level of potential indicator\* 2008/2010**

- very favourable
- favourable
- average
- unfavourable
- very unfavourable

**Development of the potential indicator from the beginning of the 90s to 2008/2010**

- ↑ very favourable
- ↗ favourable
- average
- ↘ unfavourable
- ↓ very unfavourable

\*Note: The potential indicator is composed of the following six indicators: regional population potential, average age of population, level of income of industrial workers, export share of industry, unemployment, local business tax revenue. The figures from the beginning of the 90s and from 2008/2010 were placed together and standardised, which enabled to quantify the level and trends of regional structural and development disparities.

Database: Spatial Monitoring System of the BBSR  
Geometrical basis: BKG, spatial planning regions, 31/12/2008

European regions, on the one hand, and more cost-effective and dynamic Eastern European regions, on the other hand, the results presented by this issue showed that these estimations proved true (see table).

Even 20 years after the reunification, Eastern Germany is still far from a self-supporting

### Development and structural indicators of the new German federal states compared with the EU

Indicator	DE (NL) <sup>1</sup>	DE (AL) <sup>2</sup>	DE	EU (AMS) <sup>3</sup>	EU (NMS) <sup>4</sup>	EU 27
Population development 2005:1995 (%) <sup>5</sup>	-5,0	2,9	1,2	4,9	-2,6	3,0
Share of population in EU 27 in 2008 (%)	3,3	13,2	16,5	62,7	20,8	100,
Development of total fertility rate in 2005:1995 (in %) <sup>6,7</sup>	54,5	1,2	7,3	4,1	-7,9	-2,2
Total fertility rate 2005 <sup>8</sup>	1,30	1,36	1,34	1,63	1,32	1,48
GDP (PPS) per inhabitant in 2005:1995 (%) <sup>9</sup>	43,5	38,5	39,2	59,1	79,7	53,1
GDP (1,000 PPS) per inhabitant in 200	21,3	32,1	28,8	31,3	16,3	24,9
Development of the GDP per person employed (at place of residence) in 2005:1999 (in %) <sup>10</sup>	13,5	8,6	9,7	18,7	81,7	21,5
GDP per person employed (1,000 PPS) in 2007	48,8	67,2	63,5	65,9	19,8	56,3
Development of person employed in 2005:1999 (in %) <sup>11</sup>	-3,8	3,0	1,6	11,0	-3,8	6,0
Persons employed (at place of residence) per 100 inhabitants in 2008	46,1	47,6	47,3	44,5	43,3	44,7
Development of industrial workers (not construction sector) in 2005:1999 (in %) <sup>12</sup>	-0,4	-7,2	-6,2	-6,3	-6,3	-6,3
Industrial workers (not construction sector) per 100 persons employed in 2007 (in %)	17,6	24,6	23,2	16,5	24,9	19,4
Development of unemployment in 2005:1999 (in %) <sup>13</sup>	13,8	42,7	30,4	-16,5	18,8	-0,6
Unemployment rate in 2008 (in %)	13,2	7,5	7,5	7,1	6,5	7,0
Share of internal expenditure of companies for R&D in the GDP in 2005:1999 (in %) <sup>14</sup>	11,6	16,5	15,7	31,5	82,1	27,8
Share of internal expenditure of companies for R&D in the GDP in 2007 (in %)	2,13	2,60	2,53	1,77	0,79	1,85

<sup>1</sup> NL=new federal states (incl. Berlin); <sup>2</sup> AL=old federal states; <sup>3</sup> AMS=old EU member states (Belgium, Denmark, Finland, France, Greece, Ireland, Italy, Luxembourg, Netherlands, Austria, Portugal, Sweden, Spain, United Kingdom); <sup>4</sup> NMS=new EU member states (Bulgaria, Estonia, Latvia, Lithuania, Malta, Poland, Romania, Slovak Republic, Slovenia, Czech Republic, Hungary, Cyprus); <sup>5</sup> France without French Overseas Departments and Territories (DOM); <sup>6</sup> NL since 2001 incl. West and East Berlin; <sup>7</sup> AL since 2001 without West Berlin; <sup>8</sup> total of age-specific birth rates - figures DE before 2000 = German Federal Statistical Office, figures for France and Latvia=UN, Population Division 9 Romania excluded; <sup>10,11</sup> employment figures for 1999: Malta=2000; France, Bulgaria=source: ILO (Bulgaria 2001); <sup>12</sup> 1999: Bulgaria, Malta=2000; Poland=source: ILO; <sup>13</sup> 1999: Malta=2000; Cyprus=source: ILO; <sup>14</sup> 1999: Luxembourg=2000; NMS without Malta

Quellen: EUROSTAT, Statistisches Bundesamt

Twenty years German unity – a retrospect at the passed two decades, IzR Issue 10/11.2010.

The issue is available in German language with English abstracts.

The journal can be obtained from [selbstverlag@bbr.bund.de](mailto:selbstverlag@bbr.bund.de). Price: 12 Euro (plus postage and packing)

development. Development perspectives in the European context are especially seen in terms of economic cooperation in the Baltic Sea area and an economically and culturally growing Central Europe. The large financial West-East transfers seem to have hardly restrained the development of the Western German regions. The reason is that comprehensive losses of potentials in the form of large financial transfers were followed by large gains in potentials (expanding sales markets; young skilled employees; young potential mothers etc.).

In Eastern Germany, a positive trend can be particularly observed in the regions of the Upper Elbe Valley/eastern Erzgebirge and Havelland-Fläming. But there also regions such as Oberlausitz-Lower Silesia, Vorpommern or Altmark whose structural problems are at risk of worsening. In these areas, ensuring equal living conditions has become a challenge which could not yet be sufficiently met. The reason why Eastern German regions have more development problems is that they are largely rural. Those centres with a lower economic performance so far could not establish as growth centres having an effect on their surrounding area.

The latent lack of potentials of Eastern German regions already today gives an idea of the fact that in the new federal states

the transformation process cannot be successfully completed without the support of the old federal states. Ensuring a successful, selfsupporting economic development based on competitive enterprises is likely to remain dependent from such financial transfers for some time although their decline is already foreseeable. The investment subsidy is going to expire in 2013. The Eastern German states are expected to lose their beneficial eligibility in the context of the EU structural policy soon and the Solidarity Pact expiring in 2019 already now provides for a continuous degeneration of financial transfers. The states' future possibilities for action will additionally be limited by the so-called "Schuldenbremse", a balanced budget provision established in the German constitution.

Owing to these changing framework conditions, especially the Joint Task "Improving the regional economic structure" (Gemeinschaftsaufgabe "Verbesserung der regionalen Wirtschaftsstruktur"), a measure of the Federal Government and the federal states, will, from 2013 on, remain an important financial resource to support the successful completion of the Eastern German transformation process.

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## Journal „Informationen zur Raumentwicklung (IzR)“ – further new issues

“Informationen zur Raumentwicklung” (Information on Spatial Development) is an established specialist journal on spatial planning and policy. It is published by theme issues that comment on current and medium-term tasks in the fields of spatial planning, urban development, housing and building. It constitutes a central forum of discussion at the interface between science and practice in Germany. A short retrospective is supposed to present the latest issues.

### Consumers and Climate Protection

Private consumers and house owners play an important role in the very important field of climate protection. 28 % of the total energy used in Germany is consumed by private households, 44 % by buildings. Although the general climate awareness is increasing, many households do not use energy-saving measures consequently. One reason might be the too little information about ways to act and save energy, another reason might be other restraints, e.g. costs. The issue presents consumer behaviour trends and interests in the fields of climate protection, housing, building, mobility and shows ways how private households might better contribute to reducing greenhouse gases.

### New prospects for airports and cities

Airports as hubs of the globalised world as well have to face the fact that their core business is at risk. The question is how they and their related airport regions cope with this problem, that means how robust and flexible are airport planning and urban and regional development in the corridors close to the airport? In this context, robustness and flexibility represent variety, quality and networking and are the key criteria to achieve a sustainable economic and spatial development in the airport surroundings. Taking these criteria into account, concrete airport as well as urban and regional planning approaches of German and European airports are analysed.

### The economic crisis and its regional impacts

Although the dark “crisis” clouds above Germany seem to have vanished, the global financial and economic crisis of 2008/2009 is still in people’s minds. What were its impacts on regions? In how far were our cities, towns and villages and their inhabitants affected? In order to find answers, the development of regional economic and labour market data, of local finances and of household incomes before and after the crisis is analysed in the issue. But also the economic, financial and regional policies applied in coping with the crisis are investigated.



The latest IzR issues deal with the following topics:

#### Issue 12.2010

Verbraucher und Klimaschutz  
(Consumers and Climate Protection)

#### Issue 1.2011

Neue Perspektiven für Flughafen und Stadt  
(New prospects for airports and cities)

#### Issue 2.2011

Regionale Auswirkungen der Wirtschaftskrise  
(The economic crisis and its regional impacts)

#### Issue 3.2011

Denkmalschutz und Stadtentwicklung (I)

The journal is available in German language with English abstracts. Some issues contain articles in English language, which – similar as the abstracts – are available as free downloads ([www.bbr.bund.de](http://www.bbr.bund.de) >> publications >> IzR).

The journal can be obtained from the publishing section of the BBR ([selbstverlag@bbr.bund.de](mailto:selbstverlag@bbr.bund.de)) and from bookshops. The issues cost 6 (single issue) or 12 euros (double issue). All prices plus postage and packing.

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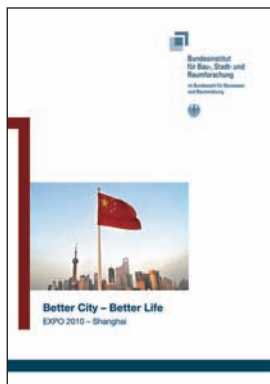
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**Better City – Better Life.****Impressions from the Expo 2010 in Shanghai**

For half a year, from May to October 2010, Shanghai and its World Expo 2010 “Better City - Better Life” were in the world’s centre of attention. The Expo’s focus was on searching for innovative models to ensure better life within an urbanising world. Martina Kocks and Dr. Karl Peter Schön visited the Expo and presented their impressions in a BBSR brochure.

According to the United Nations, in 2008, more than half of the world population lived in cities. The rapid growth goes on: The global urban population is said to increase from 3.3bn in 2008 to nearly 5bn in 2030. The majority of this growth will happen in Asia and Africa, especially in China and India. According to experts, the urban population will, in China alone, increase by more than 300m in the next 20 years. It is thus of utmost importance not only how the rich countries can rebuild their cities towards a more sustainable development but also how the growth of cities in newly industrialised countries can be tackled in an energy-saving and resource-conserving as well as ecological and socially acceptable way. Many examples and contributions were presented at the World Expo 2010.

It was the first time that a World Exposition concentrated on the development of cities and life in cities. It presented ideas and concepts

of a sustainable, integrated urban development within five thematic areas. For the first time, not only nations and organisations were invited but also cities and regions presenting their model solutions for urban development in a special so-called “Urban Best Practices Area”. During the Expo, Germany was strongly represented by the Germany Pavilion “balancity - a city in balance”, the German-Chinese House, by which the three-year project “Germany and China - Moving Ahead Together” was finished, the Hamburg House and by expositions of the cities of Bremen, Duesseldorf, Freiburg and other German cities and regions.

In the opinion of the authors, a World Exhibition generally makes sense, even in times of global information networks, if it presents itself as a worldwide forum of innovation and ideas dealing with urgent issues caused by the economic, social and ecological development of the global society. The Expo 2010 in Shanghai thus gave new impetus to sustainable urban development and to continuing the Expo idea in the 21st century.

For more information on “Germany and China – Moving Ahead Together” please see [www.bbsr.bund.de](http://www.bbsr.bund.de) >> Spatial Development >> Spatial Development in Europe >> International Cooperation >> Germany and China – Moving Ahead Together.