



RESEARCH NEWS

Editorial

In its statement on the Spatial Planning Report 2011, submitted by the Federal Institute for Research on Building, Urban Affairs and Spatial Development (BBSR), the German Federal Government highlighted the priorities of action of a sustainable spatial development policy.

One priority is energy. According to the Federal Government, starting points to improve the general conditions for expanding the use of renewable energy sources might be to designate more areas for producing renewable energy, to test regional energy concepts, to increase the energy efficiency of buildings and to promote energy research networks. These goals are intensively pursued in the context of various programmes and projects. Some projects will be presented in the following:

- For example the “Efficiency House Plus with Electromobility” realised in the context of the research initiative “Zukunft Bau” (Future Building)” and presented in the context of the international Eracobuild Network Event in Berlin.
- The study “Demands on energy-efficient and climate-proof neighbourhoods” goes beyond the level of buildings. It also deals with the question whether neighbourhoods are the appropriate level for integrated energy concepts.
- In the context of the World Sustainable Energy Days 2012, held in Wels/Austria, the BBSR contributed to the stakeholder meeting “Nearly Zero Energy Buildings (NZEB): the vision for 2020” by presenting the national roadmap towards nearly zero energy buildings in 2020.
- The international Urban Energies conference as well, to be held in Berlin on 11/12 October 2012, will focus on urban energies. The product of the conference will be a memorandum on urban energies outlining them as future tasks of cities.

Another focus of this issue will be various activities aiming towards better territorial cohesion in Europe which is another priority of the Federal Government. In its statement on the Spatial Planning Report 2011, for example, the German Federal Government welcomes “the European Commission’s intention to establish the territorial cohesion objective in all future European structural policy programmes”. In this context, we will report about

- the study “How transnational projects contribute to implementing the Territorial Agenda of the European Union presenting the benefits of transnational cooperation (INTERREG IV B) for local authorities and regions based on good examples in the field of mobility and transport;
- the European Observation Network for Territorial Development and Cohesion (ESPON), which is going to celebrate its 10th anniversary this year;
- the study “Partnership for sustainable rural-urban development: existing evidences”, worked out by the BBSR together with the German Association for Housing, Urban and Spatial Development on behalf of the European Commission, and about
- analyses and maps on spatial development in Europe: In a new English section of the website the BBSR regularly presents results of BBSR analyses and forecasts from the level of neighbourhoods in Germany to regional analyses in Europe.

Apart from these focuses, we will inform about other important projects in the field of urban development in Germany and present the latest issues of our publication series “Informationen zur Raumentwicklung” (Information on Spatial Development).

Happy reading!
The editors

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Spatial Planning Report 2011

The German-speaking Spatial Planning Report 2011 can be ordered from the BBSR as a free special publication
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Together with its comment, the Federal Government has submitted the third Spatial Planning Report of the Federal Institute for Research on Building, Urban Affairs and Spatial Development (BBSR) within the Federal Office for Building and Spatial Planning (BBR) in January 2012 to the German Federal Parliament. Like its predecessors, the Spatial Planning Report 2011 also informs with differentiated analyses for sub-regions and extensive map representations about the state and the tendencies of spatial development as well as on spatially effective plans and measures of the Federal Government, the federal states and the regions. As a scientifically based policy advice, the report informs on the basis of empirical and analytical findings about themes and questions that are of supra-local significance and that are relevant for the concrete spatial planning policy of the Federal Government, the federal states and the regions. The perspective of the Spatial Planning Report in this context is interdisciplinary and goes across different policy fields. The evidence statements of the Spatial Planning Report are based on numerous data sources that are continuously recorded by the spatial information system of the BBSR and kept up to date. Its 125 maps allow an easily understandable, reader-friendly presentation of the results for political decision-makers, spatial research and spatial planning practice. In terms of time, the Spatial Planning Report predominantly considers developments in the past. The central observation period includes the years since the last Spatial Planning Report from 2005 until the years 2009 and 2010. For different themes, future developments are also estimated through own prognoses of the BBSR. Conclusions and strategic recommendations for policy are rounding off each chapter. In total, six current theme areas and challenges that are also central for spatial planning policy in the medium term are emphasised in the Spatial Planning Report.

A fundamental goal of the spatial planning policy of the Federal Government and the federal states is the creation of equivalent living conditions in the area of the Federal Republic of Germany. An investigation on the basis of 26 indicators for the counties and cities that do not belong to counties identifies sub-areas in which conditions that are not equivalent are found in several dimensions of regional living conditions. A high pressure of problems is assumed in sub-areas in which strong deviations from the federal average are found in several areas. Here the danger of a negative downward spiral arises in which

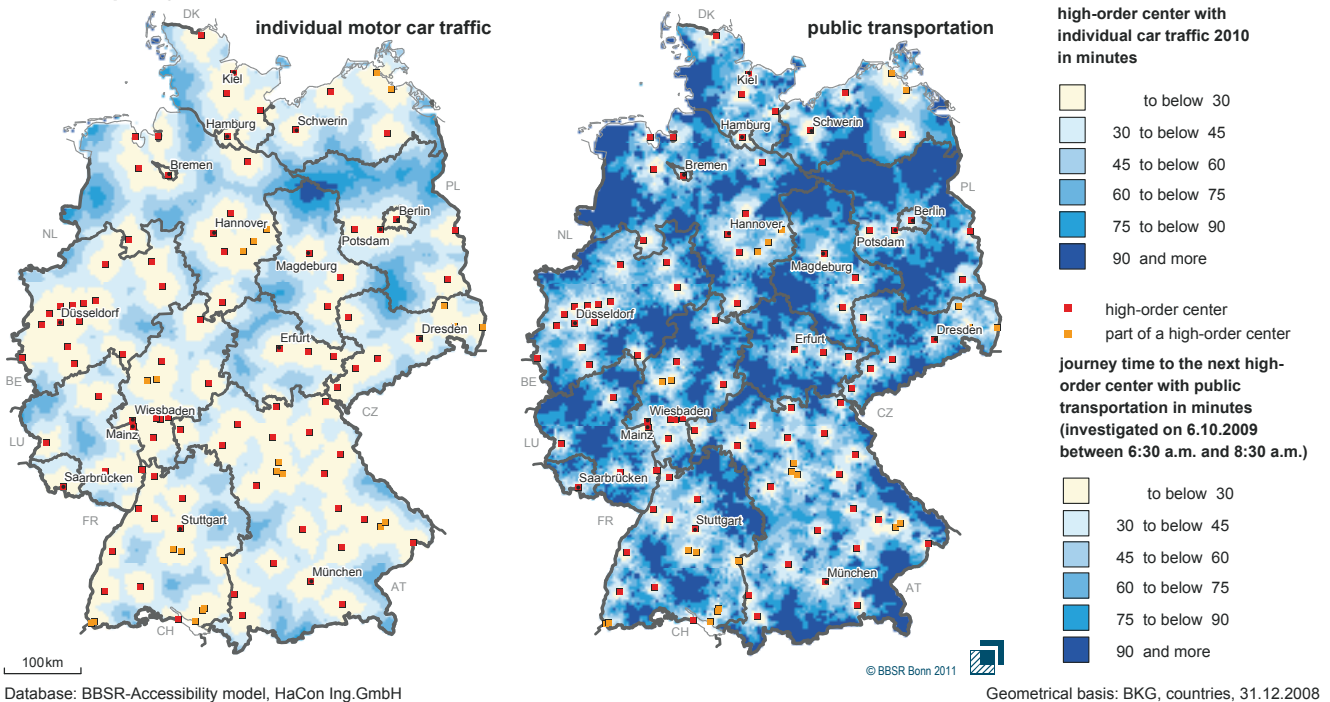
unfavourable conditions reinforce each other. Particularly eastern Germany is affected, and here especially the rural areas. Here spatial policy must secure a minimum offers of services of general interest and ensure through a concerted action of the Federal Government and the federal states that the conditions in this area do not deteriorate further.

The impacts of demographic change mainly affect the social and technical infrastructure. Coming to terms with it constitutes a great challenge for spatial planning policy. As the population is shrinking in more and more sub-areas, infrastructural facilities are no longer used to capacity in many places. Their dismantling is necessary. At the same time the number of elderly persons is increasing. The ageing of the population affects all regions, but to different extents. The infrastructural supply must react to the increased demand. Taking the educational and health infrastructure as a case in point, the report shows how the supply of the population with services of general interest in rural areas takes place. Spatial planning can support a compatible adaptation of the offers of services of general interest to changed demand through more intensive coordination, so that the quality of provision can be maintained or even be improved and the distances do not worsen significantly.

The economic and financial crisis which began in the early summer of 2007 has affected the European regions to a different extent. Particularly export-oriented regions with intensive global interdependence were massively affected by the global breakdown of the economy. However, these are also the regions that were the first to recover from the crisis, when the demand for high-value industrial products increased again worldwide in the year 2010. A strong export base of the regional economy is, however, only a guarantee for growth for the nation states if it is possible in the long term to diversify regional mono-structures that are based on only one industrial branch or comparatively few products for export and to develop additional innovative foundations. The promotion of crisis-resistant regional economic structures with high adaptability to the turbulences of the global market should be supplemented by strategies which aim to secure a high regional level of employment and productivity.

Spatial planning can promote a transportation-efficient spatial structure. Through the support of land-saving forms of building, the stabilisation of settlement densities, the enforcement of brown field development, a

Accessibility to high-order centers



spatial concentration of new building activity on central places and local public transport stops, which allows short distances to supply and work and ensures the development of rural areas with attractive offers of local public transport, an important contribution is made to energy conservation through the minimisation of traffic volumes.

The Federal Government intends to convert the energy system in Germany, which is so far based on fossil energy sources, successively to renewable energies. However, its energy policy goals can only be reached if all regions in Germany participate in the energy turn. While conventional power stations concentrate predominantly in areas with urban characteristics, around two thirds of the electrical capacity of renewable energy sources is located in rural areas. In total, 70 % of wind energy capacity and 61 % of energetic biomass use were installed in regions with rural features in 2009. In addition to the great land requirements for the extension of biomass production for energetic purposes and the construction of wind parks on land as well as on sea, the land requirement for the electricity network must not be forgotten. Since spatial planning is no sector planning, it cannot proceed with the planned conversion towards a more sustainable energy system unilaterally against other public and private concerns. The coordination services of spatial planning and its capacity to achieve a balance of interests are required here. While state and regional planning possess very effective instruments for the control of energy production facilities,

it can, however, influence the cultivation of biomass for energetic purposes in rural areas only in a limited way.

The negative impacts of climate change, such as increasing risks of flooding, drought and heat, constitute a further central challenge for spatial planning in Germany. The issue is to prevent influences that are harmful to climate if possible or to reduce them drastically. Adaptation measures to the impacts of climate change that are already effective or can still be expected must be prepared in plans and their implementation is to be supported. With the exception of preventive flood protection, most negative climate impacts have been made a subject of discussion only in passing. Spatial planning must therefore mainly improve its information bases about regional climate impacts and their resulting effects and apply its set of instruments more effectively to the objectives of climate protection.

According to an aim of the National Strategy for Sustainability of the Federal Government, the daily increase of the settlement and transportation area is to be reduced to 30 hectares until 2020. While the value still was 129 hectares in 2000, only 77 per day were claimed in the year 2010 according to the data of the land survey. The level of daily land consumption is therefore still too high, so that the achievement of the 30 hectare goal is still not a project that runs itself. Great efforts are still required by the local and supra-local authorities responsible for public spatial planning.

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Neighbourhoods – appropriate level for energy concepts?



Source: City of Stade, City of Rosenheim, City of Leipzig, City of Marburg

In Germany, the number of energy concepts at the local and the regional level is increasing. Reasons, on the one hand, are rising energy prices as well as the change of the local energy supply structure towards more renewable energy resources and higher decentralism. Reasons, on the other hand, are political targets set by the EU, the German Federal Government and the federal states. With the “climate change and energy package”, the EU has set the target to reduce greenhouse gas emissions, to increase the share of renewable energy resources in the total EU energy consumption and to increase the energy efficiency (EU 2020). For Germany, for example, a share of 18 % of renewable energy resources is targeted for 2020. With its basic elements for an energy concept of 6 June 2011, the Federal Government underlined its abandoning of nuclear energy as well as the renewable energy and energy efficiency targets formulated in the energy concept of September 2010.

One important stand in Germany concentrates on existing settlement areas, on the increase of the energy efficiency of buildings and the use of renewable energy resources. In this context, energy-saving and energy efficiency measures as well as measures to increase the use of renewable energy resources should be added to integrated urban development concepts. This would imply that related plans and measures could be better coordinated on a broad basis. Various combinations of measures might produce synergies or come into conflict with each other.

Objective: evaluating neighbourhood-related measures via an assessment tool

In terms of the energy-efficient refurbishment of existing buildings and coordination with energy supply and mobility, neighbourhoods seem to be an appropriate level of analysis and action between the level of the whole city and the level of single buildings.

Thus the goal of the study “Demands on energy-efficient and climate-proof neighbourhoods”, funded under the German Federal Government’s Experimental Housing and Urban Development programme, is to analyse neighbourhoods and their energy concepts in five cities and, on this basis, to assess energy concepts for neighbourhoods as a controlling instrument. Besides special attention is paid to integrating mobility in energy concepts. One important question is whether integrated measures, compared to single projects, lead to increases in potentials.

The study focuses on developing a quantitative model enabling to assess energy efficiency measures in neighbourhoods. Measures considered will either be those developed from a neighbourhood concept or those considered as overriding and planned to be later integrated into a neighbourhood concept.

First of all, the energy demand of neighbourhoods will be quantified in the model developed within the study (called “opening balance”). For this quantification it is necessary to combine methods which, according to sector and data availability, are based on the collection and aggregation of individual data (e.g. building data), on specific neighbourhood-related measurements (e.g. consumption measured by local utility companies), on neighbourhood typologies or on statistical data of higher territorial levels. Rough quantifications within the model may be later flexibly refined based on own knowledge and available data.

The model may help to quantify various scenarios of future developments such as the combination of demolition and new construction, increased modernisation rates of buildings, changes in the effects of the energy mixture or of mobility offers. The necessary input is currently provided by the results of evaluation studies executed so far.

Five model neighbourhoods as test locations

The model is exemplarily developed based on five model neighbourhoods, which already have experiences with integrated neighbourhood development. On the one hand, potential measures in terms of quality are collected, on the other hand, input data for testing the as-sessment tool generated.

A focus is put on those model neighbourhoods, where buildings have a heterogeneous ownership structure. By selecting Marburg-Nordstadt, Leipzig-Connewitz, Stade-Hahle, Rosenheim-Finsterwalder Straße/Aichergelände and Weißenfels-Altstadt, various types of neighbourhoods, age groups of buildings, typologies of use and overall conditions of the housing market are considered. Networking the model neighbourhoods in specific workshops and locally demonstrating the results forms another more qualitative part of the project, which runs by spring 2013.

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The World Sustainable Energy Days 2012

The World Sustainable Energy Days, held in Wels/Austria, offer a unique combination of events on sustainable energy and are one of the largest annual conferences in this field in Europe. The 2012 event, which was held from 29 February to 2 March, attracted more than 750 participants from 52 countries. Representing Germany, the Federal Institute for Research on Building, Urban Affairs and Spatial Development contributed to the stakeholder meeting “Nearly Zero Energy Buildings (NZEB): the vision for 2020” by presenting the national roadmap towards nearly zero energy buildings in 2020.

Nearly zero energy buildings

The coming years will see a sharp increase in the market acceptance of highly efficient buildings throughout Europe: by 2018, new public buildings must be nearly zero energy buildings, by 2020, this will apply to all new buildings. According to the Energy Performance of Buildings Directive (EPBD), a “nearly zero energy building” is a building that has a very high energy performance and the very low amount of energy required is covered to a very significant extent from renewable energy sources. The EU member states must draw up national plans for increasing the number of nearly zero energy buildings covering both newly constructed and renovated buildings.

Due to this policy framework, a conference on nearly zero energy buildings was included in the conference programme of the World Sustainable Energy Days 2012 (WSED12). All participants discussed how to realise “high energy performance buildings” in the field of newly constructed and renovated buildings.

The conference started with an opening session on the question “What are Nearly Zero Energy Buildings?” The second conference day focused on technological innovations such as air tightness as a key challenge for NZEBs. Topics such as smart grids, user motivation or contracting for public buildings were presented in a short report (“project flash”).

Stakeholder meeting “NZEB: the vision for 2020”

On the third day, experts of the “Concerted Action (CA) EPBD”, an initiative launched in the context of the Energy Performance of Buildings Directive, took the opportunity of the World Sustainable Energy Days to hold a stakeholder meeting. The CA-EPBD

stakeholder meeting focused on the discussion of national definitions of NZEBs and on the practical implementation of the cost-optimal regulation. The two meeting sessions were each introduced by a keynote speech. Country reports from the UK, Germany, Slovenia and the Netherlands as well as stakeholder statements and discussions after each presentation resulted in an active meeting. The objective of the BBSR contribution was to give an overview of existing political instruments and measures in Germany. In detail, the measures are subsidies (grants and loans), legal requirements (Energy Saving Ordinance) and information campaigns. Since many other member states of the European Union base their political instruments on the same three pillars, all presentations were closely related to each other. In addition, the conference members agreed on the important role of public buildings, as they can easily be front-runners in energy efficiency and have a positive effect on the price development of low-energy technology.

Please visit our new website: www.bbsr-energieeinsparung.de

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Speakers at the stakeholder meeting



Innovations for inner cities – strategies for dealing with vacancies in inner cities

For further (German-speaking) information on the research field and the model projects, please have a look at: www.bbsr.bund.de
> Forschungsprogramme > ExWoSt > Forschungsfelder > Innovationen für Innenstädte

An empty former department store, a derelict site in the inner city with decaying industrial monument – many cities, especially medium-sized towns, face an enormous challenge in dealing with these buildings and places serving urban identity. Within the new research field on innovations for inner cities, funded under the German Federal Government's Experimental Housing and Urban Development programme, concepts and strategies to activate and revive vacant, large urban structures are tested.

The research field is based on the White Paper on Inner Cities process of the German Federal Ministry of Transport, Building and Urban Development. In autumn 2010, the Ministry presented a draft White Paper on Inner Cities with the goal to initiate a public discussion on the state of inner cities and to present required actions and possible measures for strengthening and reviving inner cities. Following a six-month process, the White Paper on Inner Cities including a variety of recommended actions was published. They mostly refer to local authorities, but the Federal Government is explicitly mentioned as a stakeholder in the fields of legislation, funding and knowledge transfer.

The call for project applications for the new research field was opened in summer 2011, from 130 applications, the Ministry selected eight model projects to be funded. The research field's goal is both to support the exchange of experiences among stakeholders and to achieve generally applicable findings in the form of best practice examples.

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In Bocholt, Mülheim an der Ruhr, Nuremberg and Peine, projects concentrate on using empty department store buildings. In Dessau, Elmshorn, Illingen and Offenbach, projects focus on reactivating commercial and office buildings. The goal of all projects is to reuse relevant locations and to revive the inner city sustainably.

In Offenbach, an administrative building from the 60s has been vacant since 2007. The goal of the related model project is to investigate under which preconditions using office architecture for residential purposes and in a central inner city location can be effective. A feasibility study serves to analyse various uses mixing residential and commercial purposes and different forms of housing. A difficulty in using vacant buildings is to find appropriate uses for the socle storeys. The feasibility study serves to find the mix of uses generating a public demand for the socle storeys. Based on the study results, three storeys of the building will be altered so that the residential concepts developed can be tested.

The former department store in Mülheim an der Ruhr and the shopping centre near the main station both were integrated in the functioning retail trade system of the inner city. With the vacancy of the department store, the city now faces the chance to establish other uses in the inner city, because shopping as the sole form of use in the inner city is not effective anymore. The building's special urban development situation close to the River Ruhr enables to better link the inner city with the redesigned Ruhr promenade in the future. Already in autumn 2011, the empty building was used for various cultural temporary activities. The goal was to deal with function and quality of the inner city of Mülheim.

A one-week charrette at the end of March 2012, by which ideas and visions for temporary and subsequent uses were developed with citizens and relevant inner city stakeholders, formed an element of the model project in Mülheim. It is presently examined whether urban gardens and a summer beach site can be temporarily realised in the nearby multi-storey car park.

In the context of most other model projects, temporary uses as well are planned to activate empty buildings. First findings from the research field will be presented during a public interim event in spring 2013.

Vacant department store building in Mülheim an der Ruhr



Public participation in the field of urban development – new projects in the context of the National Urban Development Policy programme

The topic “public participation” and the demand for more democracy in urban development processes have recently become more significant again. The National Urban Development Policy initiative, attended by the Federal Institute for Research on Building, Urban Affairs and Spatial Development, in 2011 initiated various activities in connection with public participation. These activities do not only include the development of new innovative methods and concepts because many relevant participation procedures do already exist. The goal of the initiative is especially to shape local participation and to integrate it in development processes in a way that it produces real effects.

New pilot projects concerning public participation

In summer 2011, a project call for innovative, exemplary, transparent and communicative participation projects in the context of spatial development procedures was launched. Among 230 applications submitted, 15 projects were selected that will be managed and evaluated by the BBSR by 2013. The projects are varied in terms of method and spatial reference level - ranging from concrete urban development and neighbourhood-oriented projects to regional projects. Projects concerning participation procedures for sectoral planning were also selected.

The participatory approaches differ: Some projects especially focus on the concrete mobilisation and information of people. Other projects aim to inspire citizens to develop own ideas. In the context of some projects, committees made up by citizens are provided with specific decision competences, others target a more far-reaching self-organisation of citizens (see figure).

In all projects various methods are combined according to the situation in order to achieve sustainable effects. Participation, cooperation and private initiative are not only important for urban development with regard to formal procedures. Many local governments are looking for new ways to expand local stakeholder constellations and to use public participation effectively, thus increasing scopes of action beyond urban planning.

“Tatort Stadt” (The city as a crime scene) – ideas competition for young planners

Also in summer 2011, the BBSR launched an ideas competition for students and graduates with the motto “Taking part – new ideas for public participation”. They should develop innovative ideas and concepts how citizens might be better and more effectively involved in urban planning procedures. While the students developed ideas irrespective of their place of residence, concrete urban planning processes in four cities (“crime scenes”), for which participatory concepts had to be developed, were set in advance for the graduates. The award winners received scholarships enabling them to realise their approaches by the end of June 2012.

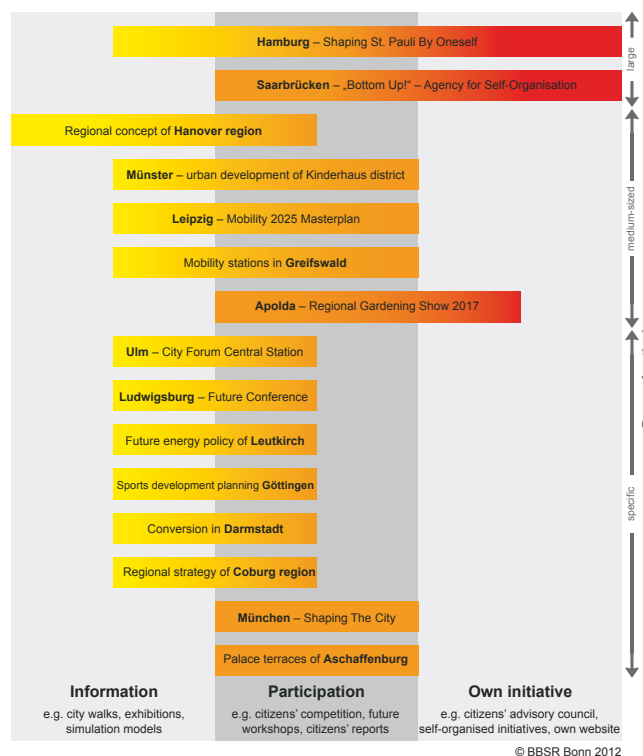
Scholars will present the results of their local work at the next get-together of pilot projects on 10 October 2012 during the international “Urban Energies” congress. Issue 7 of the National Urban Development Policy magazine “stadt:pilot”, which will be released at the congress, will report about the competition and pilot projects.

For further (German-speaking) information on the new pilot projects, please have a look at: www.nationale-stadtentwicklungspolitik.de > Wettbewerbe/Projektaufufe > > Bürgerbeteiligung
In more detail: www.nationale-stadtentwicklungspolitik.de > Projekte

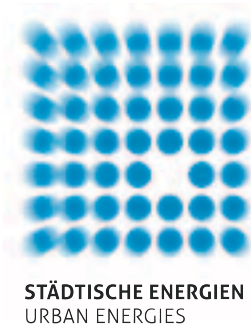
For further (German-speaking) information on the competition “Tatort Stadt” (The city as a crime scene), please have a look at: www.tatort-stadt.de

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Participation instruments within the pilot projects



Range of participation instruments in the 15 pilot projects funded under the National Urban Development Policy programme



Urban Energies – international conference to be held in Berlin on 11/12 October 2012

“Urban energies” has a double meaning. On the one side, it means the energy we are using every day in our cities. On the other, it refers to the dynamics of an urban society enhancing integration and making cities become a liveable place.

Fossil energies will run out of stock quite soon or their exploitation costs would sky-rocket. The Energiewende (energy turn) follows the principle of advancing renewable energies, using resources more efficiently as well as realising climate-friendly urban renewal. Cities in particular will more and more produce energy. It would be of utmost importance to integrate citizens in sustainable development.

This is the reason why the German Federal Ministry of Transport, Building and Urban Development (BMVBS) calls for the international Urban Energies conference to be held in Berlin on 11/12 October 2012. The BBSR as a “think space” supports the Ministry in preparing the conference to which more than 1,000 national and international participants are expected. The conference will be organised in the framework of the National Urban Development Policy initiative, funded by the German Federal Government, the Länder and local authorities, in cooperation with the German Standing Conference of Ministers of Building of the Länder, the German Association of Cities and the German Association of Towns and Municipalities.

Memorandum envisaged

The product of the conference will be a memorandum on urban energies outlining them as future tasks of cities. The memorandum will be jointly developed by conference participants and thus be accepted as a commitment targeting one’s own sphere of interaction. The Leipzig Charter on Sustainable European Cities, upon which the EU Ministers responsible for Urban Development agreed as a basic document for integrated and sustainable urban development in the framework of the German EU Presidency in 2007, provides the background document. The international Urban Energies conference is to draw a conclusion five years after and take the necessary look into the future.

A first draft of the memorandum had been discussed during a preparatory seminar that was held on 19/20 March 2012 at the BBSR in Bonn. National and international protagonists of urban and territorial development coming from associations, the private sector, local authorities and the scientific community made themselves heard and developed further the first draft. Organising the seminar meant to apply a format which is currently being used by the American Assembly. This setting alternately allows for a broad exchange of thoughts as well as editing work in the plenary and in working groups. Tight timetables are a prerequisite.

In organising the seminar, the first step on the way to Berlin has been taken, additional ones will follow. The memorandum will thus be further discussed with national, European and international partners from local and regional authorities and other institutions. The process will be temporarily finished by a gathering of partners from associations, the scientific community, the private sector and the civil society on 4 June 2012 at the BMVBS, Erich-Klausener-Saal, in Berlin.

Forums mirror the scope of urban energies

A set of forums is foreseen to frame the international conference in October and thus to mirror the scope of urban energies. Subjects, amongst others, are the following:

- urban-rural partnership, rural areas and demography;
- youth and urban development;
- enhancing city centres and quarters as well as Baukultur (building and planning culture and urban heritage protection across Europe);
- integration, participation and international setting of cities: the German Social City programme;
- the future of real estate markets: housing, working and trading in the European city;
- energy-efficient building and renewable energies in cities: energy-plus buildings and energy-efficient urban quarters;
- integrated transport concepts and e-mobility;
- integrated urban development from the perspective of science and research;

BBSR Director chimes in ... on urban energies

A few questions on the topic to Harald Herrmann – the BBSR's Director since November 2011:

What are the central challenges for developing further our cities?

In the future, our cities will have to enhance social integration as well as mastering the Energiewende. This requires new forms of partnership between urban and rural areas, efficiency in energy use, a sustainable way of living and, last but not least, new forms of civic participation. All actors of urban and regional development, private initiatives in particular, have to become carriers and supporters of this development.

Which energies are to be mobilised to make our cities liveable places?

Energies have to be understood in a twofold sense. On the one hand, regarding the climate-oriented and energy-efficient renewal of our cities. In the long run, cities have to become energy producers and offer living conditions based on the principle of walkable urban environments. On the other hand, societal energies and dynamics have to be used to develop our cities in a smart way towards the future.

What role should the BBSR take?

We understand our role as the one of an information broker. We support good practices of the local and regional level and prepare the practices' outcomes for knowledge transfer. In this way, we can back our cities in gathering knowledge – in terms of lifelong learning.



Photo: Cynthia Rühmekorf, 2012

- civil participation in towns and municipalities;
- economic innovation in a European and global context.

The global dialogue will be held on the Ministry's website (www.bmvbs.bund.de) and on the German National Urban Development Policy website (www.nationale-stadtentwicklungspolitik.de).

The BBSR's IzR publication on low-carbon cities as a milestone towards Berlin

Taking the lead as a "think space", the BBSR edited IzR volume 5/6.2012 (cf. article on page 15) on low-carbon cities and their strategies to reduce CO₂ emissions by saving energy and employing renewables as well as mobilising urban society dynamics to do so. A scientific journey for the benefit of mutual learning leads the reader to Hamburg, Munich and Freiburg im Breisgau, Lyon and Copenhagen/Øresund Region, Chicago, Los Angeles, Babcock Ranch and Civano in the United States of America, Lingang New City in China and Masdar City in the United Arab Emirates as well as to Durban.

Most of these cities exist; others (like Lingang New City and Masdar City) are being built or

seem to remain wishful investors' thinking (like Babcock Ranch). What they have in common is their ambition for finding low-carbon solutions and implementing them – in cooperation with their current (or possible future) citizens, thus valorising their wisdom and knowledge.

The volume positions the BBSR as a leading think space above an integrated approach to low-carbon urban development – starting with the single building, embedding it into the setting of an urban quarter, continuing with the entire urban fabric of a city and (preliminarily) ending with the regional context without which a low-carbon city is hardly to imagine.

A scientific positioning on low-carbon cities is the one side of the coin, the design of respective policies the other. The volume thus looks behind the curtain of some cities of the C40 Cities Climate Leadership Group (www.c40cities.org) to present their climate action plans and strategies aiming at reducing CO₂ emissions. This journey will take the reader to São Paulo, Mexico City, Toronto, Portland, Moscow, Delhi and Mumbai, Lagos, Sydney and Melbourne, Bangkok, Ho Chi Minh City, Jakarta, Singapore, Hong Kong, Seoul, Kyoto and finally Tokyo.

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A study on rural-urban partnerships for the EU

The report can be completely downloaded from: http://ec.europa.eu/regional_policy/what/cohesion/urban_rural/doc/rurban_study_long.doc

The EU Commission, Directorate-General Regional Policy, assigned the BBSR and the German Association for Housing, Urban and Spatial Development to carry out a study on "Partnership for sustainable rural-urban development: existing evidences" in autumn 2011. The report focuses on two major aspects: On the one hand, a survey of the current situation in Europe concerning rural-urban partnerships was demanded, on the other hand, the interest of the Commission was to find ways to promote this topic with the Structural Funds. What are the results in brief?

The growing interdependence between urban and rural areas is nowadays well-known. Urban problems are sometimes located in rural areas and vice versa, but solutions for urban problems can also be found in rural regions and vice versa. Many examples – mainly for sectoral partnerships between rural and urban areas – can be found all over Europe, but integrated partnerships with a multitude of different projects embedded in a shared strategy do not exist that often. This implies a loss of synergies, because many relations between urban and rural areas exist which can be managed in an adequate way to improve the economic performance and the quality of life.

The particular interest of the EU Commission is the added value of rural-urban partnerships, i.e. their contribution to raise the efficiency and coherent use of EU funds, to enhance solidarity and integration between urban and rural areas and to provide integrated territorial solutions to current challenges like demographic change, sustainable and climate-friendly energy provision. Already in the current funding period, many topics of relevance for rural-urban partnerships can be financially supported by the EU funds. However, apart from the territorial cooperation objective – rural-urban partnerships are not mentioned as a concept to be followed in the legal and strategic EU framework. Not surprisingly, operational programmes hardly take rural-urban partnerships into account and funded projects are rather implemented with a sectoral and local perspective rarely applying an integrated and territorial approach for functional areas.

The question is how Structural Funds can promote rural-urban partnerships and integrated approaches. In this respect, local and subregional strategic processes and governance structures for functional areas generally should become a more important

basis for EU funding. This can be achieved e.g. via allocating an "own" operational budget for functional areas and/or including a "funding preference" for projects embedded in integrated territorial strategies. Furthermore, important preconditions for such territorial approaches are to improve coordination, coherence as well as to join up different EU funds. In this context, there is a need to harmonise and simplify their delivery rules.

An important attempt for better coordination, coherence and harmonisation of funds can be seen in the proposed legal and strategic framework for the next programming period 2014-2020. Articles 10 and 11 of the draft overall regulations as well as the foreseen Common Strategic Framework provide joint provisions covering all EU funds, mechanisms for cooperation and coordination of funds as well as methods for ensuring coherence and consistency of programming and delivery rules. The Community-Led Local Development and Integrated Territorial Investments approaches also provide the possibility to locally concentrate the different funds in a territorial functional area. Nevertheless, these tools come up against limiting factors.

Furthermore, the mutual geographic integration of urban and rural territories, actors and development strategies needs to be enhanced. At the moment, EAFRD support concentrates on the rural parts of the territory and respective rural actors – mostly not involving bigger towns or cities. For rural-urban development strategies and governance structures there is a need to move towards better involving and interlinking with medium-sized towns within rural areas as well as with neighbouring bigger cities.

Lastly, as integrated rural-urban partnerships are a new topic for many regions and member states and bring in a rather new and challenging dimension for delivering European cohesion and rural development policy and funding, the direct 'mainstreaming' of rural-urban partnerships would need to be complemented with a specific tool for experimentation, innovation, capitalisation and policy development. Thus, a specific EU initiative should be launched that is directly dedicated to pilot projects across Europe. In this context, the European Commission could use part of the foreseen budget for innovative actions in the field of sustainable urban development while sharing and diffusing these experiences through European exchange in order to achieve a "RURBAN Acquis".

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Eracobuild Network Event in Berlin

Efficiency House Plus with Electromobility

The model project "Efficiency House Plus with Electromobility", realised in the context of the research initiative "Zukunft Bau" ("Future Building"), was the central topic of a conference of the Eracobuild construction research network on 20st and 21nd February 2012. Participants from twelve countries followed the invitation of the Federal Institute for Research on Building, Urban Affairs and Spatial Development (BBSR) as a network partner to Berlin. The construction research programme "Future Building" of the German Federal Ministry of Transport, Building and Urban Development for the first time hosted an international event and, in doing so, initiated a new series of events.

For the German delegation, the conference was an opportunity to present the Efficiency House Plus as an example for the successful national funding of construction research to European representatives and to win support for spreading this idea. Speakers from the Federal Ministry of Transport, the Federal Office for Building and Regional Planning (BBR) and the BBSR explained the model project from their relevant perspectives. The conference participants thus received a full overview of concept, realisation of construction and research contents and objectives.

As an ERA-Net, Eracobuild is an important component of the European network initiative. The joint goal of its members, coming from research funding institutions of the EU member states and associated countries, is to coordinate national research programmes. The ERA-Net Eracobuild was established to exchange on building research topics. Since 2008, the BB(S)R has been representing German interests for the "Future Building" research initiative within the network.

The agenda allowed for opportunities to combine presentations with exchanges on strategies and with opportunities to communicate around the network. It focused on the process of initiating the model project, on inviting tenders and managing it from the point of view of stakeholders. Besides the theory, a guided tour could not be left out. The participants were then provided with information about the wide range of tasks in the BBR and the BBSR. The Museum Island including "Neues Museum" (New Museum), realised and managed by the BBR, was one of

the places of interest during the conference. The specific Eracobuild interests were taken into account by providing for intensive discussion phases and teamwork.

The topics of the lectures were the following:

- presentation of Eracobuild
- political background of the model project "Efficiency House Plus with Electromobility" as well as details on innovation and research activities
- electric mobility
- examples of latest research activities in Belgium, the Netherlands and the United Kingdom and of similar research projects in France

Following the lectures, the participants were able to visit the Efficiency House Plus at "Fasanenstraße", where they were provided with further details.

The second day of the conference started with two lectures dealing with the (energy efficiency-oriented) planning of the new Federal Environment Agency building in Berlin. The participants then met in working groups to discuss new impressions gained as well as the question whether the event was suited as a prototype for future Eracobuild meetings.

In the opinion of many participants, the event was able to set standards for further network meetings. It is planned to be continued.



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Participants of the Eracobuild Network Event



Spatial monitoring – latest results

2012 UEFA European Football Championship: accessibility of host cities in Poland and the Ukraine

Football fans’ hearts are beating faster: The kick-off of the European Football Championship (Euro 2012) on 8 June 2012 is approaching. People, who have got hold of a ticket, should start to worry about how to reach the host city of their football team. – The BBSR’s Accessibility Model might help.

The question for the “physical” accessibility or the “optimal” location still plays an important role for companies and for infrastructure planning. The reason is that good accessibility of jobs, infrastructural facilities and markets is decisive for the whole regional development. Analysing accessibilities therefore is an

important instrument in the field of political consulting to identify disparities in regional or supra-regional accessibility patterns or to analyse the infrastructure supply. In daily life as well, many people often wonder about the accessibility of places for possible activities – in this case for a major European sports event: the 2012 UEFA European Football Championship in Poland and in the Ukraine.

Important – to fans and football players: scheduling enough time for the journey!

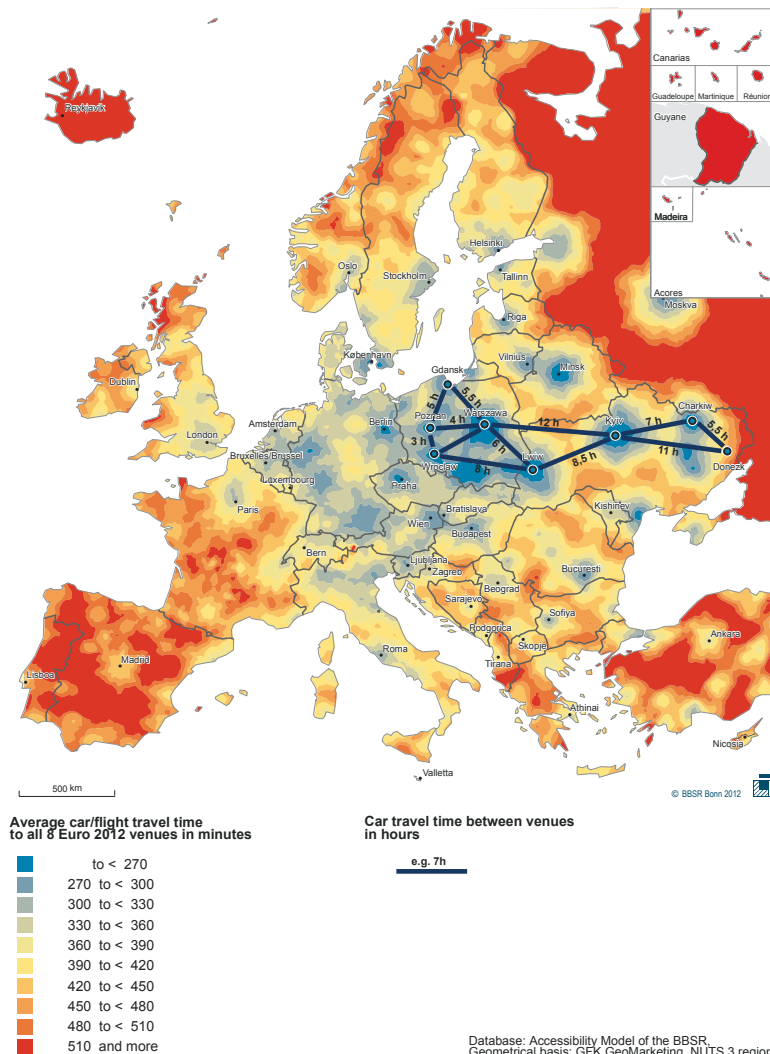
As proved by the BBSR’s accessibility analyses, enough time should be considered both to reach the host cities from abroad and to go from one city to the other.

The accessibility analysis for combined car/air transport (large map) shows, what we did already know: Being closer to the venue means to arrive faster. The fastest people, of course, are those living in the host cities themselves. Fans from abroad, starting from Eastern Germany and especially from Berlin, will take under 4.5 hours, the same as fans from Prague or Copenhagen. When starting in Germany, the Ruhr Area is also well connected by a number of flight connections between Dortmund and cities in Poland and the Ukraine. This is only astonishing at first glance but not on closer inspection. As has been proved, people in the Ruhr Area are crazy about football (and after all the German football champion of the football season 2011/2012 is called “Borussia Dortmund”) so that there is high interest that the venues in Poland and the Ukraine can be well reached. Many inhabitants of the Ruhr Area furthermore have their roots in Eastern Europe, which probably is the actual reason for the rather high number of flights from Dortmund to destinations in Eastern Europe.

Most fans of the other Euro 2012 teams have to prepare for travel times of approx. 5-6 hours, fans from Southern Europe (Spain, Portugal or Greece) have to take the longest journeys upon themselves.

People who, during the Euro 2012, want to visit several football stadiums in Poland and the Ukraine and want to arrive on time before the kick-off, may orientate themselves towards the investigated average travel times between the venues. When searching for the optimal accomodation, the Krakow-Katowice

Accessibility of Euro 2012 host cities



area should also be considered apart from Warszawa, Kyiv and Lwiw. Although it does not host any matches during the Euro 2012, all venues can be reached rather well in four hours on average.

Depending on where their accommodation is, football players as well should take enough time into consideration to reach the stadium on time. The travel times calculated between the venues may be a help here.

The German national football team is going to have accommodation in Gdansk. According to the accessibility analysis, the team coach has to take a travel time of at least 11.5 hours to Lwiw into account. However, the 24.5 hours long travel to Charkiw rather suggests to combine car and flight transport modes.

The Spanish national team, by the way, is going to stay in Gniewino, around 70 km away from Gdansk – people are invited to find out the related travel times.

Special service for German fans: the BBSR calculating the accessibilities of the venues of the German national team's qualifying round

As special service for the fans of the German national football team, the BBSR also determined the average travel time to the venues of the German national team's qualifying round.

People, having tickets for the qualifying round matches of the German national team, should have a close look at the accessibility of the host cities of the German qualifying round Lwiw, where Germany plays against Portugal and Denmark, and Charkiw, where the German national football team meets the Netherlands. It becomes clear that Lwiw can be very well reached from Munich and Dortmund (by about 4 hours in combined car/air transport) while the journey to Charkiw from these cities takes a bit more time (at least 5.5 hours). People travelling by car or campervan should schedule rather a lot of time: 14 hours on average to Lwiw, at least 29 hours to Charkiw. When travelling by campervan, the speed limits for vehicles with trailer have to be observed, that means people should schedule a higher travel time.

What applies to all travel times investigated: The Accessibility Model considers the road conditions of each country based on the type of road and the related average maximum speed reached. National flight times include a check-in time of 30 min. and international flight times 60 min. Waits on the border to Ukraine are not considered.

What is now important is a good mood and interesting, fair matches so that we can celebrate a European football festival – whether at home or in the stadium.

More analyses at "raumbewachung.de" – latest results

The accessibility of venues of the Euro 2012, of course, is only one "research finding" standing for many others. Already in the end of 2011, a subcategory with latest results has been established on the German-speaking website "raumbewachung.de" ("Spatial monitoring" category of the German website www.bbsr.bund.de). In the section, analytical and forecast results of the BBSR, based on neighbourhood data in Germany up to regional analyses in Europe, are presented. There is a large variety of topics. So far, analyses in the fields of housing, economy, energy and regional development have been published. The European analyses will soon be published in English as well. The following analyses were executed in a European context:

- Unemployment in Europe is back (15 March 2012)
- Renewable energy sources in Europe: electricity from photovoltaics (3 January 2012)
- Renewable energy sources in Europe: electricity from wind power (17 November 2011)

The short analyses are each accompanied by maps and diagrams displaying the results. The maps are also available for download.

www.bbsr.bund.de > English > Spatial Development > Spatial Development in Europe > Analyses on spatial development in Europe > Analyses

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The German-speaking publication can be downloaded free of charge from the following website: www.bbsr.bund.de > Veröffentlichungen > BBSR-Sonderveröffentlichungen

Further results will be presented in issue 7/8.2012 of the "Informationen zur Raumentwicklung" (Information on Spatial Development) journal (with German and English articles).

For further details on the above-mentioned study, please see www.bbsr.bund.de > English > Research Programmes > MORO > Studies > How transnational projects contribute to implementing the Territorial Agenda of the European Union (topic "Mobility and Transport").

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Transnational perspectives for mobility and transport – how local and regional authorities may benefit from INTERREG IV B

In the recently revised Territorial Agenda of the European Union (TA 2020) the ministers responsible for spatial development of the EU member states stated that mobility and transport are important for a balanced spatial development equally taking innovation and sustainable development into account. The Territorial Agenda 2020 underlines both the significance of a more environmentally friendly and low-carbon transport sector and of a better functioning transport sector, that means less traffic jams and more reliable local public transport offers.

The EU structural policy objective "European territorial cooperation" – better known as "INTERREG B" offers the chance to deal with transnational challenges in the field of transport development. In the current programming period (2007–2013), the European Commission supports transnational cooperation in the five INTERREG cooperation areas with German participation by a total of 1.1 billion euros. Within numerous projects, local and regional stakeholders together with universities, research institutions and enterprises have formed transnational consortia to promote mobility and transport. In the context of the study "How transnational projects contribute to implementing the Territorial Agenda of the European Union (topic "Mobility and Transport")", the German Institute of Urban Affairs analysed selected projects in this thematic context. These "good examples" have provided the basis for the new practically oriented guideline on transnational perspectives for mobility and transport.

Transport policy linked to spatial development policy

The projects take various fields of action into account thus reflecting the thematic diversity of the INTERREG B programmes in the fields of mobility and transport. Topics include the implementation of new ideas to make local public transport in cities and regions more attractive, new offers for intelligent freight logistics and the development of transnational development corridors combining transport and regional development.

Despite all differences in details, those presented in the guideline show the special feature of these transnational projects, which is that transport policy is linked with spatial development issues. This is what makes them different from projects funded by

special programmes such as Trans-European Networks or Marco Polo II.

Project activities at the European level – towns, cities and regions benefit

The model projects show how local and regional authorities and other stakeholders may benefit from these INTERREG activities:

- The benefit of project-oriented transnational cooperation for towns, cities and regions especially is that they become acquainted with successful political approaches of project partners abroad.
- Transnational cooperation is a quasi laboratory enabling the joint implementation of innovative ideas.
- In many towns, cities and regions, INTERREG projects intensify cooperation between the political and the administrative sector, between enterprises and research institutes.
- Pilot investments in the context of transnational projects promote the implementation of important key measures.
- Transnational cooperation helps to develop common standards and to test guidelines.
- INTERREG projects often create the necessary preconditions for public or private follow-up investments.
- They raise politicians' and people's awareness of problems.

Project work in European networks achieves the best effects if it is combined with local strategies and approaches. Case studies show how towns, cities and regions specifically use INTERREG projects as elements of local transport policies.

The guideline furthermore provides tips and information to all those planning own INTERREG B projects.

Transitects project: Intelligently combining road and railway



Source: Veneto Region

Journal „Informationen zur Raumentwicklung (IzR)“ – 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.

Municipal housing stocks from different perspectives

In the past, the public sector has built up a large housing stock. Parts of the housing stock have been recently sold, large sales to international investors having caused heavy discussions. Especially local authorities still have a large housing stock and most of them would like to keep it. Are those “council houses” just relics of old times or are they still important? In the issue, experts from various disciplines analyse their present status.

Evaluation in regional planning

Spatial planning implies important goals: to structure living spaces, natural and economic areas compatibly with each other, to control uses appropriately and, generally, to prepare regions for a sustainable economic and social development. Whether these goals are always achieved, cannot be judged by appearances alone but has to be carefully evaluated on a scientific basis. The authors of the issue take up often asserted evaluation deficits in the field of spatial planning, look through evaluation processes in theory and present practical approaches and examples.

Website on transnational cooperation expanded

The website www.interreg.de offers a lot of information on transnational cooperation in Germany. Not only general information on the INTERREG programme and the cooperation areas but also services like the INTERREG database, the presentation of selected projects and the “INTERREG nach 2013” (INTERREG beyond 2013) blog are often in demand. Since the beginning of April, the German-speaking website was expanded by two new categories: First of all, users may now download interesting basic and thematic maps on transnational cooperation. New maps are regularly added.

City districts as living spaces – life in the here and now

In the age of Internet as well, neighbourhoods have not yet had their days. But what makes a residential or urban area worth living and likeable and what has to be done to keep it or make it that way permanently? Answers to this question were searched in the context of the research field “Innovations towards urban neighbourhoods suitable for families and the elderly”, funded by the German Federal Government’s Experimental Housing and Urban Development programme. Some of the expectations on the everyday living space and chances to meet them will be presented in this IzR issue. It shows how committed stakeholders and persons affected may make neighbourhoods worth living and likeable to young and old people and at the same time shows the preconditions for such processes to become steady.

The carbon-free city – desire and reality

Predominantly, carbon-free or -neutral urban development is still an abstract vision. Some cities and regions in this world, however, try to realise it with partly spectacular projects. Examples for ambitious or even visionary projects can be found from China to the USA and even in many European countries. They will be presented in this issue and examined in terms of their realisation. The authors of the issue furthermore try to analyse the impact of the vision of a carbon-free city and to identify thematic and procedural elements necessary to permanently realise such a sustainable urban development.



The latest IzR issues:

Issue 12.2011
Kommunale Wohnungsbestände aus verschiedenen Perspektiven (Municipal housing stocks from different perspectives)

Issue 1/2.2012
Evaluation in der Regionalplanung (Evaluation in regional planning)

Issue 3/4.2012
Lebensraum Stadtquartier – Leben im Hier und Jetzt (City districts as living spaces – life in the here and now)

Issue 5/6.2012
Die CO₂-freie Stadt – Wunsch und Wirklichkeit (The carbon-free city – desire and reality)

The journal is available in German language with English abstracts. The IzR can be obtained from the Franz Steiner Verlag (service@steiner-verlag.de) and from bookshops. It can be ordered as single issue or by yearly subscription. The price for a subscription is 72 euros, a single issue costs 19 euros. All prices plus postage and packing.

For further information, please have a look at www.interreg.de.

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The ESPON 2013 Programme entering the finishing straight

Further information:
www.bbsr.bund.de >
Research Programmes >
ESPON www.espon.eu

The ESPON Programme, the European Observation Network for Territorial Development and Cohesion, is going to celebrate its 10th anniversary this year. During these ten years, ESPON has developed into an important source of territorial data and information about Europe and a central institution producing scientific analyses in the field of European spatial development.

Goal of the projects, carried out in the context of the Programme, was to analyse the European territory both from thematic aspects and with regard to the impacts of European sectoral policies. Apart from such projects referring to the whole European territory, other projects were geared towards specific regional interests; these projects were developed by regional parties interested (in the context of a bottom-up approach) and were designed to support regional stakeholders locally.

So far, a total of 75 projects has been launched or implemented; by the end of the ESPON 2013 Programme, it will be about 100 projects.

In the course of the Programme, it will gradually reap the fruits of its project-related scientific work. More and more projects are finishing their studies and with their final reports submitting their research approaches and results. In 2012 alone, 20 Applied Research and Targeted Analyses projects are going to be finished. Furthermore, basic scientific findings from ESPON Database projects or projects

defining territorial typologies and indicators to analyse territorial cohesion will be delivered.

The final reports of the following ESPON projects, for example, were recently published:

- TIGER describing territorial structures and flows in Europe from the point of view of globalisation,
- KIT presenting the territorial dimension of the innovation and knowledge economy,
- ARTS analysing the territorial and regional sensitivity to EU Directives.

Further projects will be soon completed, among them:

- TRACC presenting results of regional and local transport accessibilities with a European and global dimension,
- SeGI looking at the regional supply and provision of services of general interest.

In addition to such thematically and regionally oriented projects, results of cross-thematic ESPON projects will also be increasingly processed with the aim to support policy development. For example, the project "ET2050 Territorial Scenarios and Visions for Europe", focuses on building a future-oriented and integrated vision of Europe towards 2050. The "ESPON 2013 ATLAS" project, for which the BBSR will be the lead partner, will synoptically summarise ESPON results and will be published at the end of the current Programme period, in summer 2014.

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