

Diplomacy Dialogue



Stronger Together Voluntary Metropolitan Coordination Across Local Boundaries on SDGs and Governance - Cases from Europe and Asia

Co-Chair Prof. Raymond Saner, University of Basel

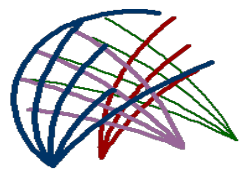
Co-Chair Peter Fong, Hong Kong Public Administration Association, Hong Kong

Speakers:

1. Ms. Parul Agarwala, Country Programme Manager, UN-Habitat, India office.
2. Mr. Atul Kaushik, Global Development Centre (GDC) & Global South Centre of Excellence (DAKSHIN) hosted at the Research and Information System for Developing Countries (RIS)
3. Mrs Lichia Saner-Yiu, President, CSEND, Geneva, Switzerland

Multi-level Review

1. Voluntary National Review (VNR)
2. Voluntary Subnational Reviews (VSR)
- 3. Voluntary Metropolitan Review (VMR)**
4. Voluntary Local Review (VLR)



Voluntary Reviews

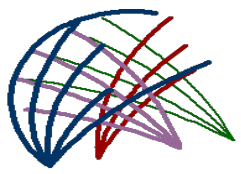


VNR- Voluntary National Reviews

regular and inclusive reviews of progress of 2030 Agenda implementation at the national and sub-national levels, which are country-led and country-driven“, every year at HLPF 40+ countries present their VNR

VLR- Voluntary Local Reviews

local and regional governments reports on their 2030 Agenda implementation. These VLRs can reinforce vertical coherence and complement and contribute to the national Voluntary National Reviews of SDG implementation.



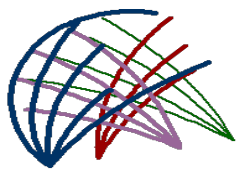
Voluntary Reviews (2)



VSR- Voluntary Subnational Reviews

Voluntary Subnational Reviews (VSRs) are led by local and regional governments' associations, advance an innovative approach to SDG monitoring and reporting.

This innovative approach differs from Voluntary Local Reviews in that VSRs provide country- wide analyses of subnational efforts and challenges to localize the SDGs.



Diplomacy Dialogue

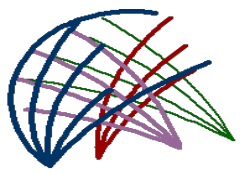
Voluntary Reviews (3)



VMR- Voluntary Metropolitan Reviews

Metropolitan areas, according to the OECD, are cities with population between 500 thousand and 1.5 million people. They can be **agglomerations of separate cities** which have been integrated into a larger urban area.

The separate areas retain autonomy which can make it difficult for the metropolitan area as a whole to coordinate sustainable growth and other functions of city government.



Diplomacy Dialogue

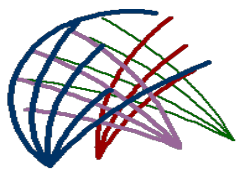
Voluntary Metropolitan Review



VMR Voluntary Metropolitan Review




Metropolitan areas and their surrounding territorial entities (towns, villages) need to manage the many **interdependencies** they have such as natural resources (water, air, land), personal security, safe and affordable housing, transportation, waste, energy, education, etc.

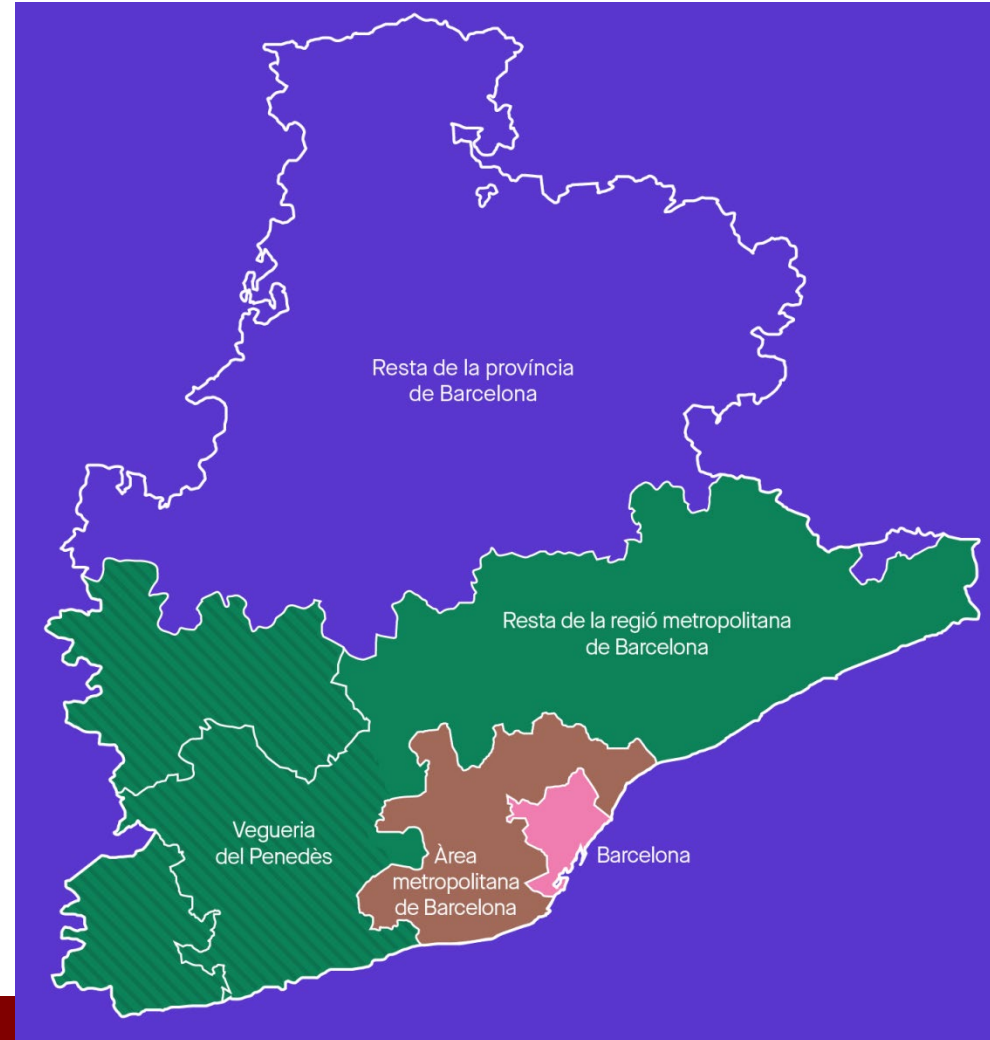
At the same time, such metropolitan areas need to **collaborate and negotiate** with the autonomous entities that surround them who often have their own political mandate and institutions (administration, local police, primary, schools, waste management etc.).

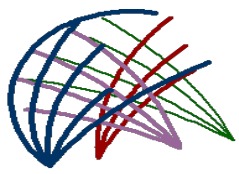


The challenge of Metropolitan governance in Barcelona



-  **Municipality of Barcelona**
102 SqKm
1,6 million inhab.
Density: 15.686 inhab./SqKm
-  **Metropolitan Area of Barcelona**
636 SqKm
36 Municipalities
3,2 million inhab.
Density: 5.031 inhab./SqKm
-  **Metropolitan Region of Barcelona**
2.464 SqKm
160 Municipalities
5,1 million inhab.
Density: 2.069 inhab./SqKm





Voluntary Metropolitan Review



Successful SDGs implementation for Metropolitan Cities requires multiple competencies:

1. Efficient and effective inter-ministerial policy coordination of SDG implementation strategy at core city level
2. Ability to initiate and practice policy consultation from the city government towards private sector/CSO policy consultation and vice-versa
3. Negotiating a coherent and united SDG strategy together with the political entities that surround the core city and with whom the core city shares many interdependencies.

Stronger Together: Voluntary Metropolitan Coordination Across Local Boundaries on SDGs and Governance - Cases from Europe and Asia



WORLD
URBAN
FORUM

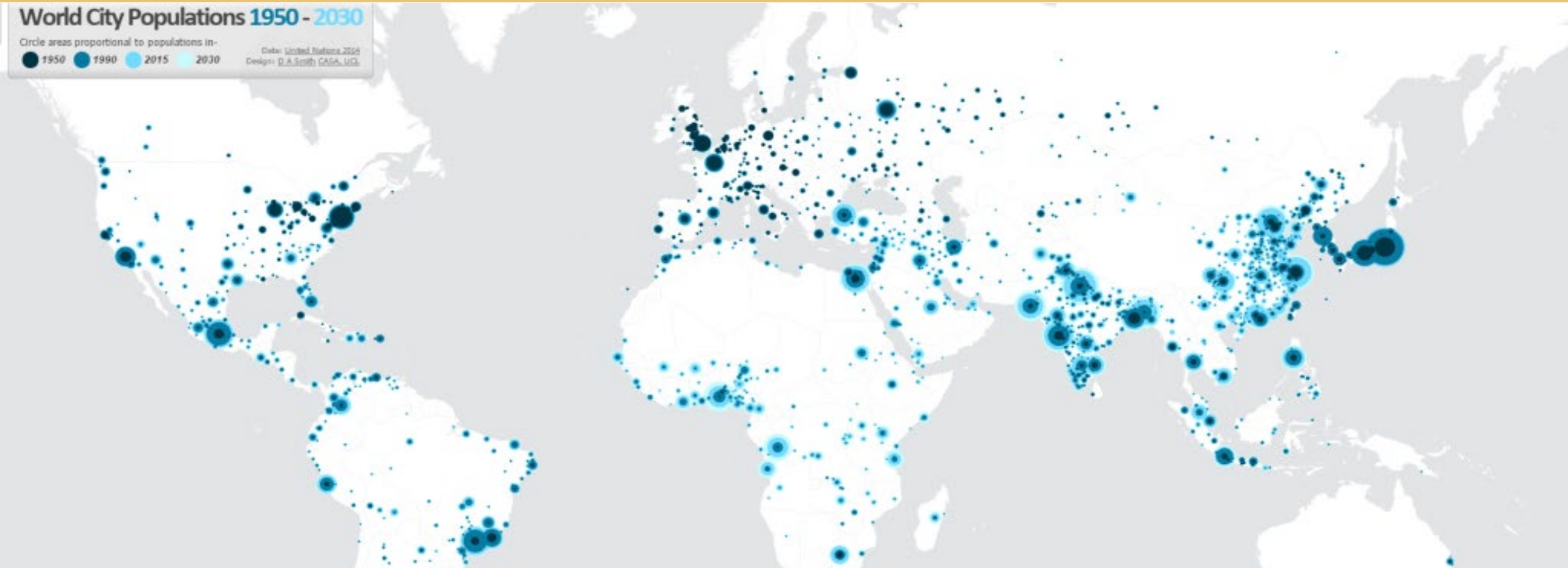


World City Populations 1950 - 2030

Circle areas proportional to populations in-

- 1950
- 1990
- 2015
- 2030

Date: United Nations, 2014
Design: D.A. Smith, CASG, UCL



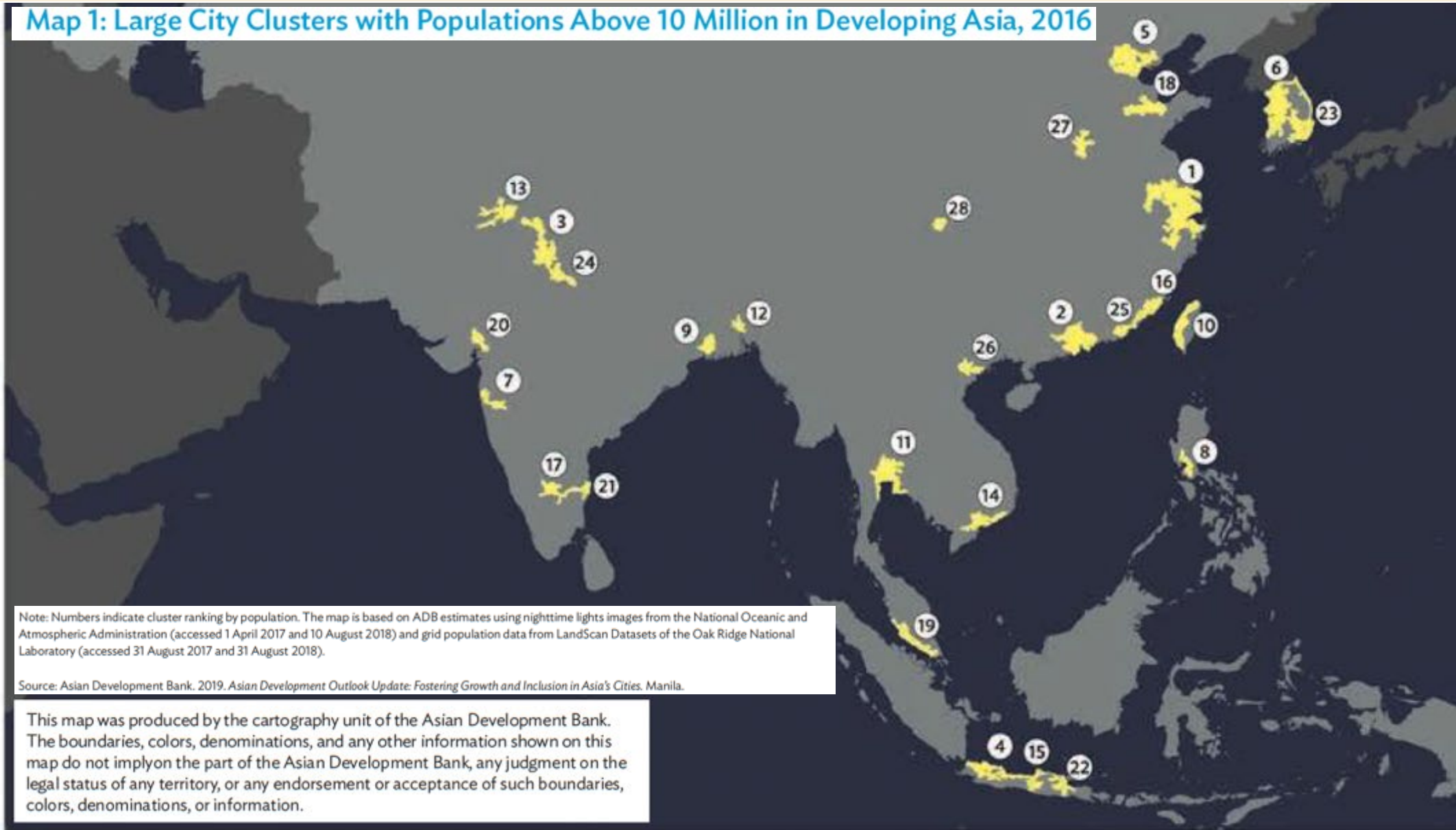
Megaregions continue to grow and attract people, companies, institutions, and development in developed, emerging, and developing economies (Harrison and Hoyler, 2015). In Europe, the urban corridor between Manchester, London, Paris, Netherlands, Central and Southern Germany, to Northern Italy anchored by metropolitan Milan, has a population of about 110 million and is referred to as “Blue Banana.” The Tokyo–Nagoya–Osaka–Fukuoka corridor in Japan, for example, with a population of more than 70 million along 1,200 kilometers, is also referred to as Taiheio Belt or Tokaido Megalopolis. The corridor is connected by the Shinkansen high-speed train and is generating about 80% of the country’s economic output. The northeast in the United States (US) from Boston to Washington has a population of about 50 million people and a GDP of \$3.6 trillion (Florida 2019). Source: Stefan Rau, “Urban Synergies Through Coordinated City Cluster Governance”

Map source: <https://citygeographics.org/2015/12/09/mapping-the-global-urban-transformation/>

Stronger Together: Voluntary Metropolitan Coordination Across Local Boundaries on SDGs and Governance - Cases from Europe and Asia



Map 1: Large City Clusters with Populations Above 10 Million in Developing Asia, 2016



Of the largest 28 megaregions in developing Asia with more than 10 million people in 2016, 8 are in the People's Republic of China (PRC), 7 in India, 3 in Indonesia, and 2 each in the Republic of Korea and Viet Nam.

19 of these 28 clusters cut across at least two higher-level administrative boundaries like provinces.

Note: Numbers indicate cluster ranking by population. The map is based on ADB estimates using nighttime lights images from the National Oceanic and Atmospheric Administration (accessed 1 April 2017 and 10 August 2018) and grid population data from LandScan Datasets of the Oak Ridge National Laboratory (accessed 31 August 2017 and 31 August 2018).

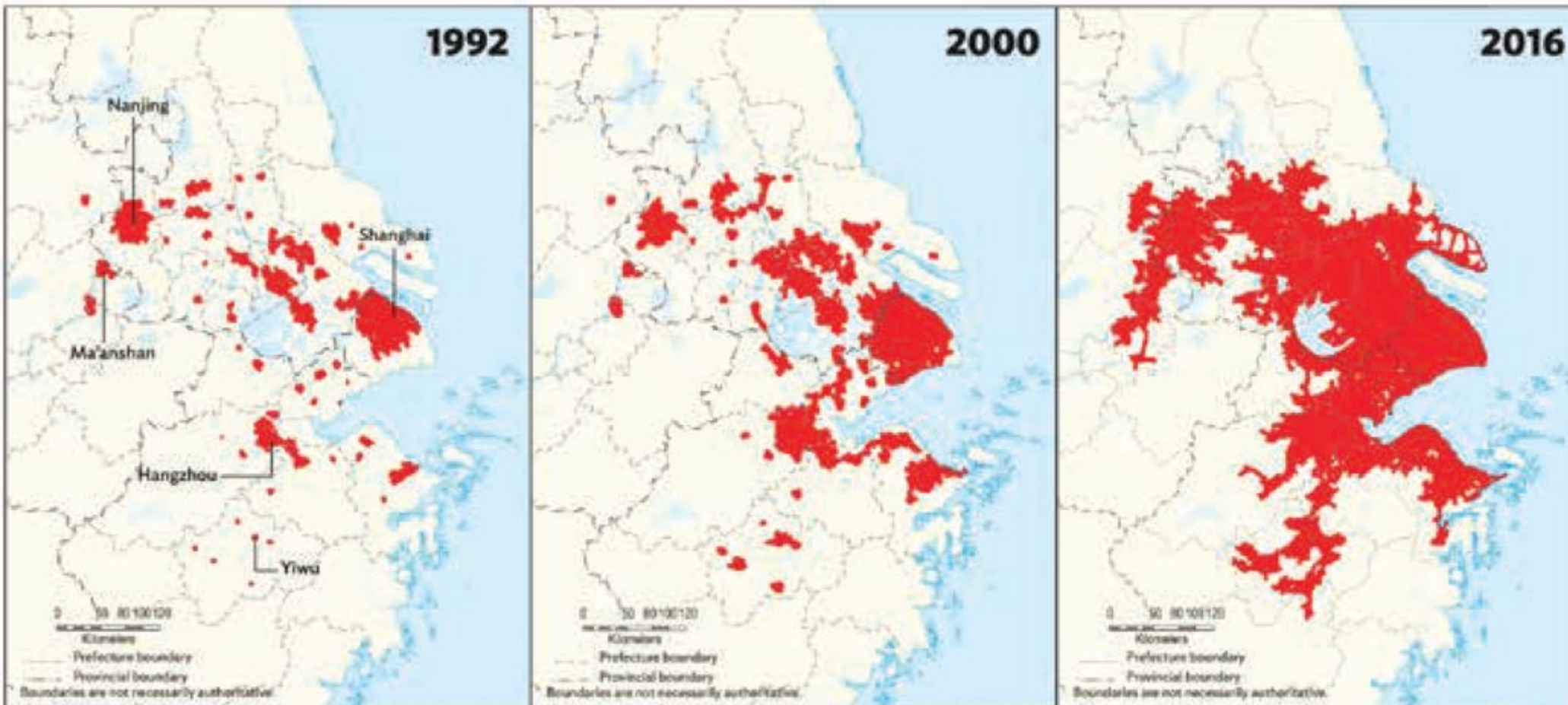
Source: Asian Development Bank. 2019. *Asian Development Outlook Update: Fostering Growth and Inclusion in Asia's Cities*. Manila.

This map was produced by the cartography unit of the Asian Development Bank. The boundaries, colors, denominations, and any other information shown on this map do not imply on the part of the Asian Development Bank, any judgment on the legal status of any territory, or any endorsement or acceptance of such boundaries, colors, denominations, or information.

Stronger Together: Voluntary Metropolitan Coordination Across Local Boundaries on SDGs and Governance - Cases from Europe and Asia



Map 2: Formation of City Cluster Centered Around Shanghai



In the PRC, mega-urban regions are referred to as city clusters. Some of them are as large as European countries both by population and territories, most notably the three coastal Megaregions:

Beijing–Tianjin–Hebei,
Yangtze River Delta (YRD), and
Pearl River Delta (PRD),
which are defined by administrative boundaries.

YRD is largest in Asia

This map was produced by the cartography unit of the Asian Development Bank. The boundaries, colors, denominations, and any other information shown on this map do not imply, on the part of the Asian Development Bank, any judgment on the legal status of any territory, or any endorsement or acceptance of such boundaries, colors, denominations, or information.

Stronger Together: Voluntary Metropolitan Coordination Across Local Boundaries on SDGs and Governance - Cases from Europe and Asia



City clusters have been part of the PRC's urbanization strategy, at least since the PRC's National Urban System Plan in 2006. The PRC's National New-Type Urbanization Plan (2014–2020) and its Thirteenth Five-Year Plan (13th FYP) involved 19 city clusters for enhanced coordination with a mandate to complete cluster-wide plans and initiate institutional coordination mechanisms before the year 2020 (Government of the PRC, State Council 2014 and 2015). These clusters have already become population magnets, and account for more than 90% of the national GDP.

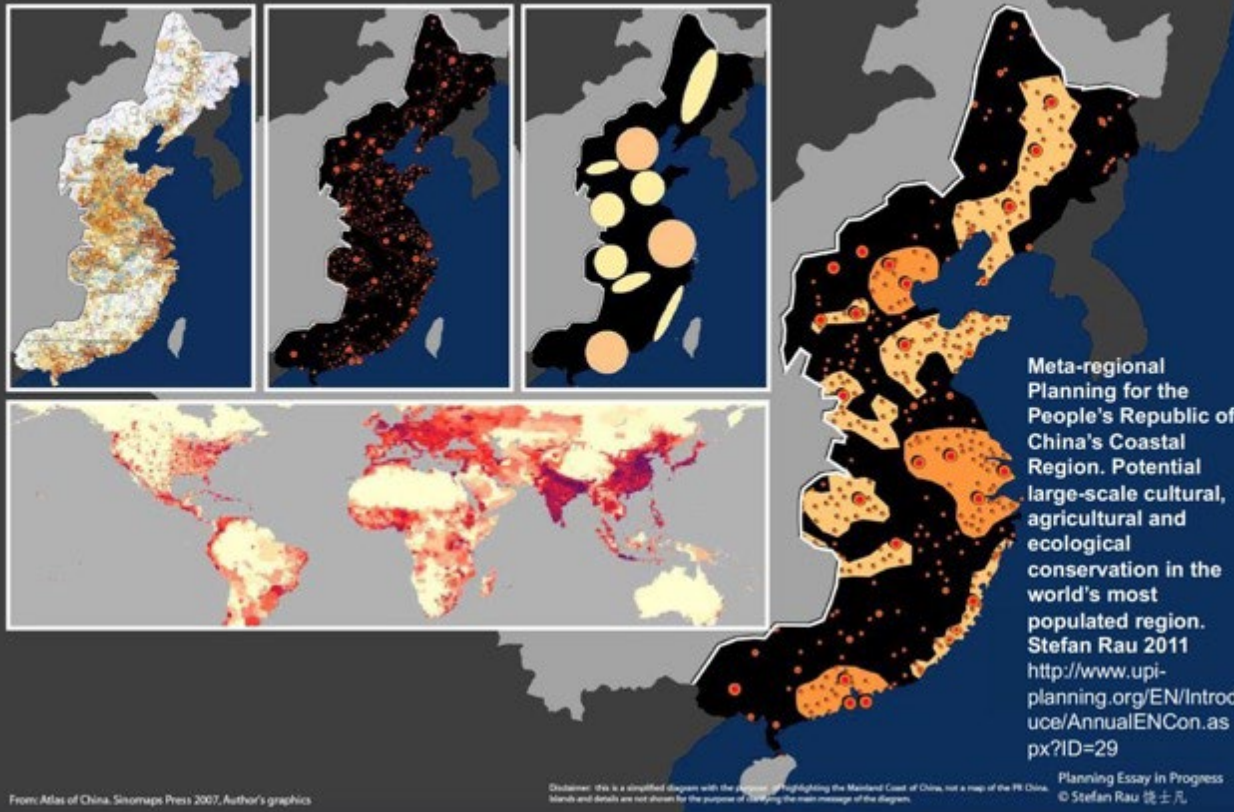
Beijing–Tianjin–Hebei (BTH) has about 110 million residents, including all of Hebei (by administrative boundary), and generates about 10% of the national GDP. Shanghai and the YRD Agglomeration, with a total population of about 152 million (by administrative boundary), is the most productive, generating about 21% of the PRC's GDP with about 12% of its people. The newly conceived Greater Bay Area (GBA), including Guangzhou (with the PRD) and also Hong Kong, China and Macau, China, has a total population of about 70 million (by administrative boundary), producing about 12% of national GDP with about 5% of its people. It competes internationally in innovation and high technology as a new kind of Silicon Valley. Together, these three most mature clusters are referred to as BeiShangGuang (short for Beijing, Shanghai, and Guangzhou). Other significant clusters include the Chengdu–Chongqing City Cluster (ChengYu) in the upper reaches of the Yangtze River, and the Central Yangtze River City Cluster (CYR) around Wuhan.

Source: National Development and Reform Commission, *The PRC's 13th Five-Year Plan* (Beijing, 2016)

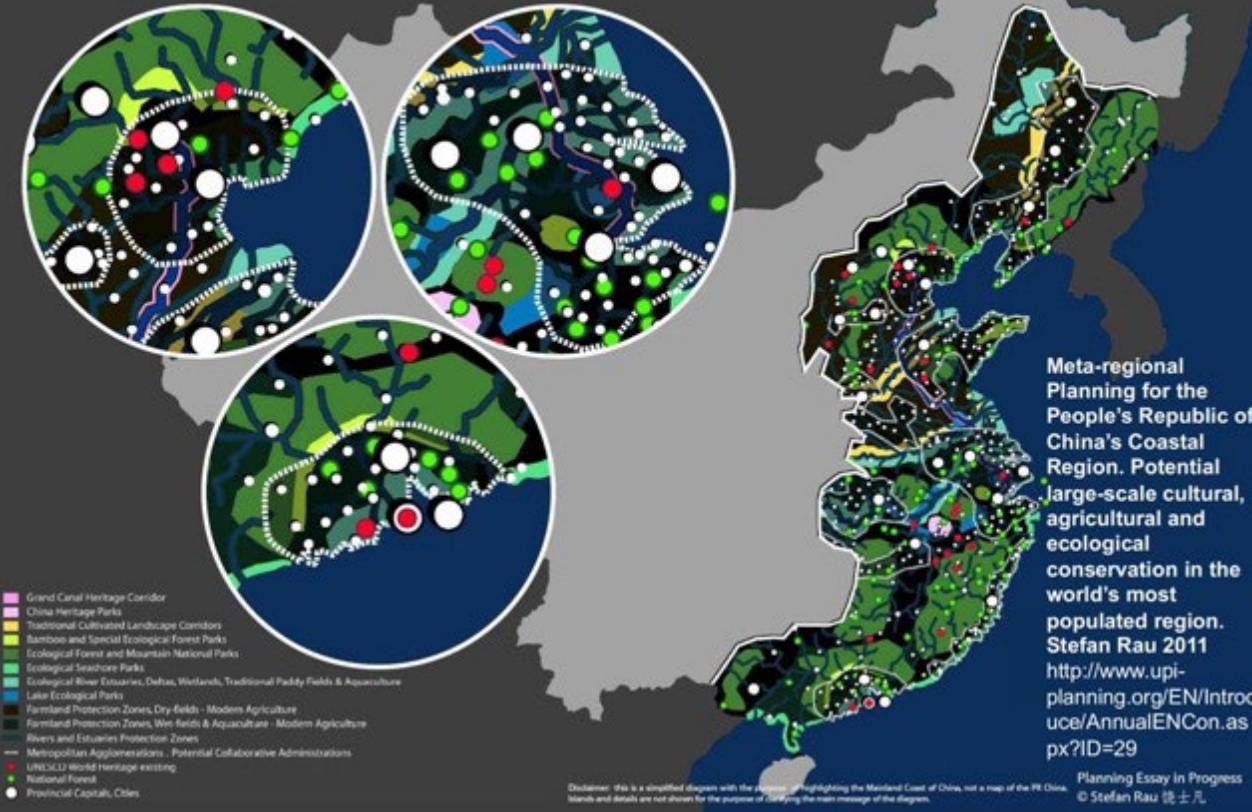
Stronger Together: Voluntary Metropolitan Coordination Across Local Boundaries on SDGs and Governance - Cases from Europe and Asia



人口密度, 城市, 二元聚集区以及城市聚集区
Population density, Cities, 2-Tiered City Clusters as Mega-Urban Regions.



“区域之间的规划” 如何与大城市聚集区域融合
How Green Space “in-between” planning might intersect with City Clusters BeiShangGuang



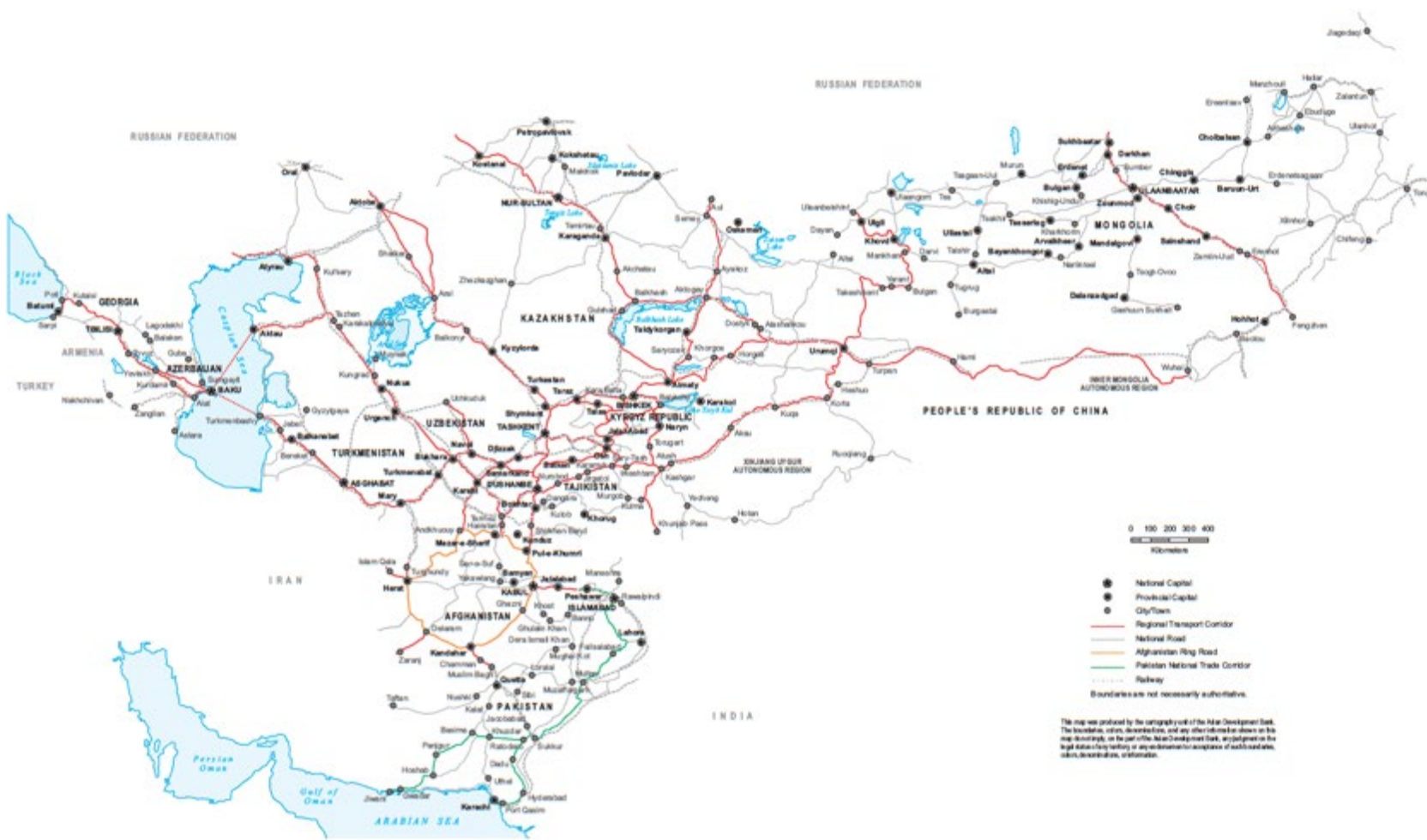
From: Atlas of China, Sinomaps Press 2007, Author's graphics

Disclaimer: this is a simplified diagram with the purpose of highlighting the Mainland Coast of China, not a map of the PR China. Islands and details are not shown for the purpose of clarifying the main message of the diagram.

Stronger Together: Voluntary Metropolitan Coordination Across Local Boundaries on SDGs and Governance - Cases from Europe and Asia



Map 2: Central Asia Regional Economic Cooperation



Map 3: New Configuration of the Greater Mekong Subregion Economic Corridors



Source: Asian Development Bank.

Source: Asian Development Bank, 2018. Review of Configuration of the Greater Mekong Subregion Economic Corridors. Manila.



Panelists and Contributors

Mr. **Raymond Saner**, Professor and Director, Centre for Socio-Eco-Nomic Development CSEND, Switzerland (Moderator)

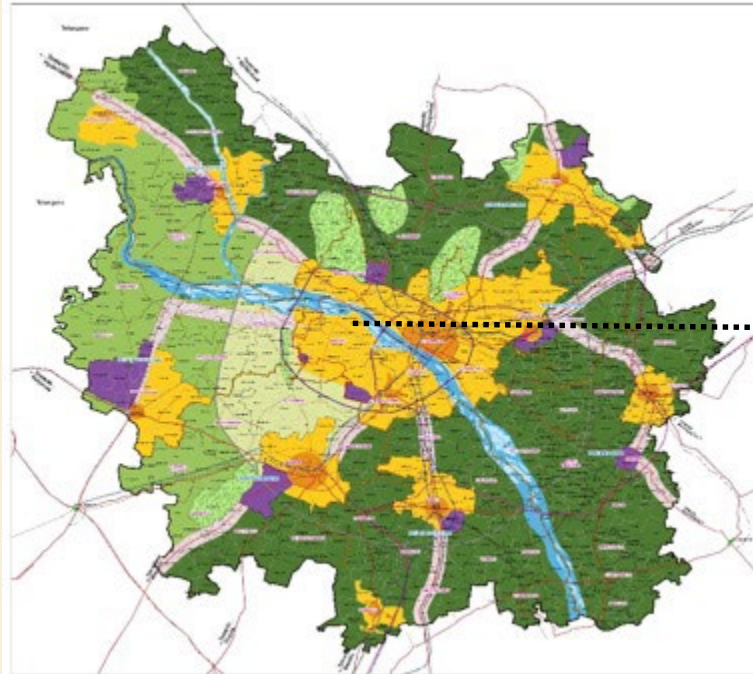
Mr. **Stefan Rau**, Principal Urban Development Specialist, Asian Development Bank

Mr. **Bashkar Katamneni**, Commissioner, Andhra Pradesh Capital Region Development Authority, Government of Andhra Pradesh, India

Ms. **Barbara Pons Giner**, Directora General, Barcelona Regional Regional Development Agency, Spain

Mr. **Yves Zimmermann**, Directeur de projet, Ville et Eurometropole de Strasbourg, France

Three Concept Plans: Shaping the Amravati Capital Region

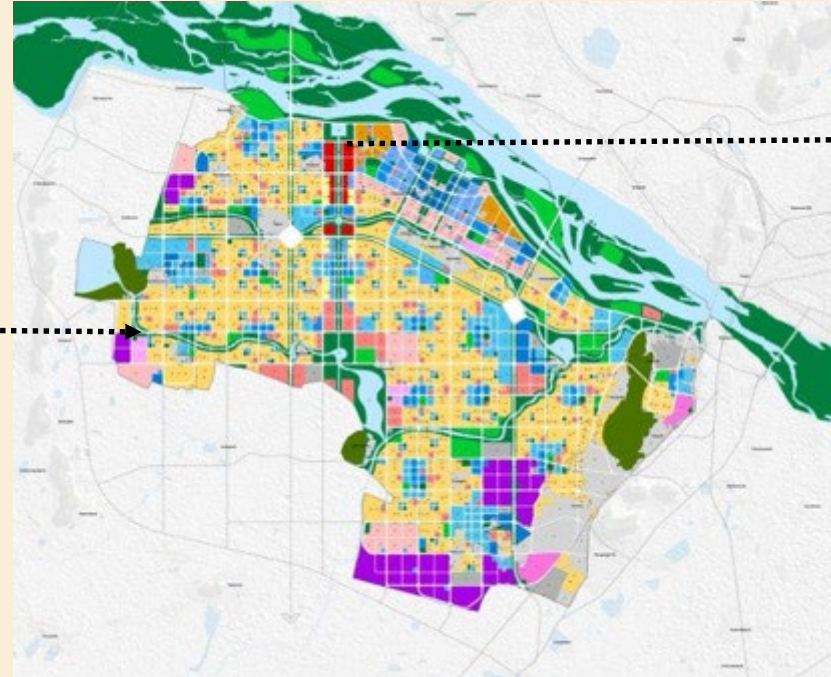


APCRDA REGION is spread over

Area: 8,352.69 Sq.km

Population (as per 2011 Census): 5.88 Mn

Estimated Population (by 2050): 11.6 Mn



AMARAVATI CAPITAL CITY is spread over

Area: 217 Sq.km

Population (as per 2011 Census): 0.1 Mn

Estimated Population (by 2050): 3.5 Mn



AMARAVATI GOVERNMENT
COMPLEX (AGC) is spread

over

Area: 6.37 Sq.km

(1 km x 7 km approx.)

Estimated Population (by 2050):
0.13 Mn

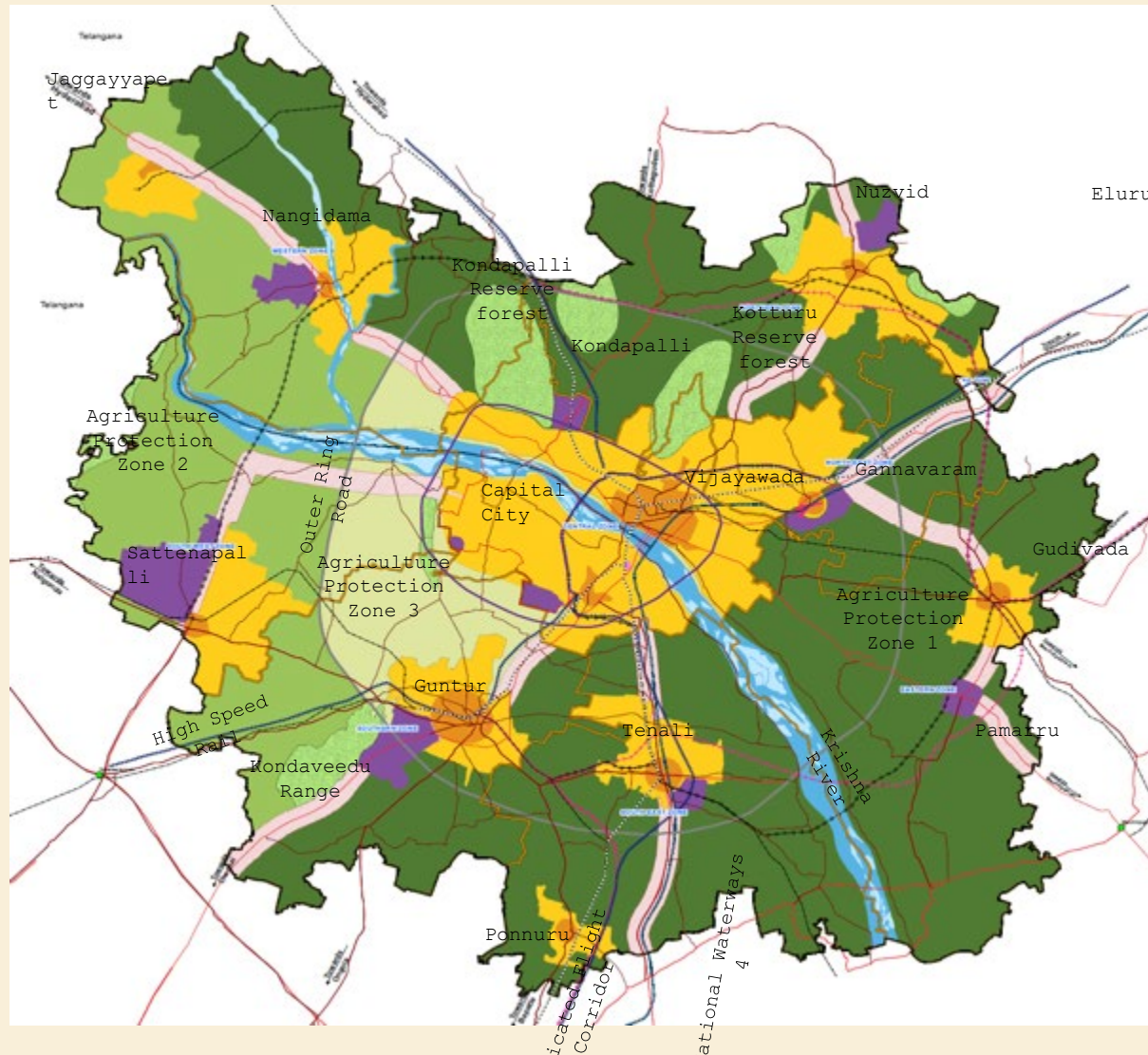
Stronger Together: Voluntary Metropolitan Coordination Across Local Boundaries on SDGs and Governance - Cases from Europe and Asia



WORLD
URBAN
FORUM

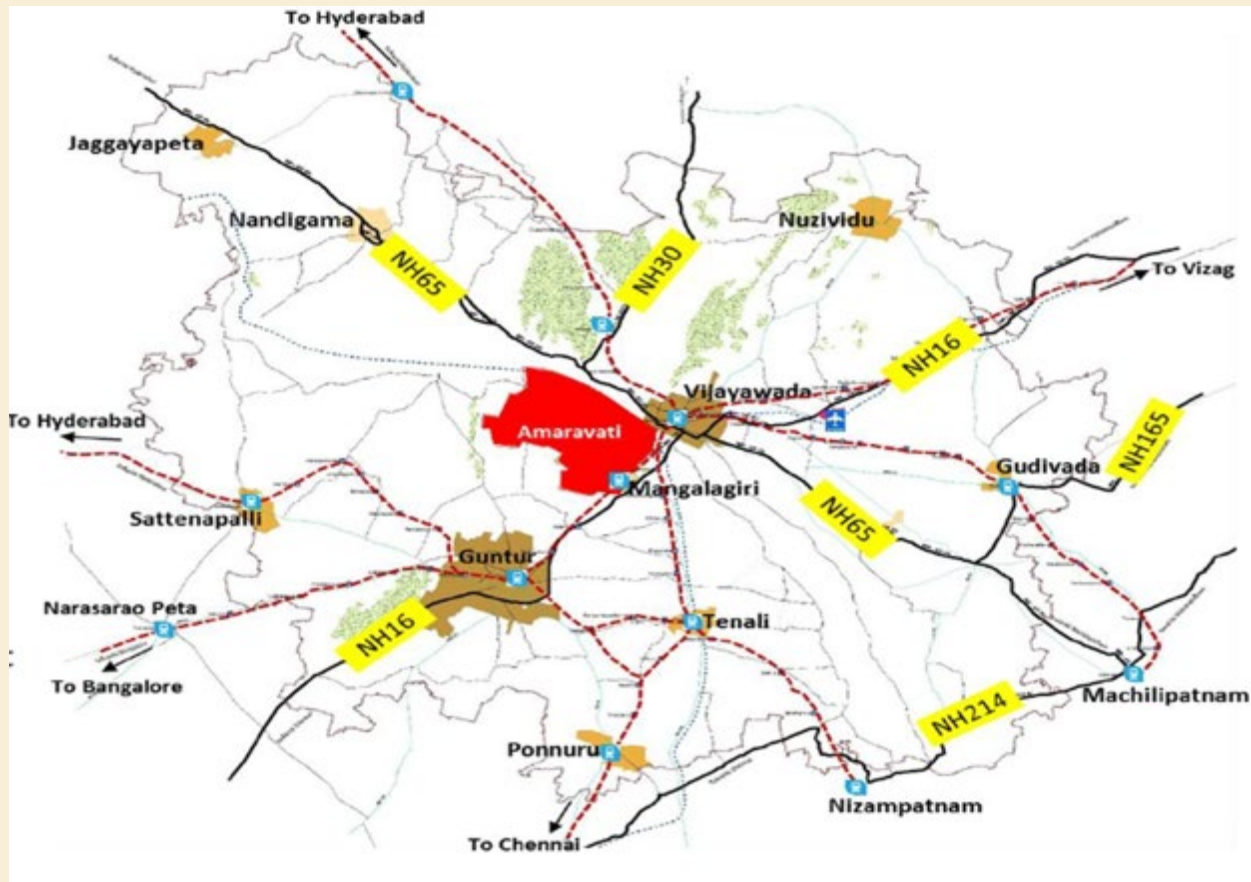


Blueprint for the Future: Land Use Zones



Proposed Land use	Area in Sq km	Percentage
I Agriculture Zone	5440.26	63.23
Agriculture Protection Zone 1	3820.75	44.41
Agriculture Protection Zone 2	1137.86	13.22
Agriculture Protection Zone 3	481.65	5.60
II Urban Zone	1619.43	18.82
Existing Urbanized Areas	155.52	1.80
Proposed Urban Area	1463.91	17.02
III Industrial Zone	245.87	2.86
Proposed Industrial Zone	245.87	2.86
IV Development Corridor Zone	513.04	5.96
Development Corridor	513.04	5.96
V Infrastructure	2.77	0.04
Multi Model Integrated Logistic Hub	0.58	0.01
Existing Airport Area	2.19	0.03
VI Protection Zone	781.95	9.09
River & Islands	393.43	4.57
Forest	388.52	4.52
Total	8603.32	100.00

Regional Linkages: Amaravati's Connectivity Framework



— National Highways
■ Capital City

--- Railway Lines
■ Forests

Roads



Bounded by **two National Highways**

NH-16 connecting Visakhapatnam - Chennai and
NH-65 connecting Hyderabad - Machilipatnam

Railway



~10 kms from Vijayawada Railway junction – 2nd busiest railway junction in the country

Port



Machilipatnam port is at a distance of **95 km and** Stretch of River Krishna is part of Inland waterway hub on the banks of **National Waterway 4**

Airport



~25 kms from existing Gannavaram International airport

Enhancing Regional Prosperity through Development Corridors

Capitalizing on existing strengths to accelerate growth through Development Corridors

1-2: Hyderabad-Machilipatnam

- Jaggayyapet - Nandigama Corridor: Pharma, Bio-tech, Plastics, Packaging
- Gudivada Corridor: Green Industries and Aquaculture

3-4: Vizag-Chennai

- Gannavaram Corridor: IT/ITES, Electronics /Hardware, Automotive, Aerospace
- Guntur Corridor: Food processing and cold chains, Textile, Non-metallic products

5: Mangalagiri-Tenali

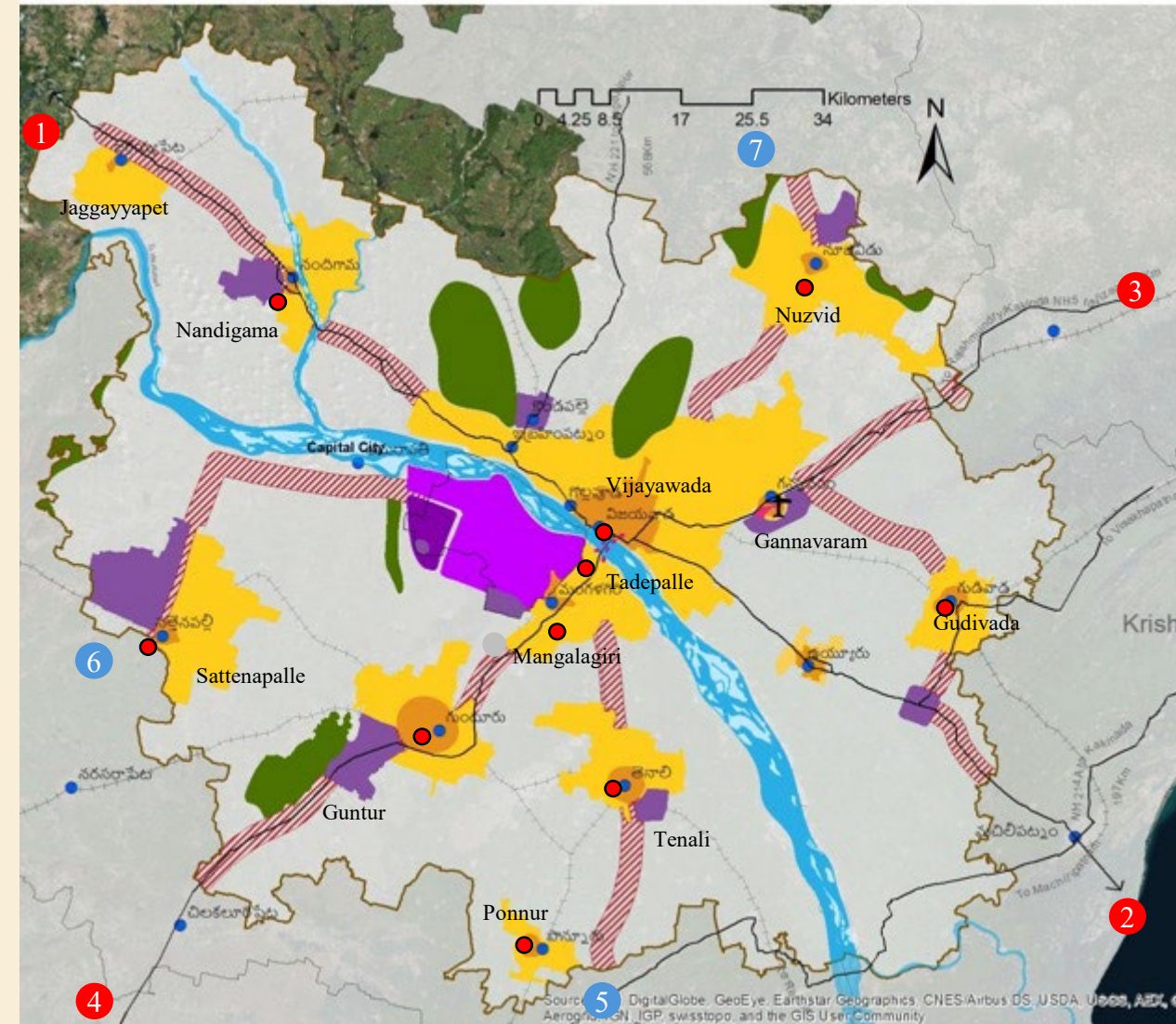
- Logistics, Tourism & Entertainment

6: Guntur - Sattenapalle

- Tourism, Knowledge center

7: Vijayawada - Nuzvid

- Agro-Industrial



Regional Growth Strategy: Connecting Economic Clusters and Growth Corridors

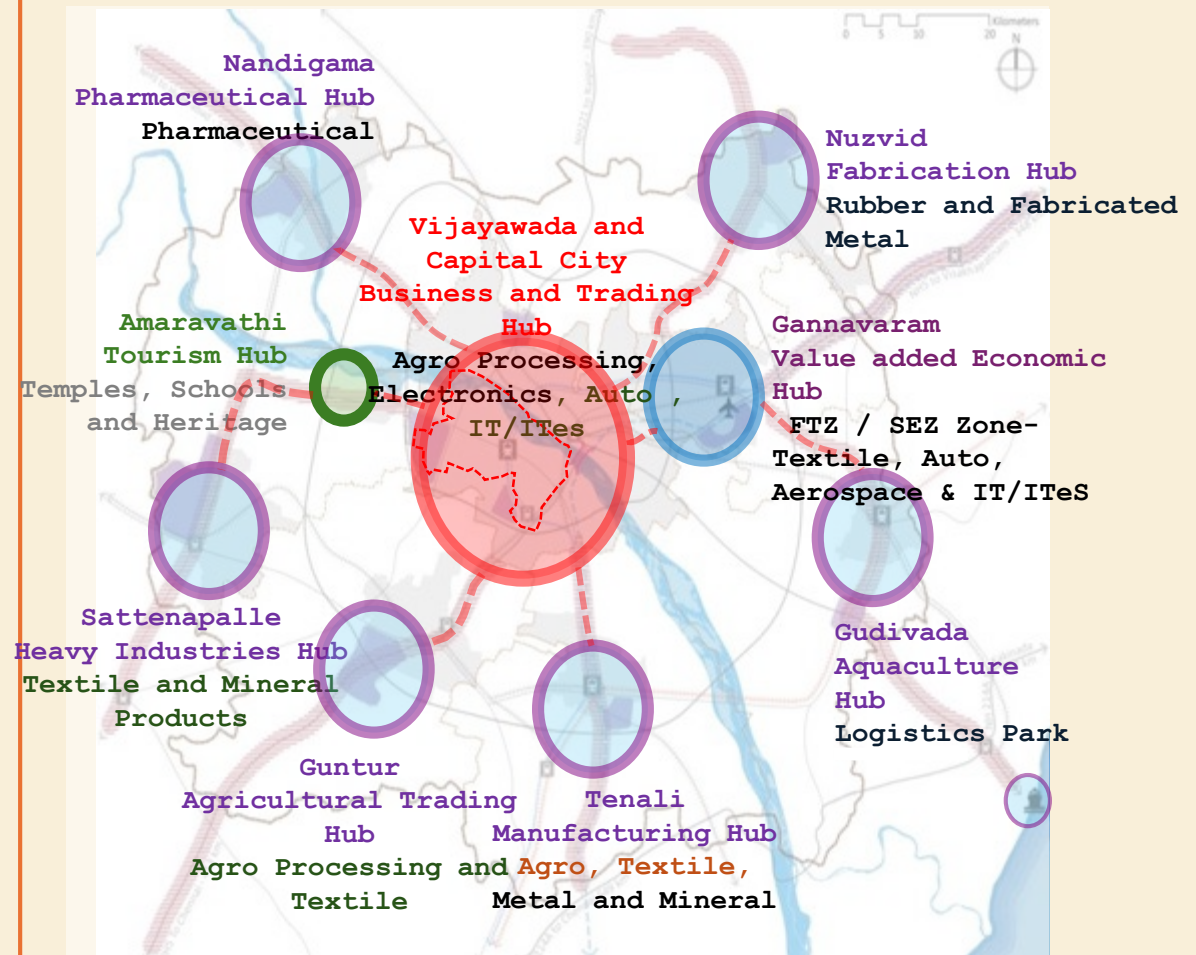
The upcoming East Coast Economic Corridor will significantly boost the region's economy.

National Highways NH-16 (Kolkata to Chennai) and NH-30 (Ibrahimpatnam to Jagdalpur) will serve as critical growth corridors, while NH-65 (Hyderabad to Machilipatnam) will enhance logistics connectivity to the port.

Proposed projects, including an Industrial Corridor, Port Development, and National Waterway, will transform the state's economic landscape and the capital region.

As the new capital city develops, it will attract opportunities, placing increased demands on infrastructure and development.

Integrating Development Corridors with Private Sector Investment in Capital City Theme Areas will boost economy in the city as well as the region.



Amaravati and the Capital Region: Integrated Development Framework



1. Dual Planning and Governance by APCRDA

APCRDA's Role: Acts as the primary planning authority for both the **Capital City** (Amaravati) and the broader **Capital Region**.

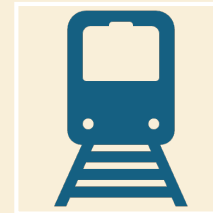
Master Plan & Perspective Plan:

- **Capital City:** APCRDA has developed a detailed Master Plan, guiding Amaravati's urban infrastructure, zoning, and amenities.
- **Capital Region:** A Perspective Plan sets the strategic direction for long-term growth across the entire region.

Jurisdiction and Powers:

Exclusive Authority: APCRDA has exclusive authority to plan and develop Amaravati. It issues planning approvals, building permissions etc.

Monitoring Role: In other cities and towns within the region, APCRDA monitors planning, while local urban local bodies (ULBs) and authorities have concurrent powers.



2. Unified Metropolitan Transport Authority (UMTA)

Transport Integration: The APCRDA Act established UMTA to streamline transportation planning and operations across the Capital Region.

Key Initiatives: UMTA oversees the planning of **road networks, Bus Rapid Transit Systems (BRTS), and metro services**, ensuring efficient mobility across the Capital City and Capital Region.



3. Regional Growth Through Skilling and Investment

Skilling and Training: APCRDA anchors training and skill development programs in Amaravati, benefitting the wider region by building a skilled workforce.

Investment Attraction: Capital City serves as a hub to attract investments, fostering economic growth that radiates through **growth corridors and cluster developments** across the Capital

2 Region.

Towards a Sustainable Future: Amaravati's Urban Goals

Goal

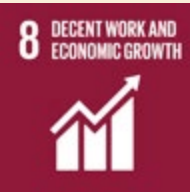
Outcome



Clean water and sanitation-24x7 supply of clean water for all and modern sewerage management for the city.



- 24x7 clean Water supply system.
- Sewerage System including STPs.



Decent work and economic growth



- Aims to Generate 1.5 million jobs by 2050.
- Expected to be a liveable city and vibrant economy, housing about 3.5 million residents



Sustainable cities and communities-Promotes inclusive, safe and sustainable urban development.



- Energy-efficient buildings, Renewable energy sources
- Sustainable financing solutions
- Access to green recreational spaces



Climate Action-Green mobility and climate resilient urban infrastructure



- Low-emission public transport, electric vehicles
- Flood resilient infrastructure to protect the city from climate shocks



Amaravati-Urban Sustainability Framework - Indicators

Following are the indicators of Amaravati Sustainable Framework:

1. Creating Jobs

- i. Jobs to sustain the population in the Capital city.
- ii. Knowledge based and high-tech jobs within the Amaravati Capital city

2. Attracting investments

- i. Key strategic projects that will form part of the initial phases of developments to attract investments both locally and globally

3. Provision of good quality housing

- i. Strict planning and construction standards at par with global norms to ensure quality of housing

4. Nature and environment

- i. Preserve and protect all natural features and enhance their characters

5. Flood management

- i. Sustainable flood management system
- ii. Utilize existing canals and waterbodies

6. Heritage and culture

- i. Heritage tourism circuit to connect all heritage sites of region
- ii. Facilities to complement the tourism at these heritage sites

Integrating Water and Green Spaces: Amaravati's Blue-Green Network

Provisions in Master Plan and Zoning Regulations

- 30% of the master plan area is under blue and green spaces which are designated as P1(Passive) , P2(Active) and P3 (Protected) zones.
- 17% of city area is under green cover with dedicated spaces for parks at neighborhood level, township and city level.
- Natural water bodies, Reserve Forest, Hills are preserved in Master plan.
- Dedicated spaces as green buffers of 20- 30 m wide both sides along canals and additional ~ 4000 km of avenues along all streets.
- Underground Storm water drains along all streets with outfalls into canals. The outfall is above HFL of the canal.
- Minimum 10 % open space in all plots as per the Zoning regulations.
- Rainwater harvesting structures in all plots as per the Zoning Regulations.



30% Blue-green space in city



40 km inland canals and **4000** Km Green buffers



Parks at each neighborhood



7 Pristine islands



21 Km Riverfront

Land use Zones	Area (Ac.)	Percentage (%)
P1 – Passive Zone	5,274.32	9.83
P2 – Active Zone	3,760.14	7.01
P3 – Protected Zone	6,773.87	12.63
Total	15,808.33	29.47

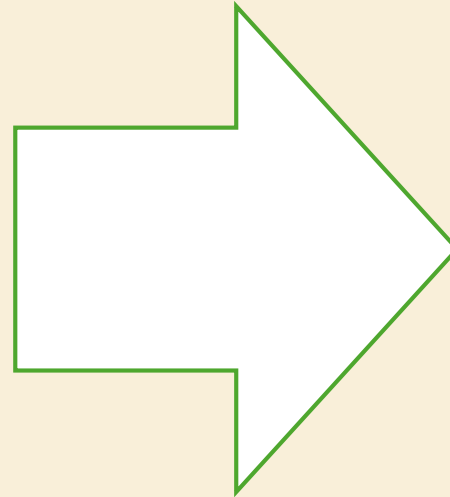
Greening for the future: A path to Conservation

1,115 kms of greenery along
arterial roads

2,849 kms of greenery along
LPS streets

Canal front – 96 kms of
greenery

Other Waterfront & dedicated
city/neighborhood green spaces



- Reduces sediment load in storms water drains and canals and helps in maintaining the capacities of canals
- Reduces urban runoffs

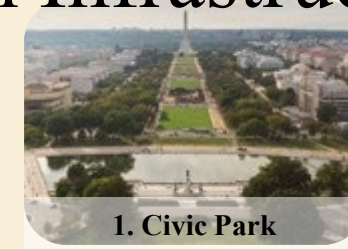
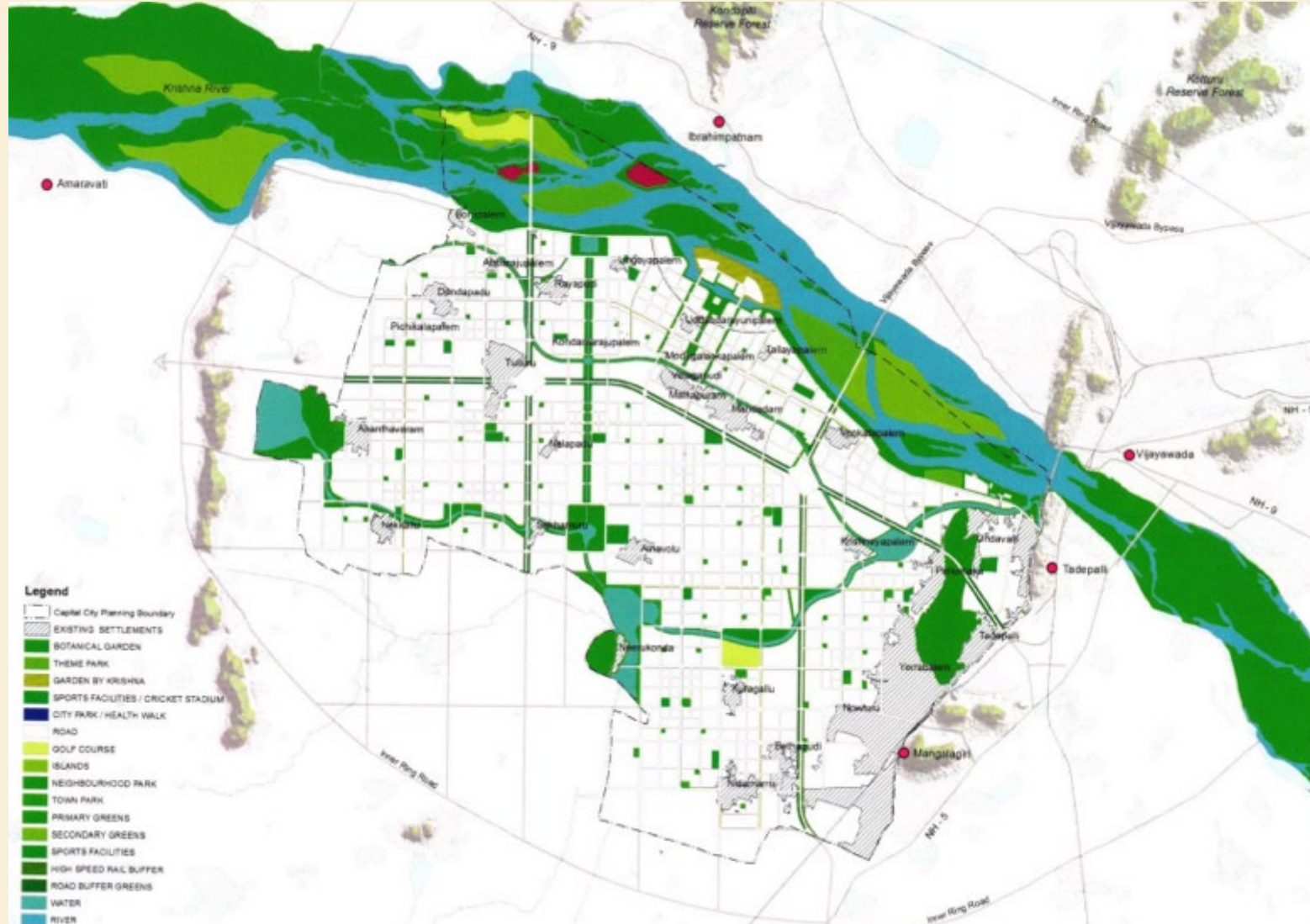
Stronger Together: Voluntary Metropolitan Coordination Across Local Boundaries on SDGs and Governance - Cases from Europe and Asia



WORLD
URBAN
FORUM



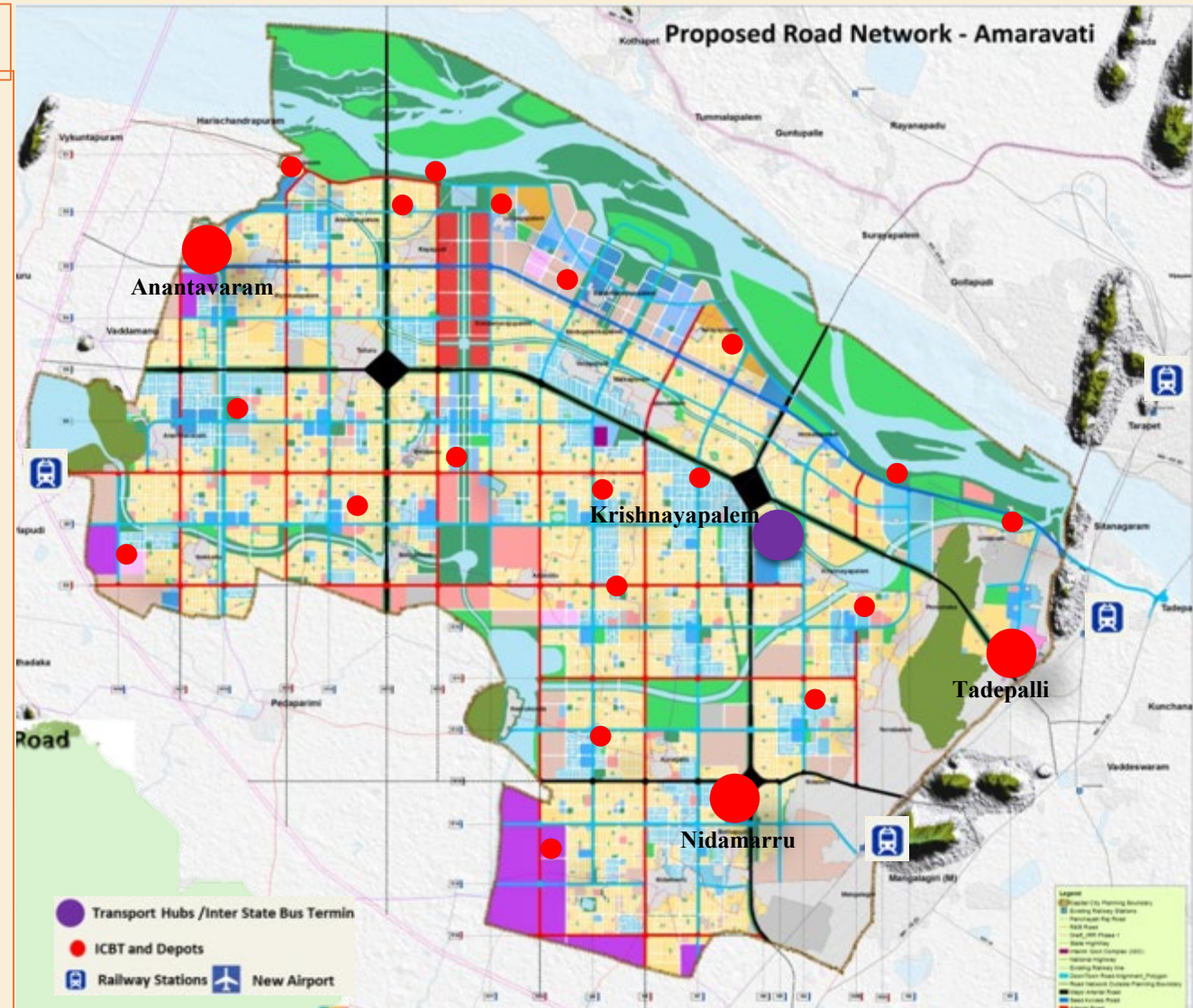
Creating Harmony: 30% Space for Blue and Green Infrastructure



Building Tomorrow's Transportation: Infrastructure Strategies for Amaravati

Public Transport Infrastructure

- Integration of Inter-City Bus Terminals, Bus Depots, BRT, Metro, and rail terminals at appropriate locations.
- Metro/BRT corridors connecting key passenger terminals
 - Three (3) Transport hubs: Tadepalli, Anantavaram, Nidamarru
 - Intra-city bus terminals: 20 intracity bus terminals and 11 depots
- Terminals & Depots Area: ~Ac. 270
- Integrated Transport Hub: ~Ac. 118
- Three railway stations:
 - Modernization of Krishna Canal Railway Junction Station and Mangalagiri Railway Station
 - New Amaravati Railway Station



Amaravati Trunk Road Network and Beyond: A Multi-Tiered Urban Mobility Framework

1. City Level: Grid Pattern
2. Township Level: Radburn Pattern
3. Public Transport: BRT/Tram/Bus, MRT
4. NMT: e-Rickshaw, Cycles
5. Major Arterial Roads (RoW - 60mt): 51.96 Km
6. Seed Access Road (RoW - 60mt): 20 Km
7. Arterial Roads (RoW - 50mt): 91.46 Km
8. Sub-Arterial Roads (RoW - 50mt): 155.81 Km
9. Cycle Tracks (RoW - 3mt) on both sides: ~640 Km
10. Foot Path (RoW - 3mt) on both sides: ~640 Km



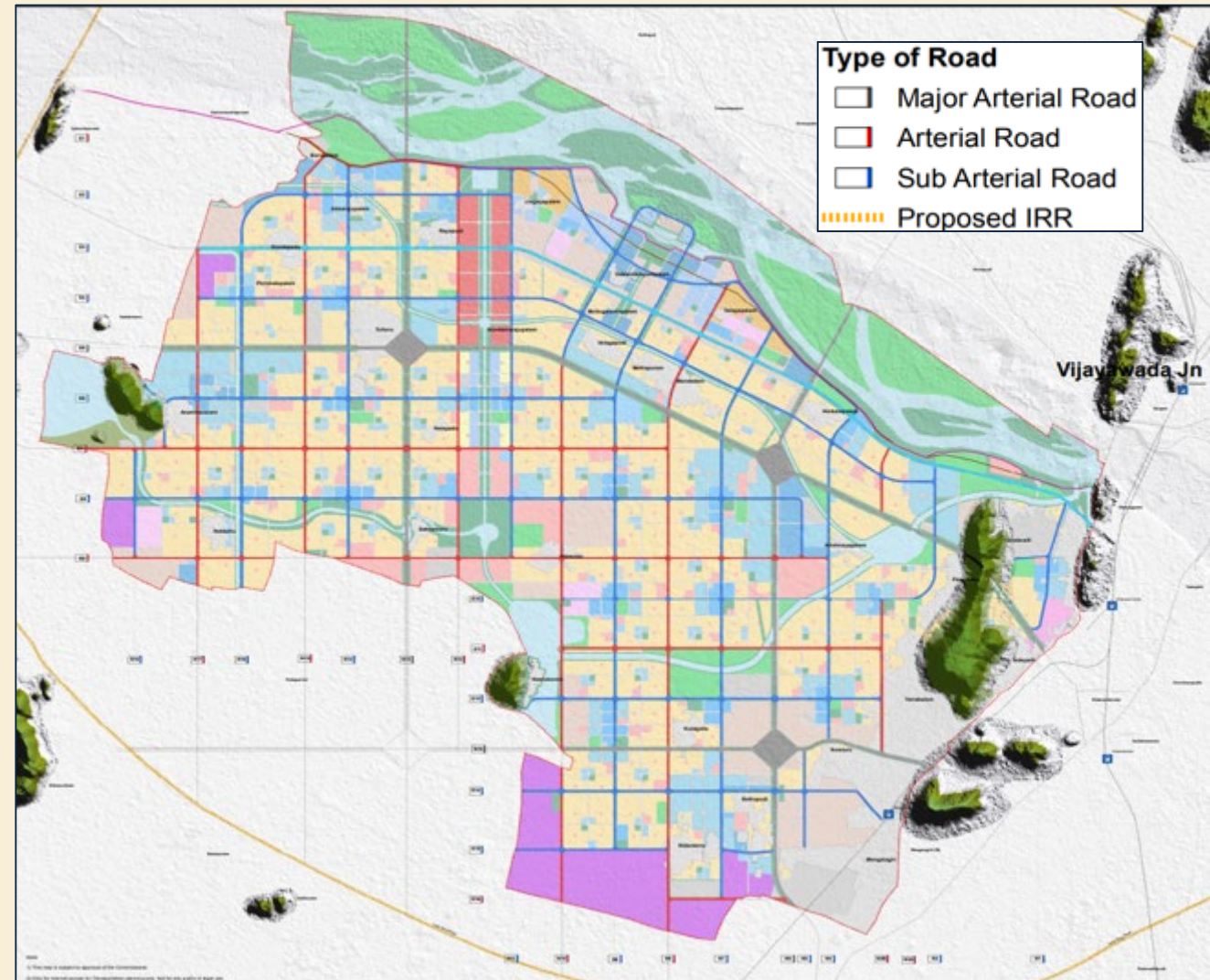
Major Arterial



Arterial



Sub-Arterial



Building Amaravati – The New Capital of Andhra Pradesh

“

VISION

Amaravati is envisioned to be a **Happy City with the highest standards of liveability and sustainability**. It will have world class infrastructure facilities and economic opportunities for all.

”

INDIA'S LARGEST GREENFIELD VENTURE

8,352.69 km²

Capital Region Area

217 km²

Capital City Area

3.5 Mn.

Population - 2050

\$35 Bn.

GDP - 2050

1.5 Mn.

Employment - 2050

9

Theme Cities

27

Townships

9

Anchor Sectors

80%

Public Transportation

1,500 km

Road Network

48.3 km

Inland canals



Panelists and Contributors

Mr. **Raymond Saner**, Professor and Director, Centre for Socio-Economic Development CSEND, Switzerland (Moderator)

Mr. **Stefan Rau**, Principal Urban Development Specialist, Asian Development Bank

Mr. **Bashkar Katamneni**, Commissioner, Andhra Pradesh Capital Region Development Authority, Government of Andhra Pradesh, India

Ms. Barbara Pons Giner, Directora General, Barcelona Regional Regional Development Agency, Spain

Mr. **Yves Zimmermann**, Directeur de projet, Ville et Eurometropole de Strasbourg, France

Stronger Together: Voluntary Metropolitan Coordination Across Local Boundaries on SDGs and Governance - Cases from Europe and Asia



**METROPOLITAN
AREA OF
BARCELONA**

**TAKING
ACTION**



WF12



METROPOLITAN AREA OF BARCELONA

LOCATE

It is the most important conurbation in Western Mediterranean sea and one of the most dynamic regions in Europe



8th
metropolitan area in
Europe by population

3.347.881
Inhabitants (2023)

2%
of the whole
Catalonia surface

636
Km²

43%
of Catalonia
population

5.264
Inhabitants/km²

51%
of Catalonia GDP

148.891
million euros (2023)

METROPOLITAN AREA OF BARCELONA

ADMINISTRATIVE MANAGEMENT

36 MUNICIPALITIES

- 1** City over 1 million inhabitants
- 3** Cities between 100.000 and 1 million inhabitants
- 24** Cities between 10.000 and 100.000 inhabitants
- 8** Cities under 10.000 inhabitants



METROPOLITAN AREA OF BARCELONA

CITIES

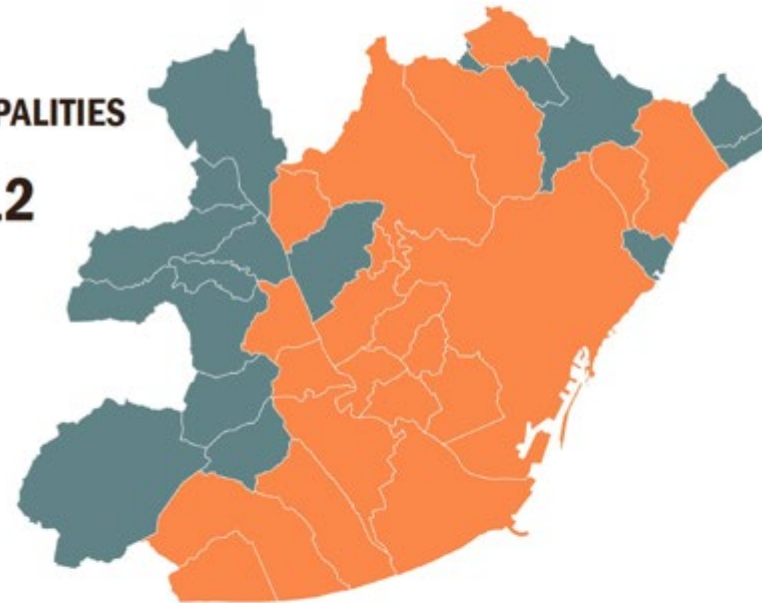


MUNICIPALITIES WITH ODS URBAN AGENDA

20 MUNICIPALITIES

3.075.412
people

92 %
of whole
population



METROPOLITAN AREA OF BARCELONA

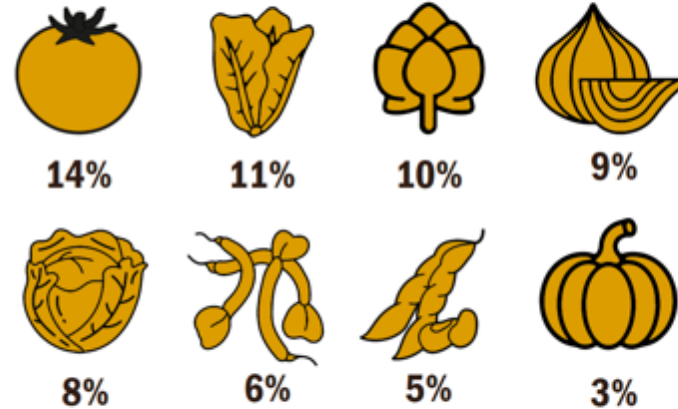
FOOD



SELF-SUFFICIENCY (VEGETABLES)

NOW
11,8%
of consumption

GOAL
15%
of consumption



METROPOLITAN AREA OF BARCELONA

CITIES



SOCIAL RENTAL HOUSING

NOW
3%
of the whole
housing stock

GOAL
15%
of the whole
housing stock



HOUSING OWNERSHIP



METROPOLITAN AREA OF BARCELONA

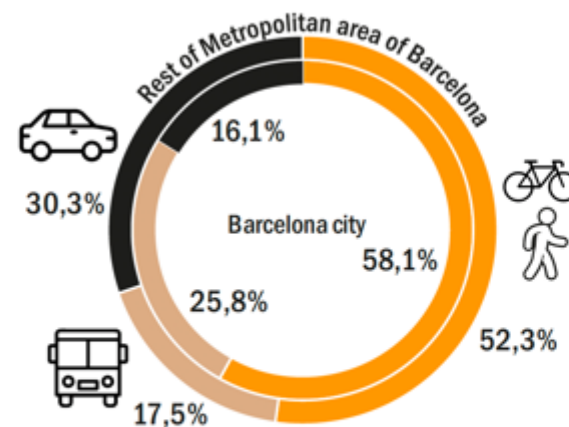
CITIES



SUSTAINABLE MODAL SPLIT

NOW
69,8%
walking or public
transport

GOAL
80%
walking or public
transport



Stronger Together: Voluntary Metropolitan Coordination Across Local Boundaries on SDGs and Governance - Cases from Europe and Asia



WORLD
URBAN
FORUM



**METROPOLITAN
AREA OF
BARCELONA**

TAKING ACTION

**METROPOLITAN
ACTION PLAN
2023-2027**

PAM

WF12



METROPOLITAN AREA OF BARCELONA

8 WORK AREAS

- 
- TERRITORY AND ADMINISTRATION
 - WATER CYCLE AND METROPOLITAN POLITICS STUDIES
 - MOBILITY, TRANSPORT AND SUSTAINABILITY
 - URBAN POLITICS AND NATURAL SPACES
 - CLIMATE ACTION AND STRATEGIC METROPOLITAN AGENDA
 - SOCIAL AND ECONOMIC DEVELOPMENT
 - INTERNATIONAL DIGITAL METROPOLIS
 - CROSS AREA

**METROPOLITAN
AREA OF
BARCELONA**

**31 ACTION LINES
458 ACTIONS**



Stronger Together: Voluntary Metropolitan Coordination Across Local Boundaries on SDGs and Governance - Cases from Europe and Asia



WORLD
URBAN
FORUM



METROPOLITAN AREA OF BARCELONA

ACTIONS

PLANS
STRATEGIES
STUDIES
PROGRAMMES



WF12

METROPOLITAN AREA OF BARCELONA

PDUM

METROPOLITAN URBAN MASTER PLAN

Pla director
urbanístic
metropolità

PDUM

[Pla Director Urbanístic
Metropolità - Metròpolis
Barcelona - Metròpolis
Barcelona \(amb.cat\)](#)

WF12

GENERAL METROPOLITAN OBJECTIVES



METROPOLITAN AREA OF BARCELONA

PECIA

STRATEGIC PLAN OF TOTAL WATER CYCLE SERVICE

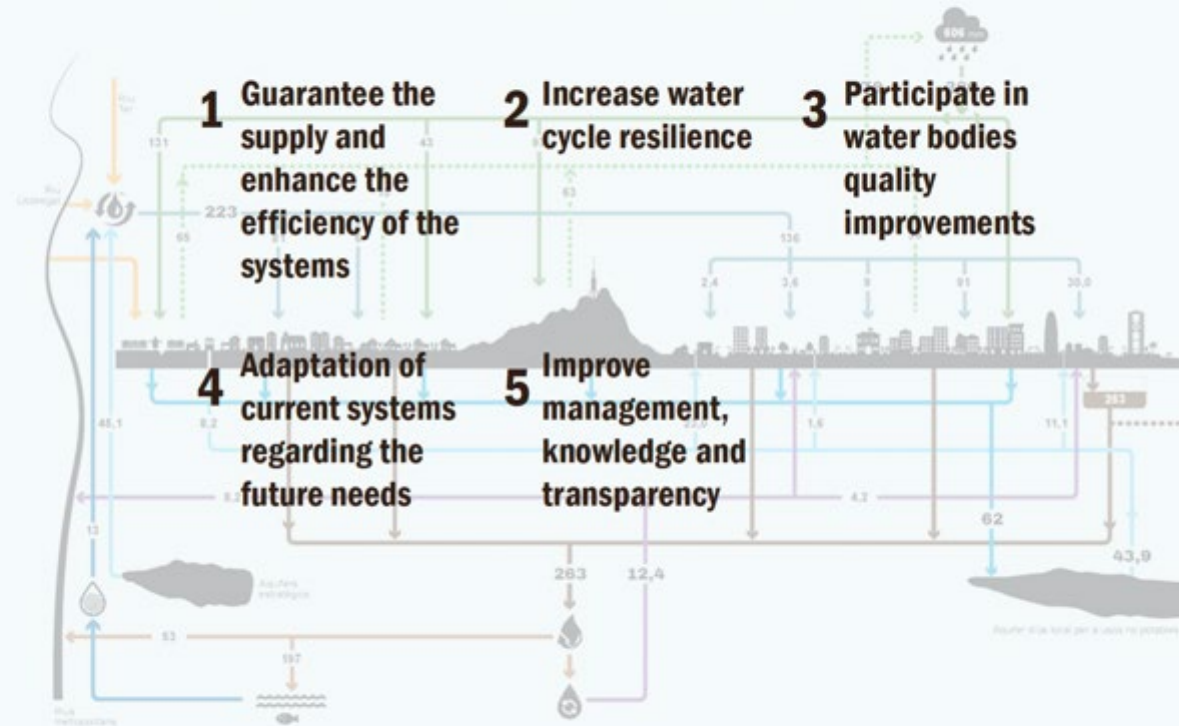
Pla estratègic
del cicle integral
de l'aigua de l'àrea
metropolitana
de Barcelona



[PECIA - Pla estratègic del cicle integral de l'aigua](#)

WF12

GENERAL METROPOLITAN OBJECTIVES



METROPOLITAN AREA OF BARCELONA

PCiE

CLIMATE AND ENERGY PLAN 2030

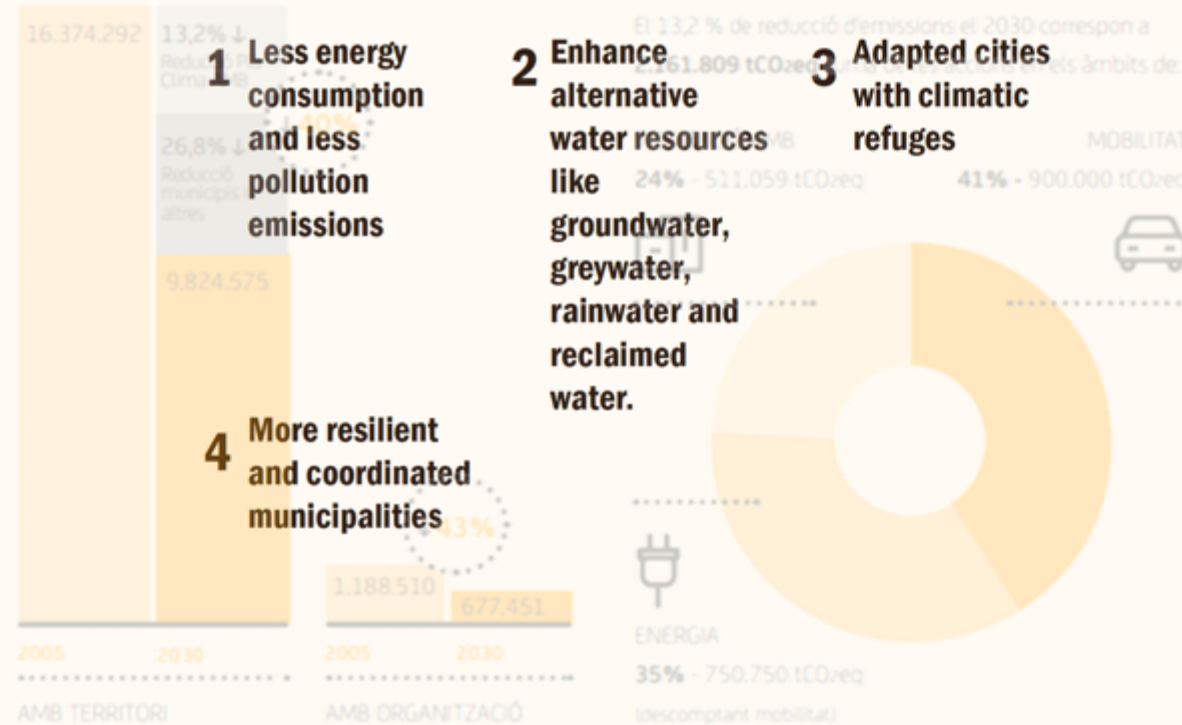
PLA CLIMA I ENERGIA 2030



Pla clima i energia 2030 -
Medi ambient - Àrea
Metropolitana de Barcelona

WF12

GENERAL METROPOLITAN OBJECTIVES



METROPOLITAN AREA OF BARCELONA

PMMU

METROPOLITAN URBAN MOBILITY PLAN 2019-2024

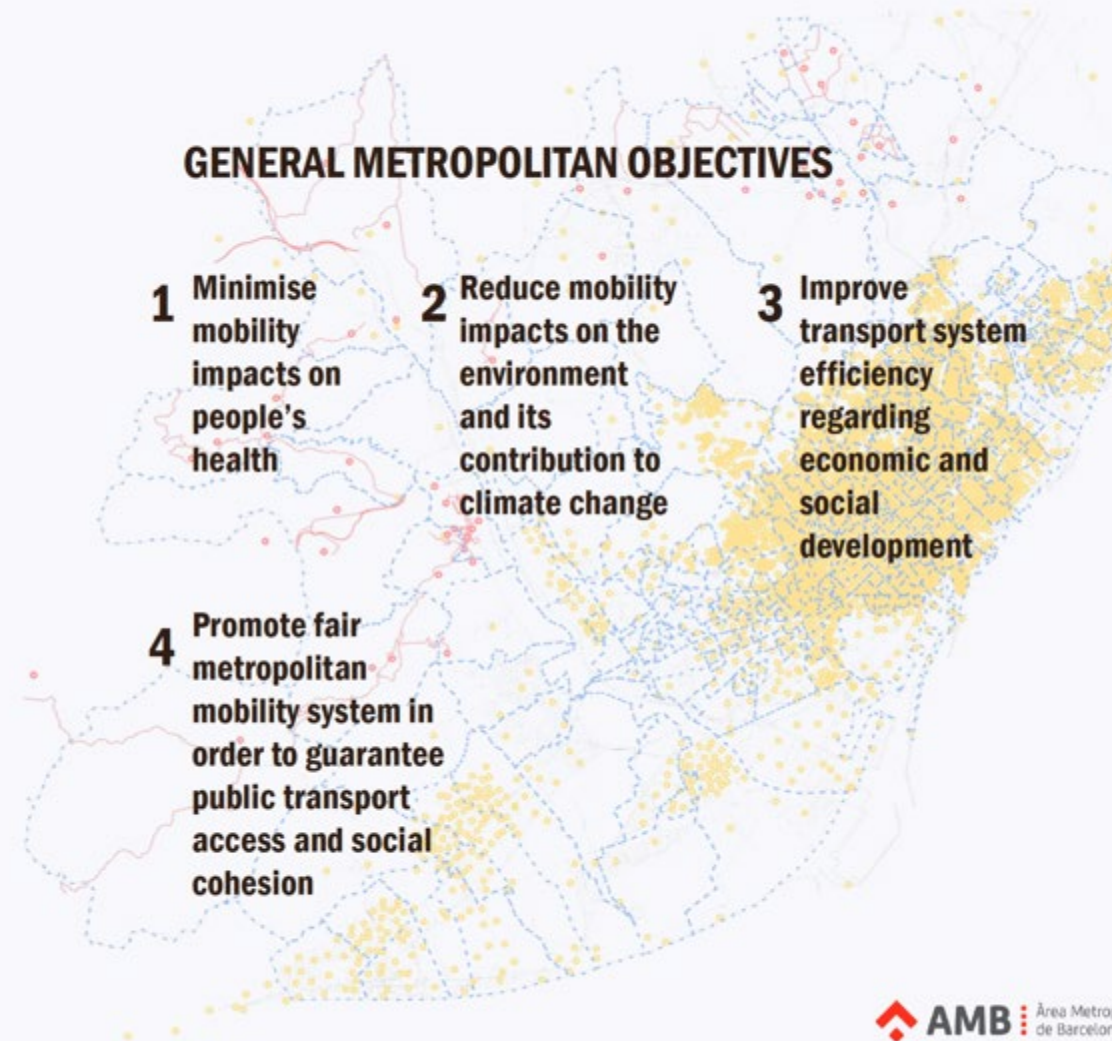


[Pla metropolitana de mobilitat urbana - Mobilitat - Àrea Metropolitana de Barcelona \(amb.cat\)](http://pla.metropolitana.de.mobilitat.urbana)

WF12

GENERAL METROPOLITAN OBJECTIVES

- 1 Minimise mobility impacts on people's health
- 2 Reduce mobility impacts on the environment and its contribution to climate change
- 3 Improve transport system efficiency regarding economic and social development
- 4 Promote fair metropolitan mobility system in order to guarantee public transport access and social cohesion



METROPOLITAN AREA OF BARCELONA

PREMET

METROPOLITAN
RESOURCE
MANAGEMENT AND
WASTE PREVENTION
PROGRAM 2019-
2025



Què és - PREMET25

WF12

GENERAL METROPOLITAN OBJECTIVES



**METROPOLITAN
AREA OF
BARCELONA**

**METROPOLIS
DIGITAL**

DIGITAL
TRANSFORMATION
OF METROPOLITAN
TERRITORY

GovTech

WF12

OBJECTIVES AND SOLUTIONS

-
- 1** Guarantee same conditions of social and economic development for all municipalities
 - 2** Implement digital infrastructure and services
 - 3** Ensure digital infrastructure connectivity and provide data flow
 - 4** Involve citizens in the digital process and guarantee affordable high speed internet connection
- Electronic administration
Multichannel service information system (SIAM)
Management services applications
SmartAMB
IDEAMB platform
Mobile Mapping
BIM technology

Stronger Together: Voluntary Metropolitan Coordination Across Local Boundaries on SDGs and Governance - Cases from Europe and Asia



WORLD
URBAN
FORUM



BARCELONA
REGIONAL
AGÈNCIA
DESENVOLUPAMENT
URBÀ

CARRER 60, 25-27. EDIFICI Z, PLANTA 2
SECTOR A, ZONA FRANCA
08040 BARCELONA

www.bcnregional.com
br@bcnregional.com
T. +34 932 237 400

© 2024, BARCELONA REGIONAL



Panelists and Contributors

Mr. **Raymond Saner**, Professor and Director, Centre for Socio-Eco-Nomic Development CSEND, Switzerland (Moderator)

Mr. **Stefan Rau**, Principal Urban Development Specialist, Asian Development Bank

Mr. **Bashkar Katamneni**, Commissioner, Andhra Pradesh Capital Region Development Authority, Government of Andhra Pradesh, India

Ms. **Barbara Pons Giner**, Directora General, Barcelona Regional Regional Development Agency, Spain

Mr. **Yves Zimmermann**, Directeur de projet, Ville et Eurometropole de Strasbourg, France

Stronger Together: Voluntary Metropolitan Coordination Across Local Boundaries on SDGs and Governance - Cases from Europe and Asia



WORLD
URBAN
FORUM



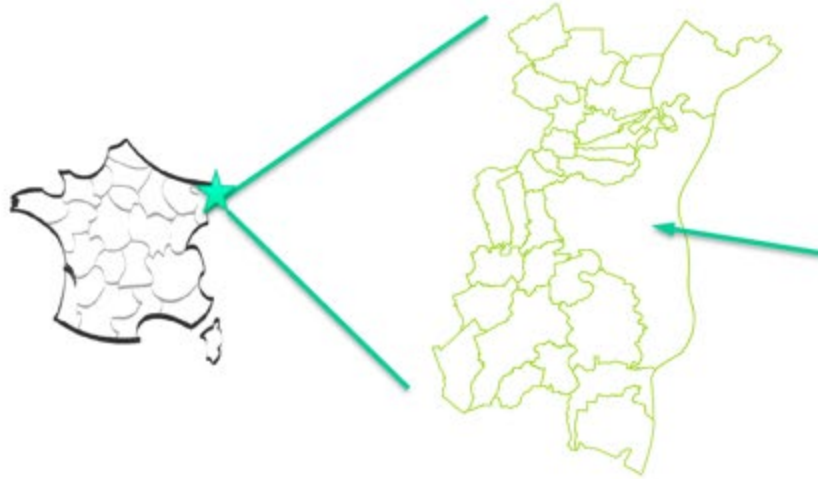
WUF 12 – Stronger together through
SDG Voluntary Metropolitan Review
7th November 2024



Stronger Together: Voluntary Metropolitan Coordination Across Local Boundaries on SDGs and Governance - Cases from Europe and Asia



WORLD
URBAN
FORUM



- Eurometropolis of Strasbourg : 504,000 inhabitants / 33 municipalities
- City of Strasbourg : 276,000 inhabitants
- Capital of the Grand Est Region



Situated on the border between France and Germany and member of the Eurodistrict with the Land of Baden-Württemberg



Home to the famous Notre Dame Cathedral and the Grande Île, both UNESCO World Heritage sites



Site of the European Parliament, the Council of Europe, and the European Court of Human Rights



Mapping and localizing

16.11 : Public security

Localizing SDGs:

- Meeting 74% of UN targets
- Creating 5 new local targets
- Supporting the 18th SDG for Culture (10 targets)



11.8 : Active mobility



3.10 : Noise

3.11 : Physical activities and wellbeing



8.11 : Strasbourgs' european influence



A transformative VLMR

3 political pillars

Democracy Europe Territory

Social transformation

Ecological and economical transformation

5 pathways for transformation

Universal rights

Social resilience

Low-carbon territory

Green urban resilience

Cooperative development

18 SDGs



a



Tous sf 9-10

5-6

3-8



1-2-3a-8-c

2-3



9-10

3-5-6-7

1





First step : assesment of the situation

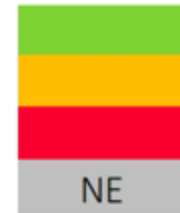
The **state of governance** : leading department, multi-level dialog, multi-partner participation

The **territorial situation** (47 evaluations) and description

The **state of play of our actions** (109 evaluations) and description

4 categories of situations (cf VNR)

- On track
- In progress but acceleration needed
- Challenge remains
- Not evaluated



A **crossed analysis** : state of play (2015 – 2023) with annual budgeting (2019 – 2022)



Governance

2 FAIM «ZÉRO» 	Éliminer la faim, assurer la sécurité alimentaire, améliorer la nutrition et promouvoir l'agriculture durable.			
	Gouvernance frame: Food partnership board			
	Multi -level		Multi-partners	
Leading department	Ville de Strasbourg	Oui	Organismes consulaires	Oui
DDEA	Eurométropole de Strasbourg	Oui	Associations	Oui
	Collectivité européenne d'Alsace	Oui	Universités	Oui
	Région Grand Est	Oui	Entreprises	Oui
	Etat	Oui	Citoyens	Oui
	Transfrontalier	Non	Autres	



Territorial situation : renewable energy

TERRITORY					7
Target	Renewable energy				7.2
Indicator	Percentage of primary residences using a 'clean' main fuel (other than oil or gas) (2018)				%
	Strasbourg	Metz	Bordeaux	Grenoble	France
City	50,6	62,3%	46,7%	39,4%	
Métropole	54%	71,1%	51,2%	47,5%	
Indicator	Number of photovoltaic installations (2022)				7.2
	Strasbourg	Metz	Bordeaux	Grenoble	France
City	189	144	392	123	
Métropole	1224	119	4420	2364	
Target	Energy efficiency				7.3
Indicator	Total electricity consumption (2022)				MWh
	Strasbourg	Metz	Bordeaux	Grenoble	France
City	2 051 185	551 364	1 449 603	884 236	
Métropole	3 570 873	1 052 569	4 377 367	3 080 623	



Territorial situation : renewable energy

AGENDA 2030		OBJECTIF LOCAL ENERGIES : 100% d'énergies renouvelables en 2050								7.2
Indicateur		Share of renewable energy in final energy consumption								%
	2016	2017	2018	2019	2020	2021	2022	2023	Tdce	2030
Ville	21,0%	21,1%	22,1%	23,90%		24.2%			↗	40%
EMS	14,7%	15,3%	16,4%	16,7%	18,3%	18,3%			↗	40%

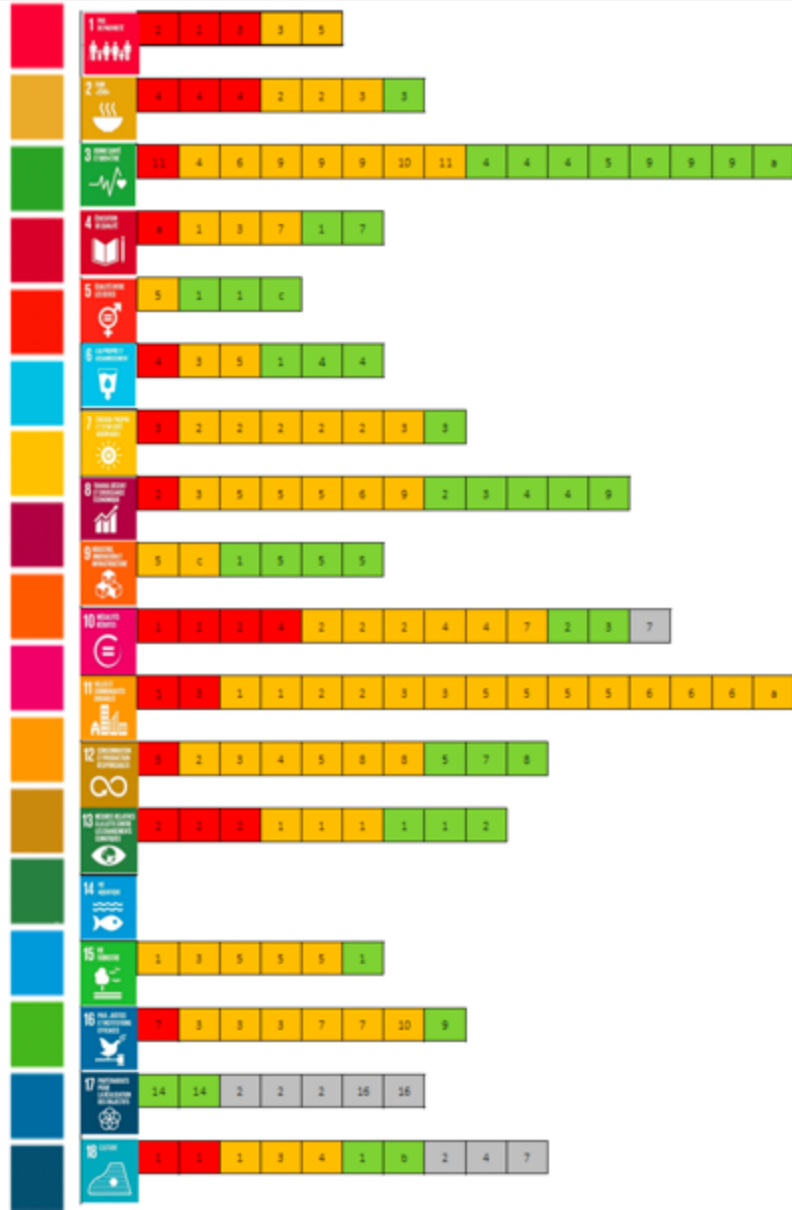


Action of the Eurometropole: renewable energy




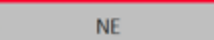
ACTION EMS		Developing the use of renewable energies in heating networks								7.2
Indicateur		Rate of renewable and recovered energy (RRE&R) in heating networks in the area								%
2015	2016	2017	2018	2019	2020	2021	2022	2023	Tdce	2030
0,7%	15,6%	27,7%	31,4%	39,3%	41,8%	39,1%			↗	84%

ACTION EMS		Developing solar energy production								7.2
Indicateur		Photovoltaic power								kWc
2015	2016	2017	2018	2019	2020	2021	2022	2023	Tdce	2030
			6 904	7 536	8 012	10 029	11 745	16 950	↗	180 000

Stronger Together: Voluntary Metropolitan Coordination Across Local Boundaries on SDGs and Governance - Cases from Europe and Asia



Our contribution to achieve SDGs

Situation	Territory	Actions	Total	Rate	Rate
	10	40	50	34,01%	32,05%
	22	52	74	50,34%	47,44%
	14	9	23	15,65%	14,74%
 NE	1	8	9		5,77%
	47	109	156	147	100,00%

Strasbourg and the Eurometropolis are in a more favourable situation than at global level.

The best progress is being made on health, public transport and active mobility, the circular economy and gender equality. The partnership dynamic is particularly strong.

In-depth work is being undertaken on urban issues, air quality, social integration, disaster prevention, environmental impact and the preservation of biodiversity

Major challenges remain in terms of poverty, hunger, agriculture, economic vitality, inequality and greenhouse gas emissions'



Crossed analysis



Éliminer la pauvreté sous toutes ses formes et partout dans le monde.

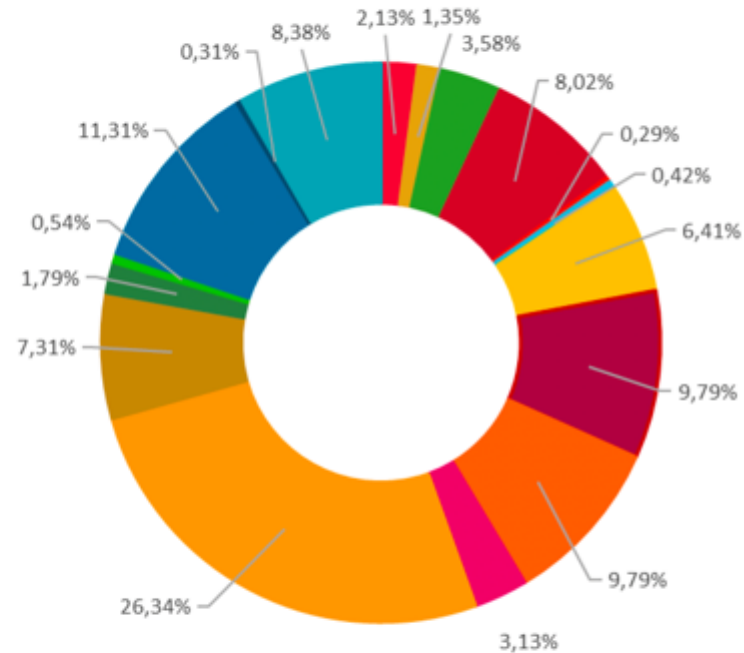
Etat des lieux		Territoire	Actions	Evaluation	RVN France 2023
1.2	Taux de pauvreté			Comparaison	↓
1.2	Part des ménages fiscaux non imposable			Comparaison	
1.3	Part d'allocataires RSA (pour 1000 hab, 15-64 ans)			Comparaison	
1.3	Assurer l'accès au revenu socle			Indicateur	
1.5	Mettre à l'abri les personnes en situation de précarité			Indicateur	

Budgets		2019	2020	2021	2022	2023	Tdce	Part / Budget 2023
VILLE	Investt	930 211	1 429 079	1 808 339	1 341 349	865 052	↘	0,68%
	Fonctt	8 769 975	8 037 773	9 091 885	8 409 943	11 494 583	↗	6,47%
EMS	Invest	4 004 072	2 966 718	3 487 624	3 125 120	2 088 995	↘	0,92%
	Fonctt	8 632 270	1 814 456	2 539 221	2 041 150	2 062 845	↘	0,85%
Cibles	Ville	1.2 - 1.3 - 1.4 - 1.5						
	EMS	1.2 - 1.3 - 1.5						



Budgetings' contribution to achieve SDGs

Répartition des budgets 2023 (comptes administratifs)



- 1 - Pauvreté
- 2 - Faim
- 3 - Santé
- 4 - Education
- 5 - Egalité
- 6 - Eau
- 7 - Energie
- 8 - Economie
- 9 - Infrastructures
- 10 - Inégalités
- 11 - Villes et communautés
- 12 - Production et consommation
- 13 - Climat
- 15 - Vie terrestre
- 16 - Paix et justice
- 17 - Partenariats
- 18 - Culture

Combined budget City and Eurometropole

Operating and Investment budget

Operating budget 2019 – 2023 :
+ 23.5%

Investment budget
+ 21,9%



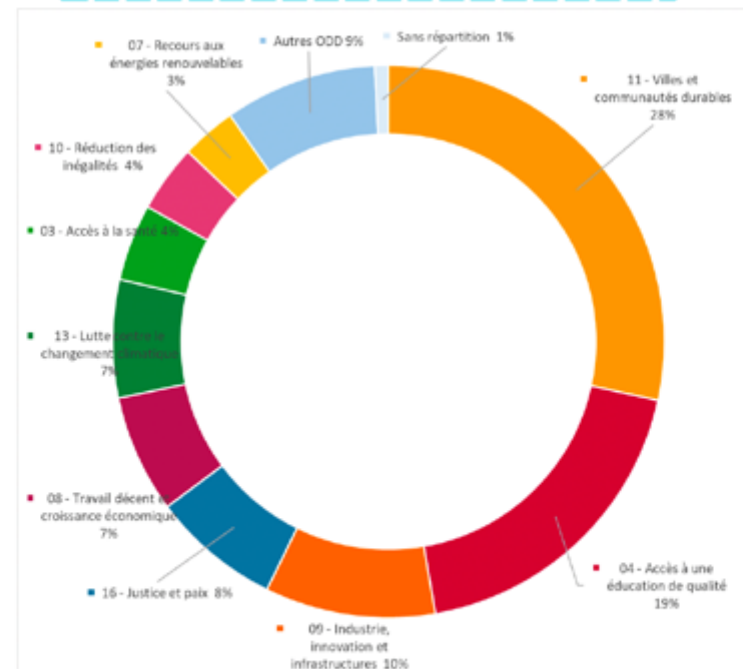
A tool for a sustainable governance

Voluntary local and metropolitan review

Evidence based decision

Multi-level political dialog

Alignment ?



Citizens consultation

Priorities ?

A vertical bar on the left side of the slide, composed of 16 colored squares in the following order from top to bottom: red, orange, green, red, red, cyan, yellow, purple, orange, pink, orange, brown, green, blue, light green, and dark blue.

Strasbourg.eu
eurométropole

Thanks