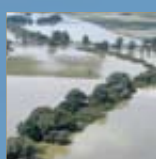


INTERREG III B CADSES RESULTS

ADVANCING TRANSNATIONAL CO-OPERATION



► CO-OPERATING IN CENTRAL AND SOUTH EAST EUROPE



► REDUCING RISKS AND PREVENTING DISASTERS



► BEYOND THE CARBON SOCIETY – TACKLING THE CLIMATE CHANGE



► FAST, EFFICIENT AND SUSTAINABLE TRANSPORT



► THE CADSES FOLLOW-UP PROGRAMMES 2007-2013





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Editorial

The year 2007 is a decisive year for transnational co-operation in Central and South East Europe. In 2007, the majority of projects will finish their activities and present their results. Not only is the INTERREG III B CADSES Programme approaching its final stage of implementation, but also two new CADSES follow-up Programmes, the CENTRAL and the SOUTH EAST EUROPE Programme, were set up for the new Programming Period 2007-2013 and their implementation has started this year.

The Programme Space has changed since the launch of funding European transnational co-operation projects within the framework of CADSES Programmes almost 10 years ago. After the last two enlargement rounds of the EU eleven countries involved in CADSES are EU Member States now – 10 years ago they were only four. Today seven CADSES countries are accession or neighbouring states. Together with other EU Programmes the CADSES Programme contributed to paving the way towards EU enlargement and facilitated the integration of neighbouring countries.

During four calls for projects between 2002 and 2006 the CADSES Programme had grown and achieved impressive figures in its final stage: About 1.600 project partners from 19 countries collaborate in 133 projects dealing with the most relevant topics and challenges of spatial development.

This issue of CADSES Results was compiled and edited by the Joint Technical Secretariat. It starts with an overview on the main achievements of the programme during its implementation. The most significant milestones of CADSES are illustrated by a timeline of events from 2000 until 2007. Questions and answers with key programme representatives can be found in interview boxes. It provides the reader with a concise impression of topics covered and results achieved by CADSES projects. Many of the topics covered in this brochure are also of relevance for the CADSES follow-up Programmes. Its articles and tables are to ease orientation and also to establish a further link between CADSES and the two new programmes.

The topics of the articles illustrate the breadth and depth of the CADSES Programme. These are, among others, the main achievements of projects working in the field of transnational risk assessment and risk management, particularly regarding flood risks in the catchment areas of major European rivers like Danube, Elbe/Labe and Oder/Odra. Furthermore, CADSES projects covering the lately intensely discussed issues of renewable energies and climate change are presented here. Other articles deal with projects working on transnational education schemes at schools and universities, in transport and urban development.

The first issue of CADSES Results has dedicated a special section to the two CADSES follow-up programmes, CENTRAL and SOUTH EAST EUROPE Programme, which will succeed the CADSES Programme in the next Programming Period 2007-2013. The opening events of the programmes are currently taking place and the first calls for project proposals are being prepared.

We would like to take the opportunity to thank all Monitoring and Steering Committee members and particularly the national CADSES Contact Points for their support and active participation in the implementation of the programme. We hope that this first issue of CADSES Results will inspire its readers and provide useful insights into the past, present and future of transnational cooperation throughout Europe.

Iwona Brol
Monitoring Committee

Teresa Marcinow
Steering Committee

Ulrich Graute
Joint Technical Secretariat

CADSES - Advancing transnational co-operation in Central and South East Europe

Funding for territorial co-operation is needed! This was one of the conclusions drawn from the co-operation efforts in the field of spatial development in the first half of the 1990s. The opening of the iron curtain provided new opportunities for networking and co-operation in this area. Among those searching for contacts and partnerships were many public and private institutions. In the following years, the EU Community Initiative INTERREG became the main incentive to generate and foster cross-border and transnational co-operation in urban and regional development. CADSES is one of these programmes supporting co-operation projects in Central and South East Europe.

Need and provision of a framework for transnational co-operation

After the opening of the iron curtain between Eastern and Western Europe a dynamic development regarding spatial development began. However, the available resources of partner institutions were limited and did not allow a stable and intensive co-operation. It turned out that informal co-operation was not sufficient to achieve targets beyond simple networking. For example long-term monitoring of processes in urban and regional development or supporting consultation from an idea to the preparation of common investments required at least common instruments if not common institutions.

As early as in 1989 cross border co-operation received financial support from the European Regional Development Fund (ERDF), one of the Structural Funds of the Community. By the mid-1990s the Member States and the European Commission identified more and more challenges which went far beyond small border areas and often affected more than two countries. The development of Trans-European Transport Corridors and flood prevention in large river catchment areas are two outstanding fields where a need for common action and intensified co-operation was regarded as beneficial. After 2000 such transnational co-operation projects were addressed by the strand III B of the INTERREG initiative.



EU Regions/Member States Non EU Member States

CADSES Co-operation Area

CADSES Timeline

The CADSES Timeline highlights cornerstones of the INTERREG III B CADSES history.

6 April 2000
1st Meeting of the Joint Programming Committee (JPC) in Budapest



27 December 2001
Approval of the INTERREG III B CADSES Programme by the European Commission

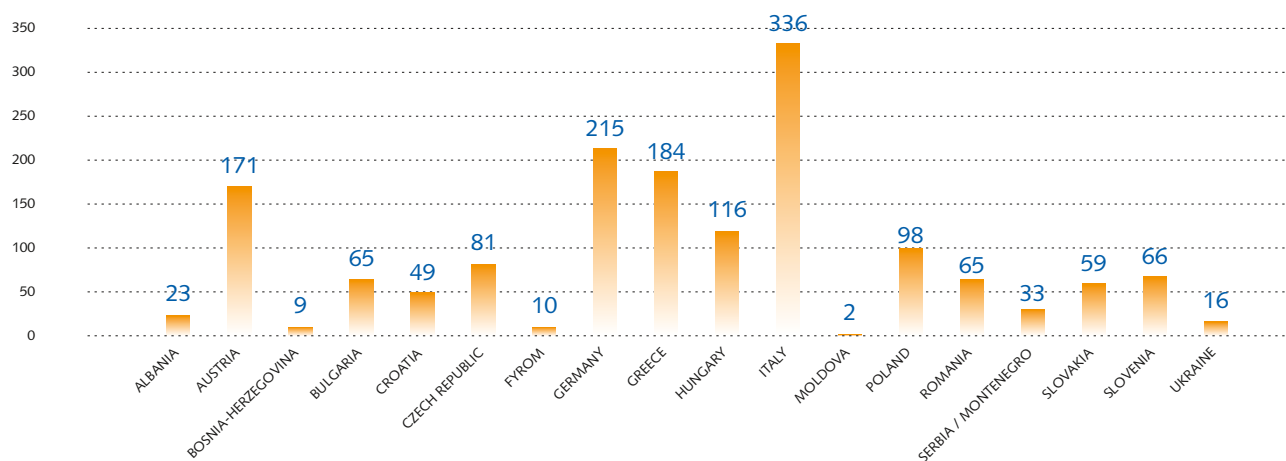
11 - 12 April 2002
First Monitoring and Steering Committee meeting in Rome



15 May 2002
Opening ceremony of the JTS office in Dresden

15 June - 31 July 2002
First Call for Projects

10 December 2002
Approval of the first 33 projects within the First Call for Projects



Number of Project Partners per Country

Flourishing co-operation projects in Central and South East Europe

The CADSES programme is one of 13 programmes funded within the INTERREG II B framework. This acronym stands for the Central, Adriatic, Danubian and South-Eastern European Space and comprises now regions belonging to 19 countries. In the beginning of the CADSES programme only four countries involved in the programme were Member States of the EU. After the EU enlargements in 2004 and 2006 now a majority of eleven countries belongs to the European Union. The process of European integration, which accompanied the implementation of the CADSES programme, was a major challenge to be addressed throughout the programme implementation.

Whereas in the beginning of the programme ERDF funds could only be offered to Austria, Germany, Greece and Italy, after the EU extension in 2002 the number of benefiting countries increased to nine which contributed significantly to intensifying transnational co-operation. With the transformation of CADSES into a Neighbourhood Programme (NP) all countries could work on equal terms as ERDF, TACIS, PHARE and CARDS funds could be combined in a joint framework.

Altogether 133 projects involving nearly 1,600 project partners from private, public and research institutions and administrations take part in the CADSES programme. The greatest proportion of projects is involved in transnational co-operations in the field of spatial development fostering social and economic cohesion (51 projects). Other projects laid the foundations for efficient and sustainable transport systems and access to the information society (24 projects). The preservation and promotion of cultural and natural heritage also formed a major constituent of the programme – 26 projects work in this field. More than 30 projects focused their work on efficient use of resources and prevention and management of risks in the CADSES territory.

The CADSES Conference and Project Exhibition in Leipzig 2006 provided an impressive overview of the projects, almost 70 projects offered an insight into their work.

Paving the way for European integration – the added value of transnational co-operation in CADSES

For many project partners European funds and transnational co-operation had been virgin soil. Working together with other project



29-30 May 2003
Transnational Seminar in Venice

14 April – 17 June 2003
Second Call for Projects

10-11 December 2003
Approval of 40 projects within
the Second Call for Projects



10-11 May 2004
INTERREG III B Water
Forum Lüneburg

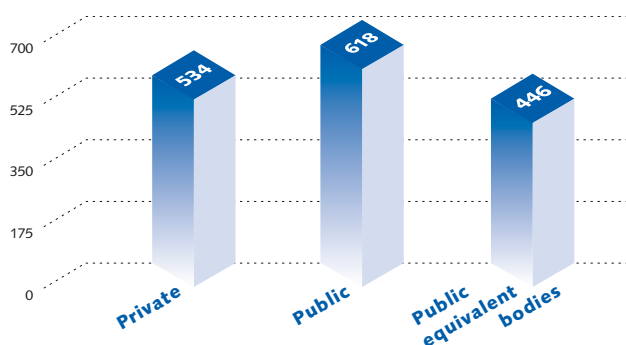
May 2004
CADSES becomes a Neighbourhood
Programme (NP)



12-13 July 2004
Lead Partner Seminar
in Dresden

partners on an international level was a new and fruitful experience for them and established links between different corners of Europe. For the project work this meant that national boundaries became less important as the project co-operation could cover whole functional areas, like river catchment areas or natural regions – independent from the country they belong to. Besides projects based on geographical unities also a certain thematic focus could be the basis of project collaborations. For example regions exposed to similar risks or facing the same problems could work together on joint solutions. Many projects involved in the CADSES Programme covered knowledge transfer from “old” EU Member States to “new” Member States and, thus, eased the way towards European integration and contributed to the cohesion of the European territory and its regions and institutions. One example is the adaptation of EU environmental regulations in the accession countries and new Member States of the EU.

Important topics, which otherwise would not be addressed, were often covered by projects by providing a framework and financial resources. Strategic approaches for many project partners, for example public administrations and municipalities, going beyond the day-to-day business could be developed: expertise and expert knowledge could be gathered by private-public partnerships and the involvement of research institutions. New approaches could be tested, for instance by pilot and feasibility studies which are implemented in the course of projects or after their closure.



Legal Status of CADSES Project Partners

Besides the transnational dimension many projects also established new regional networks and clusters. Both, the co-operation between such as within regions strengthened their competitiveness.

Ulrich Graute

Director of the CADSES JTS

What do you regard as the main achievements of CADSES so far?

CADSES initialized and deepened much cooperation in an area which is still characterized by numerous political, cultural and economic borders.

How far has the aim of transnational cooperation been successfully achieved by the CADSES programme?

The programme planning started in 1999 at a time of civil war in Yugoslavia. Considering this starting condition in South East Europe it is certainly a big success that we managed to involve partners from all partner countries actively. Apart from this unique challenge it can generally be said that the initializing and deepening of cooperation is the main success of the programme. Beyond this, many projects have achieved other tangible results like the implementation of small-scale investments or the preparation of large-scale investments.

What are the challenges for future European territorial development and the next programming period in particular?

A new funding period always allows new ideas and approaches but it also requires a clear profile and process management. CADSES will be substituted by two partly overlapping programmes for Central and South East Europe. Both will have a separate management. In total, more funds will be available to projects and administration. To develop an integrated and targeted process management for each of the programmes will be a particular challenge.

17 September – 5 November 2004
Extension Call: partners from the New Member States can apply for ERDF funds

8 November 2004 – 14 January 2005
Third Call for Projects including New Member States

12 January 2005
Seminar on spatial aspects of migration in Rome

25-26 April 2005
CADSES Annual Conference in Vienna

27 April 2005
Approval of new 21 projects within the third call for projects

21 June 2005
Lead Partner Seminar in Bologna

26 September – 7 November 2005
Fourth Call for Projects - Neighbourhood Call: external funding (CARDS, Phare and TACIS CBC) available



CADSES Conference and Project Exhibition at the euregia in Leipzig, October 2006

Iwona Brol

Ministry of Economy and Labour, Poland
Chair of the CADSES MC

What do you regard as the main achievements of CADSES so far?

Brol & Marcinów: To start with - bringing people together and helping them understand that certain problems of local or regional communities can be solved more efficiently in cooperation on a transnational scale. Another important achievement is contributing to integration of this, definitely not homogenous, space and creation/re-creation of bonds between peoples and institutions.

How far has the aim of transnational cooperation been successfully achieved?

Brol & Marcinów: The fact that so many partners from very different regions were made aware of the fact that working together with people from distant and – sometimes – barely known parts of Europe is possible, makes sense, and can lead to very tangible results, is a success of the programme. The improvement of the quality of applications and partnerships from call to call is a positive sign for the future, even if not all participants of the CADSES projects are equally happy with the results of their involvement.

How do you assess the success of transnational cooperation, particularly in the new Member States of the EU?

Brol & Marcinów: For partners from the new Member States participation in the ERDF co-funded projects, getting used to the new

Teresa Marcinów

Ministry of Regional Development, Poland
Chair of the CADSES SC

rules, following the Lead Partner principle was a particular challenge. But those who decided to meet the challenge are now better prepared for using opportunities offered by the European Territorial Cooperation programmes. The number of partners from the new Member States interested in transnational cooperation was bigger with every subsequent call, which is very promising.

What are the challenges for future European territorial development and the next programming period in particular?

Brol & Marcinów: It is important not to spoil the links established within CADSES so far. Even though the programme space will be divided into two areas of cooperation, the future projects should – where possible – build on results of successful CADSES operations.

What are the central issues to be covered during Polish chairmanship this year?

Brol & Marcinów: First of all it is important to start preparing all procedures that are necessary to close the programme and support the closure of the projects. All programme bodies should work together on the solutions that will enable avoiding a de-commitment of funds. Another important issue is finding a way of a successful co-existence of the CADSES programme and the two successor programmes.



15-16 March 2006
Lead Partner Seminar on
Project Communication
and Final Reporting in
Prague

22 March 2006
Approval of 41 projects
within the framework
of the 4th Call

22 May 2006
Lead Partner Seminar in
Thessaloniki



23-25 October 2006
CADSES Conference and
Project Exhibition at the
euregia in Leipzig

15 May 2007
Lead Partner Seminar in Krakow



21 September 2007
External Lead Partner
Seminar in Athens

Fresh access to knowledge – CADSES projects setting up knowledge networks and fostering knowledge development

Education, training and knowledge development provide the necessary framework conditions for a sustained innovation potential in Europe – today and in the future. That is one reason why many projects of the CADSES programme have at least one work package dedicated to knowledge development and transfer.

The projects RAVE Space, EDUCATE! and ELISA concentrate their activities explicitly on knowledge development and training measures for different target groups. RAVE SPACE supports education on sustainable spatial development in schools. The project EDUCATE! organizes courses in resource management for graduate students, administrations and policy makers, whereas the project ELISA aims at the provision of IT knowledge to small and medium sized companies.

Some of the European Union's strengths are its good education systems and facilities for advanced learning, which are important factors ensuring Europe's competitiveness. In the future, the educational infrastructure will become even more important. As the European Spatial Development Perspective (ESDP) states, future economic development is likely to give prominence to the exchange of non-material service and know-how. That implicates that jobs require better qualification and that companies, employees and administrations need to be provided with high-quality training. For many adult learners the use of new media and IT facilities, i.e. e-learning, provides new opportunities for further education.

As the following projects will show, learning and education in a transnational context can be fruitful – starting at school and continuing with trainings at universities and seminars for professionals.

RAVE SPACE sets up a common educational strategy for schools in the field of spatial planning. The project analyses school curricula in different countries and develops modern teaching materials

Raising awareness at school for the value of space

Endless lists of rivers, mountains and capitals which have to be remembered on the wall map in front of the classroom – this is a memory many people share when thinking about their own geography lessons at school.

Today, this approach of learning and ex-cathedra teaching has become outdated in many ways. The use of new media has increased and the curricula reflect the tendency from regional geography towards more process-oriented approaches. Topics covering nature

and environmental protection have entered the curricula of many schools. However, issues of sustainable spatial development are often neglected and are not included in the syllabi.

The central objective of the project RAVE Space is to raise awareness about the fact that teaching spatial knowledge and competence is

RAVE Space develops fresh approaches towards teaching spatial sciences to school children





Water supply and catchment management are two thematic areas covered by the transnational Master of Science degree established by the EDUCATE! project

vital for educating pupils in order to become responsible citizens and to understand political decisions and public discussions regarding sustainable spatial development.

The project fosters the knowledge exchange between educational institutions and reinforces transnational co-operation between these institutions and schools. The project involves nine partners from Greece, Italy, Montenegro, Poland and Slovenia and is coordinated by the Ministry of Environmental and Spatial Planning in Slovenia. The project's long-term objective is to include sustainable spatial development topics in the formal school curricula of the partner countries. Moreover, a common educational strategy in the field of spatial planning is developed and adjusted to the countries involved.

As a first step of the project, a transnational survey among primary and secondary school teachers and pupils has been carried out. It analysed the present situation concerning teachers' and pupils' preferences with regard to spatial topics. The study compared teaching methods, supporting material and the general values and attitudes of teachers and pupils. It revealed that teaching material and methods of the schools involved were in many cases not up-to-date. Teachers' and pupils' expectations about how spatial topics should be covered in schools also differed considerably. Teachers stuck to more traditional teaching methods whereas the pupils favoured the application of modern media, like DVDs and interactive computer exercises.

A further study comparing the integration of spatial topics into school curricula showed that different approaches are necessary for the countries involved. It had to be acknowledged that topics of sustainable spatial development are discussed in different subjects and covered with different intensity in the individual countries. In

some countries other school subjects also cover topics with spatial relevance, e.g. English, History and Arts. Intended strategies for raising awareness at schools concerning space and sustainable spatial development have to take this into account.

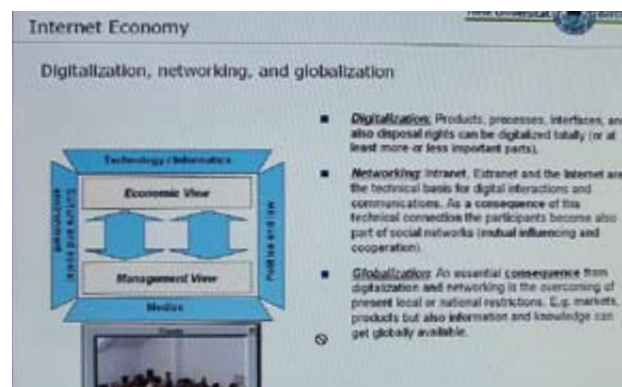
Based on the demand revealed in the previous analyses the RAVE Space project develops new teaching materials like an educational TV programme and books for schools.

An international Master of Science degree in environmental management

The CADSES project EDUCATE! addresses graduate students and professionals in the field of resource management. The project assists in shaping current and future policy and practice in water resource management in South East Europe through professional capacity building. Seven project partners from Greece, Romania, Serbia and Slovenia take part in the EDUCATE! project.

In this Master programme, young graduates work and are trained within a cooperative, transnational environment. The project started with a transnational pilot post-graduate course in integrated water resource management. The Master of Science degree consists of ten modules covering an introduction to environmental science and the topics water engineering, water resource management as well as environmental management. Thirty students will write their theses during the postgraduate courses as part of the project. They will cover transnational integrated water resource management issues and will present the results to government officials in order to introduce new ideas developed by young engineers and scientists

The ELISA Project has developed IT tools and seminar material for teaching e-business and e-learning to the personnel of small and medium sized enterprises in South Eastern Europe






to decision makers. Moreover the EDUCATE! project develops training materials for professionals from governments and industry. An online e-learning platform has been developed so that the modules can also be used for further education and vocational training across geographical distances. The network initiative includes a long-term continuation and is open for enlargement.

ELISA – Promoting IT knowledge for small and medium-sized enterprises

The project ELISA aims at improving the access to the knowledge and information society for small and medium-sized enterprises (SMEs) in South East Europe. “Compared to EU average the penetration of information and communication technologies in this region is still very limited and in most countries the state policy for training SMEs to go online is weak”, says Ilias Hatzakis from the Greek Research & Technology Network, Lead Partner of ELISA. In this project, academic and business communities from Albania, Bulgaria, FYROM and Serbia collaborate to improve competitiveness and e-business practices for SMEs. “The transnational approach of the project enables the partners to exchange best practices”, explains Hatzakis.

The project ELISA has created a multilingual and interactive e-learning platform, based on an open source learning management system, and has adapted a high level multilingual e-business training material for enterprises in South Eastern Europe on this platform. In the beginning, this platform was used to deliver the training material to 24 tutors from all targeted countries via 4-day teleseminars (from Athens and Berlin to Belgrade, Sofia, Tirana, Skopje) in fields such as e-business, digital economy trends, e-learning methodologies, legal issues, and the use of the ELISA e-learning platform. Then, those tutors delivered 2-day training seminars, as a pilot action, to 120 SMEs in the four target countries, through specialized curricula that had been designed by the project. Recently the project completed and distributed a business kit (10,000 items by language/country) aiming at familiarising SMEs with the use of simple tools and methods for successful business development on the internet. In the meantime a series of dissemination events is taking place in several cities of the 4 countries (so far in Palic-Serbia and Plovdiv-Bulgaria). The seminars will continue after the project’s end. “The local partners and the trained tutors in all countries are already updating the content on the platform,” Ilias Hatzakis remarks, “in Bulgaria, for example, trainings will continue through the 98 e-centers that have been created all over the country. Similar solutions are also sought for the other involved countries.”

CADSES projects mentioned in this article

	Project Acronym	Full Project Title	Partner Countries Involved	Website
	RAVE SPACE	Raising Awareness of Values of Space through the Process of Education	GR, IT, ME, PL, SI	www.rave-space.org
	EDUCATE!	Building the Future of Transnational Cooperation in Water Resources in South Eastern Europe	GR, RO, RS, SI	www.e-educating.org
	ELISA	E-Learning for Improving Access to Information Society for SMEs in the SEE Area	AL, AT, BG, DE, GR, MK, RS, SI	www-elisa-project.net

For further information on the projects please refer also to the CADSES Project Book. Download is available at www.cadses.net.

Communicating Co-operation in CADSES

“Even the best result is useless if nobody knows about it” – this is the message spread by Elisabeth Helander, former Director of the DG Regional Policy to the communication officers of INTERREG Programmes.

The results achieved by the INTERREG projects should be more visible and better promoted to the key stakeholders, the beneficiaries and the general public. In this spirit the CADSES Programme moved on, in its final phase, to a different stage in terms of publicity. In the beginning the focus of the communication was on the visibility and awareness of the programme and its benefits for the potential applicants to attract good projects. After five years of implementation the publicity strategy emphasizes the promotion of the outputs and synergies produced by the numerous projects financed. The objective is that the knowledge developed and the project results achieved should remain easily accessible during and after the projects' and programme's end.

Beside the brochure CADSES RESULTS, the Programme published project books and other much-demanded tools for project management. Many national and international events have been organised. The programme's website provides an up-to-date access point for news, events and results of the projects.

CADSES Publications



CADSES Project Book „Advancing Transnational Cooperation 2000-2006“

The book is a collection of all projects co-financed by CADSES. Each project is presented in its objectives, results, its working structure and other details such as duration and budget. A map indicates the location of partners. Statistics and additional information on the programme can be found in the book as well.



CADSES Project Management Handbook

This handbook is a compilation of guidelines of the CADSES Programme. It covers the most important issues that emerge in the process of project implementation, like reporting and payments. It also includes a CADSES glossary and contact lists.



CADSES Communications Guide

This guide supports managers of running CADSES projects in their communication efforts. It includes a summary of specialized tools and tactics for effective information and communication activities of projects. Limited edition. Other useful brochures presenting the CADSES experience in the participating countries have been published by the national CADSES Contact Points.

CADSES Website



The CADSES website provides a one-stop access to all news, relevant activities and documents concerning the programme and the projects. It contains a range of information on the countries participating in the programme, the

project database and the future development of CADSES, as well as the official programme documents. www.cadses.net

CADSES Events

- ▶ Annual Conferences
- ▶ Project Exhibitions
- ▶ Partner Search Forums
- ▶ Transnational and National Info Days
- ▶ Lead Partner Seminars
- ▶ Communication Training
- ▶ Presentations at Project and other Programmes' events
- ▶ Monitoring and Steering Committee Meetings
- ▶ First Level Control Bodies Roundtables
- ▶ CADSES Contact Points Meetings

The CADSES JTS would like to take the opportunity to thank all Monitoring and Steering Committee Members and particularly the CCP for their contribution to the communication activities.

For more information or printed copies of CADSES publications, please contact the Joint Technical Secretariat at cadses@jts.dresden.de

Reducing Risks – Transnational approaches to risk management and disaster prevention

In recent years environmental and technological disasters have caused serious material damage and numerous human casualties in Central and South East Europe. Prominent examples are the floods that affected regions along the Elbe and Danube in 2002 and 2006.

The CADSES programme funds 10 projects dealing with preventive flood protection and flood risk management. Additionally, projects like Red-Code, S.I.S.M.A. or River Shield address other types of risks, for example seismic and technological hazards. The general framework of risk management is also examined in projects such as Monitor or STRIM which develop decision support systems for different risk categories and land use planning.

"In advanced modernity the social production of wealth is systematically accompanied by the social production of risks", the Sociologist Ulrich Beck wrote in his much-acclaimed book Risk Society in 1986. He referred to the increasing environmental and technological risks which characterise the late 20th century as an age of growing risk exposure.

Transnational co-operation and fast, reliable information flows between regions and countries bear a huge potential to mitigate the effects of natural and man-made hazards

What many European regions experienced in the last few years seems to confirm Beck's thesis: Between 1998 and 2004 more than 100 flood events caused tremendous damages along small and large rivers in Europe. More than 700 people died and half a million of people lost their homes in floods. The insured economic loss exceeded 25 billion euros. Particularly the flood disasters along the Elbe and Danube in 2002 are still in the memory of the residents living close to these rivers.



Floods, like here on the Danube, are risks occurring all over Europe. Transnational flood prevention and information systems help to reduce this potential threat.

In 1997 a series of earthquakes killed 13 people and left more than 40,000 people homeless in Italy. Also cultural heritage was damaged – a prominent example is the roof of the Basilica of St Francis in Assisi which was destroyed and its world famous frescoes were damaged.

These are only two out of many examples of hazards affecting regions in Central and South East Europe. The exposure to risks depends on a bundle of different factors like local climate, geology and geomorphology, population density as well as other human factors such as local industries, building regulations and land use patterns.

Several risks are widely spread in the CADSES programme area. Hydrological risks like flooding and droughts are an issue to be addressed throughout CADSES. In Southern Europe particularly earthquakes are a major threat challenging building regulations as well as civil protection units. Industrial activities can also be connected with risks. Along rivers and in coastal areas technological hazards, such as accidental spills of chemicals, threaten human health and environment.

It is clear that environmental and technological hazards cannot completely be prevented. However, the effects on the population, infrastructure, property and the environment can be mitigated by appropriate measures. Risk assessment and risk management as well as specific measures in the field of disaster prevention are crucial to achieve this aim. Land use management and spatial planning connected with risk communication measures play significant roles in this process.

Transnational co-operation – An essential element of risk prevention

In 1985 the EU Member States agreed on a ministerial meeting in Rome that the coordination of civil protection strategies, risk assessment and disaster prevention should be addressed in the Community's policy.



Dresden during the Elbe flood in 2002. Raising awareness for flood risks along the Elbe and Labe is one of the major concerns of the ELLA project.

In the past, disaster prevention had largely been focused on a national level. However, environmental and technical hazards do not stop at national borders and often exceed national territories. They affect regions located in several countries making co-operation beneficial for areas with a similar risk potential. Flooding, for example, usually affects whole river catchment areas, most of which belong to several countries. Therefore spatial planning has to take into account the management of whole functional areas. Transnational co-operation as well as fast and reliable information flows between regions and countries in case of a disaster are indispensable and bear a huge potential to mitigate the effects of natural and technological hazards.

CADSES measures with a focus on risk management and disaster prevention

Two measures of the CADSES programme in Priority 4 "Promoting risk management and prevention of disasters" and "Promoting integrated water management and prevention of floods" cover a wide range of projects dealing with natural and technological risks.

The CADSES project MONITOR deals with general aspects of risk management and addresses particularly land-use activities in areas threatened by natural hazards. The project considers and involves the viewpoints of all relevant stakeholders like politicians, administration, experts, directly affected population, and the media. A central target is to improve the methodology of risk-analysis and risk communication. Transparency should be increased and participatory approaches should result in transnationally comparable standards and optimised information flows. A comparative study of risk

perception and an analysis of the state of risk management in the partner regions serve as a basis for the project. This means that risk monitoring methods are examined which are differentiated by risk quality and risk quantity as well as by differing legislative and organisational environments. The project generates regional hazard matrixes which show the relation between hazard potential and actual land use activities. Remote sensing is employed for elaborating risk monitoring tools and temporal measures are improved for a better risk management - also regarding evacuation. The project also includes a thesaurus with risk related terms, compiled to guarantee a common approach in risk appreciation in the involved countries.

Risk assessment and evaluation is a complex process which has to take into account a variety of factors. The project STRIM considers these factors and is establishing a decision support system for transnational environmental risk management which can remotely be accessed. The project is based on results of ISOTEIA, another CADSES project which dealt with new mechanisms for Strategic Environmental Impact Assessment. STRIM bridges the gap between state-of-the-art science in the field of risk management and its actual implementation. The project develops alternative risk scenarios which then can be simulated by the decision support system.

The partner regions which co-operate in the RIMADIMA project address risks which emerge typically in areas with mountains, forests and enormous lakes. Most of the project regions are located close to densely populated urban areas. RIMADIMA develops a decision support system for these areas and integrates risk management and spatial planning. After the project's end, the system will be transferable to other regions and to other risk categories.

Preventive flood protection – A model case of trans-national co-operation

Reducing the risk potential of flooding is a central topic of several CADSES projects. One factor responsible for rising flood risks is the growing number of extreme weather events. According to the recently published reports of the Intergovernmental Panel on Climate Change (IPCC), extreme weather events as a result of the climate change can be expected to occur more often in the future and their intensity will probably increase in the years to come. It is predicted that storm-water and heavy precipitation events will affect most regions of Central and South Eastern Europe more often. A further reason for increasing flood risks is that more and more people have settled in flood plains recently.

In 1999, the EU Ministers responsible for spatial planning and the European Commission addressed the potential role of spatial planning in flood prevention in the European Spatial Development Perspective.

Ten CADSES projects focus on the increasing importance of flood protection and spatial planning. Included are also projects which cover meteorological and hydrological monitoring – essential topics for flood risk assessment.

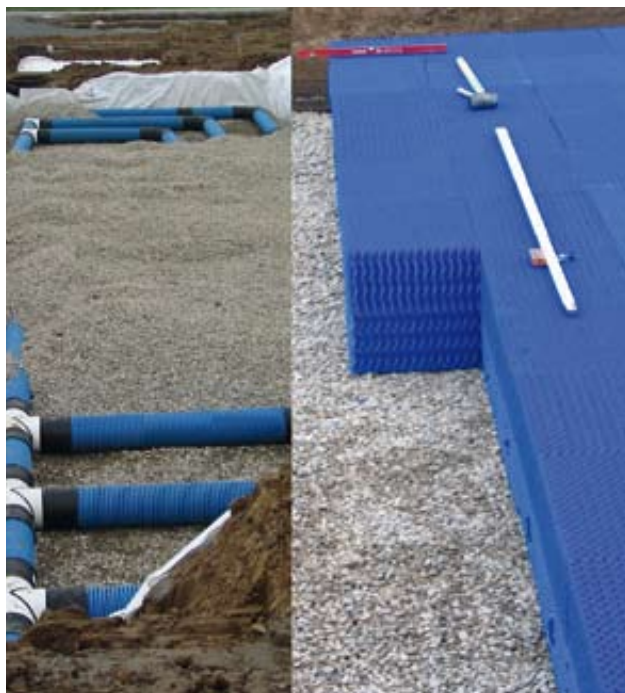
Hazard maps have become a common tool to depict flood prone areas and to illustrate flood risks. “Often people living along rivers and former creeks are not aware of the flood risks in their neighbourhood”, explains Dr. Edgar Trawnicek from the Saxon State Ministry of the Interior. This ministry was Lead Partner of the ELLA project which dealt with preventive flood protection measures for the Elbe river. ELLA compiled a river atlas illustrating potential flood risks and the damage potential in the entire Elbe catchment area and developed an interactive flood map for municipal flood protection. Raising awareness of flood risks along the river was an integral part of the project. For the population living in the Elbe valley a touring exhibition was created which displays flood risks and flood protection measures. Moreover, a joint spatial planning strategy for the river basin was developed. Therefore, also the legal basis for flood protection was analysed and nine pilot measures were carried out in the project regions. Some of the project’s actions focused on the protection of existing and the restoration of former retention areas. A methodology was developed to detect areas where floods originate and proposals for rainwater retention and land use in the main precipitation areas were worked out. This involved particularly measures to adopt agricultural and forest management. ELLA provided recommendations to acknowledge flood risks in building development plans and proposed technical flood protection measures. In the end of the project a joint declaration was signed by policy- and decision-makers to implement the recommendations made by ELLA and to continue with the cooperation. “The information regarding flood risks and recommendations on preventive flood protection measures now have to be included in spatial planning and in the related decision-making process”, Trawnicek sums up the challenges



Map of the catchment area of the river Oder / Odra

for the future, “ELLA brought together relevant authorities from the countries along the Elbe and facilitated transnational measures in flood protection.”

Not far from the Elbe valley the Oder river flows from close to the Czech industrial city of Ostrava through Poland before it forms the Polish-German border. In 1997 one of the worst floods ever affected the Oder. In the years that followed, flood management became an important issue discussed among municipalities along the river. It once again proved the necessity of transnational preventive flood protection. Aim of the CADSES project ODERRegio has been to include flood prevention measures into spatial planning of the countries sharing the Oder river basin - Czech Republic, Poland and Germany. Among the measures and action plans developed, the adjustment of land-use patterns took a prominent position. The transnational co-operation identified retention areas, provided ideas for the common planning of the main infrastructure and integrated infrastructure (railways, roads, bridges) into these concepts to mitigate flood risks. Retention areas along rivers can serve as buffer zones in case of flood events and can be introduced into joint spatial planning concepts. One frequently employed measure is to move dikes further backward to give more room to the water. In the framework of the ODERRegio project flood risk maps were composed as well as maps illustrating the damage potential. Threatened areas were classified and proposals for adjustment of land-use and building regulations were made in co-operation with the land-owners. Various stakeholders from the three countries along the Oder were involved in the project and a network of municipalities along the Oder was established to realise cross border spatial planning measures.



The damage potential of heavy precipitation events, so-called storm water, can be reduced by innovative solutions such as introduced by the RainDROP project

The projects ILUP and SUMAD were focused on land use activities and river basin management. ILUP analysed the impact of alternations in land use activities and land coverage on natural hazard potentials. This approach should help to integrate water management and regional development.

To achieve a balance between economic interests, nature protection and management of flood risks is the central aim of the SUMAD project. Land use in alluvial plains of rivers is frequently dominated by contrasting interests. For example water management agencies and land-owners who clear floodplains from bushes and trees get into conflict with nature protection regulations. Detailed analyses of river stream flows help to answer the question which changes in land use



Hydrocare links the analysis of water resources with hydro-meteorological events

can increase flood protection in alluvial plains. An improvement of retention capacity is aimed at mitigating flood risks, and plans for the connection between rivers and backwaters have been established.

Improving hydrological data and their accessibility

Forecasting systems help to predict flood events and ease the management and assessment of the hazard potential of extreme weather events. The CADSES project FLOODMED works on improved data and methods for flood estimation and forecasting. The partners involved in the project develop a real-time warning system and train local authorities to use an integrated system for flood estimation and flood mitigation. It should provide a solid basis for decision making in the area of spatial planning. In twelve pilot areas rainfall-runoff models are developed and applied.

The MOSES project's aim is the improvement of flood management systems. Inspired by the successful Dutch - German flood information project NOAH, the project MOSES establishes a unified computer-based flood protection system for the involved regions from Slovakia, Hungary, Germany, Romania and the Ukraine. The GIS-based system allows online management of hydrological and meteorological data. In its final state it will enable the application of different forecasting and scenario analysis models.

The CADSES project RISK AWARE developed a system for advanced weather forecasting to enable timely warnings. For this purpose, the relation between weather conditions and their effects on the ground is examined. The project will enable the provision of short-range meteorological data (0-24 hours).

HYDROCARE is concerned with the development of a model for the hydrological cycle of the CADSES region. It links the analysis of water resources with hydro-meteorological events. Water levels after rain events and storm-water runoff are measured and fed into the system. Moreover, methods and transnational tools are developed allowing a rational exploitation of water resources.

Storm-water management in urban areas

In densely populated areas with a high degree of soil sealing, storm-water runoff caused by heavy precipitation is a problem. It is a major reason for flooding and for surface water pollution. If basic principles of storm-water management are applied, the effect might be mitigated. However, so far there are hardly any guidelines for storm-water management and for its implementation in urban drainage master plans. The project RainDROP compares storm-water policies from different CADSES countries and is developing management and planning guidelines. Five partner cities from Czech Republic, Germany, Greece and Slovakia also implement innovative technical so-



The projects S.I.S.M.A. and Red Code involve civil protection units to mitigate the effects of hazards

lutions and measures as pilot projects, such as porous pavements, infiltration swales, through-trench-systems, cisterns, retention ponds. Further large-scale investments beyond the project's timeframe and budget are being prepared.

Technological hazards: Accidental river pollution

Despite the improvement of the water quality in nearly all European rivers, accidental spills of chemicals remain a threat endangering environment and human health. Banks of rivers are often characterized by industrial landscapes which mean a high exposure to risks from accidental pollution which would affect all countries and regions downstream. The CADSES project River Shield aims at protecting rivers from accidental pollution. If accidents happen, early warning and information systems involving all countries and regions along a river should detect accidental pollution and alert members of the regional emergency response networks.

Particularly along rivers like Danube or the Nestos, flowing through several countries, transnational emergency response measures and guidelines can help to minimise impacts of accidents caused by industries. Furthermore, the integration of risk management into land-use plans might result in guidelines that some activities with a high risk of spills are no longer permitted in flood plains. River Shield designs and installs a trans-boundary early warning and alarm system for Greece and Bulgaria in the Regions of Central Macedonia and East Macedonia - Thrace. The Early Warning - Alarm System along with the response plans and activities will be tested via a simulated accidental release that will mobilize all related bodies. The River

Shield Unit will be institutionalized and operated by the Water Directorate of East Macedonia – Thrace Region. The co-operation should later also be extended to other European regions facing similar environmental problems.

Civil protection measures to mitigate effects of hazards

Southern Europe, particularly regions in Italy and Greece are endangered by earthquakes. Several disasters showed that civil protection plans and adequate building regulations still need to be improved. The project S.I.S.M.A. aims at reducing the vulnerability of historic city centres to safeguard the cultural heritage in case of earthquakes. Citizens and civil protection units are trained enabling them to act as first rescuers in case of emergency. As a first step, the know-how regarding seismic risks and their mitigation in the project regions have been collected and analysed.

Similar to S.I.S.M.A. the project Red Code involves civil protection units. Its aim is to establish common proceedings and guidelines to make transnational civil protection measures more efficient. The project also elaborates risk maps showing the hazard potential of the areas involved.

Risk prevention in the new programming period 2007 - 2013

Projects dealing with risk prevention and management continue to have a prominent position in the CADSES follow-up programmes 2007 – 2013. In the SOUTH EAST EUROPE Programme area of intervention 2.1 covers the topic "Improve integrated water management and flood risk prevention" and 2.2 addresses the issue "Improve prevention of environmental risks." The CENTRAL EUROPE Programme addresses this issue in area of intervention 3.2 "Reducing risks and impacts of natural and man-made hazards."

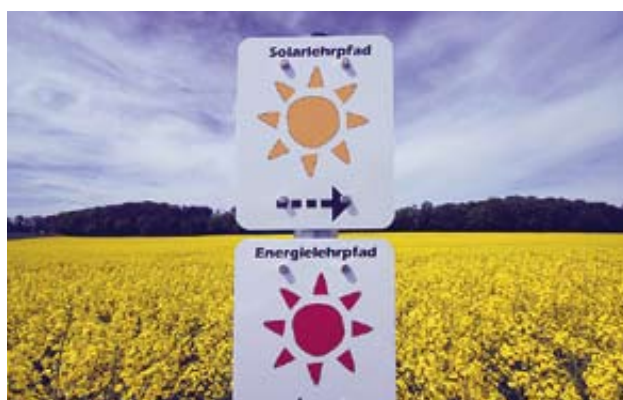
CADSES projects mentioned in this article

	Project Acronym	Full Project Title	Partner Countries Involved	Website/Contact
	ELLA	Elbe – Labe Flood Management Measures by Transnational Spatial Planning	AT, DE, CZ, HU, PL	www.ella-interreg.org
	ODERREGIO	Biofuel chain enhancement for territorial development of European regions	CZ, DE, PL	www.oderregio.org
	Hydrocare	Hydrological Cycle of the CADSES Regions	DE, GR, IT, PL, RO, SK	www.hydrocare-cadses.net
	Raindrop	Development of Storm-water Operational Practice Guideline	CZ, DE, GR, SK	www.raindrop.cz
	Floodmed	Monitoring, Forecasting and Best Practices for Flood Mitigation and Prevention in the CADSES Region	BG, DE, GR, HU, IT, PL, RO, RS, SK	www.floodmed.org
	Moses	Improvement of Flood Management System	DE, HU, RO, SK, UA	Slovak Hydrometeorological Institute: boris.minarik@shmu.sk
	Risk Aware	Risk-Advanced Weather forecasting system to advice on Risk Events and Management	AT, HR, DE, IT, PL	www.smr.arpa.emr.it/risk-aware
	ILUP	Integrated Land Use Planning and River Basin Management	AT, CZ, DE, GR, HU	www.interreg-ilup.de
	SUMAD	Sustainable Use and Management of Alluvial Plains in Diked River Areas	AT, DE, HU	www.sumad.org
	River Shield	Protecting Rivers from Accidental Industrial Pollution	BG, CZ, GR, HU, PL, SL	www.rivershield.org
	S.I.S.M.A.	System Integrated for Security Management Activities to Safeguard and Protect Historic Centres from Risks. "Citizens as the First Rescuers"	GR, IT, SK, SL	Umbria Region: Luciano Tortoioli prociv@regione.umbria.it
	Red Code	Regional Disaster Common Defence	GR, HU, IT, SK, SL	www.cadsesredcode.net
	Monitor	Hazard Monitoring for Risk Assessment and Risk Communication	AT, BG, CZ, GR, IT, SL	www.monitor-cadses.org
	STRIM	Remotely Accessed Decision Support System for Transnational Environmental Risk Management	AL, BA, BG, CZ, MK, DE, GR, IT, RO, RS	www.strim.eu
	RIMADIMA	Risk-, Disaster-Management & Prevention of Natural Hazards in Mountainous and / or Forested Regions	BG, CZ, MK, HU, IT, PL, RO, RS	www.rimadima.eu
	ISOTEIA	Integrated System for the Promotion of Territorial / Environmental Impact Assessment in the Framework of Spatial Planning	AL, BA, BG, GR, IT, RO	www.isoteia.org

For further information on the projects please refer also to the CADSES Project Book. Download is available at www.cadses.net.

Beyond the carbon society – Restructuring Europe's energy supply and tackling the climate change

The general environmental situation in most countries and regions involved in the CADSES programme has considerably improved since the 1980s. Compared to some years ago, many local environmental problems regarding air and water pollution have been addressed and were successfully tackled. The global situation is different: problems connected with climate change and the future of world energy supply have become the most serious challenges of the years to come and have become part of the political agenda of the European Union. Spatial development measures promoting the use of renewable forms of energy and addressing a more efficient use of resources are perceived as one strategy to slow down the process of global warming. The CADSES projects CER2, BETTER, Carbon Pro, ACCRETE and C2ENET show that fostering the use of renewable energies, energy efficiency and an improved resource management are opportunities for sustainable territorial development.



A new energy policy for Europe

According to the European Energy Agency (EEA), human consumption of energy is responsible for 80% of European greenhouse gas emissions. As these emissions are supposed to be the main promoters of global warming it has become a major objective of EU policy to reduce emission rates. The EU strategy paper "An Energy Policy for Europe" announced that the policy should encourage a "new industrial revolution" towards a highly efficient and low-carbon economy. Its ambitious goal is to reduce greenhouse gases by at least 20% in 2020 compared to 1990 levels and to limit global warming to 2° C. However, not only the climate would profit from this strategy. As stated in the EU paper boosting investments, in particular in energy efficiency and in the renewable energy sector would create jobs and promote innovation as well as the knowledge-based economy in Europe. A further effect would be that this change in energy policy would also enable Europe to reduce its dependency on imported hydrocarbons, like oil and gas. Substituting non-renewable resources by regionally produced alternative

forms of energy like biofuels, wind or solar power can contribute to a sustainable spatial development – particularly in rural areas. Several CADSES projects address the topics renewable energies, energy efficiency and climate change and their relation to spatial development.

Networking for a sustainable energy supply

Renewable energies and energy efficient technologies are regarded as one of the most innovative sectors of economy with an enormous growth potential. So far, the approaches of individual states are diverse regarding shifts in their energy mix and measures to save and to use sustainable forms of energy. Particularly new Member States have to adjust to and to apply EU environmental regulations. Transnational co-operation and knowledge exchange can ease this transition process.

The CADSES project CER2 has established a network of communities in Central Europe with the target to transfer knowledge and to establish clusters in the field of environmentally-friendly energy technologies. "One aim of the project was the transfer of know-how and experience of successful networks to other regions and collaborating organisations", explains Branislav Iglár from Arsenal Research, Lead Partner in the project. In CER2 14 partners from 7 old and new Member States collaborated. Special attention has been paid to further education. Thanks to CER2 standardized training schemes for architects and civil engineers were established to foster the use of renewable energies and to improve energy efficiency in the communities involved. "The project supported regional development with its start-up support and training of engineers in the region", says Branislav Iglár. Moreover a competence network for innovative building technology was founded.



Opening of the Nature Energy Trail by the CER2 Project

Another aim of the project has been the installation of programmes for the promotion of start-ups of small companies. New enterprises and jobs could be created with the support of five regional programmes to support renewable energy systems and rational use of energy. The project also carried out preparatory planning for energy concepts in the involved communities to reduce the municipal energy consumption. Their implementation continues after the project's end in December 2006, as Branislav Iglár explains "the training activities which were developed in CER2, will follow after the project's end and also the competence network will continue to exist after the project has been completed. Following the motto of 'network-encourage-facilitate', the participants and their innovative projects will be supported in the future."

Harvest time for biofuels – Energy from the fields and from organic waste

In Europe up to one third of CO₂ emissions is emitted by the transport sector. This sector relies heavily on petrol produced from crude oil, most of which is imported from outside the EU. Not only is oil characterised by volatile prices on the world market – also is its availability supposed to be limited in the future. Redirecting at least some of the energy demand to biofuels reduces the dependency on crude oil, and is – if the biofuels are produced in a sustainable way – an effective measure to reduce CO₂ emission. According to the European Commission, biofuels should reach a minimum market share of 10% in 2020.

Biofuels provide a development perspective for rural regions. The CADSES project BETTER concentrates on establishing biofuel production chains in rural areas. This means that the whole process from the production of energy raw material (rape, sunflowers, etc.) on the fields to their distribution and use in vehicles is optimised and consi-

dered as one integrated process. Nine project partners from Bulgaria, Greece, Hungary, Italy and Poland take part in the project. The project addresses a broad range of target groups, like local administrations, farmer administrations, research institutions, as well as investors. The current state of biofuel chains in the project regions is very different which is also addressed by co-operative measures. An exchange of knowledge should improve the participating regions' competitiveness. It is aimed to reach common standards. This goal should be achieved by setting up guidelines and methodologies to foster production and use of biofuels. These guidelines will integrate a transnational dimension as well as national policies.

Proper land management contributes to moderating the rise of atmospheric CO₂ concentrations. It is one aspect which could be included in comprehensive strategies to tackling the climate change

Forest and arable land as storage capacities for CO₂

Forests and arable land are important sinks for storing CO₂. A proper management of these areas can contribute to moderating the rise of atmospheric CO₂ concentration. One prerequisite for this is detailed and reliable data regarding the carbon balances of different vegetation types and different forms of land-use. This is also one requirement of the Kyoto Protocol.

The management of forests and agricultural areas in Central and South-Eastern Europe rarely employs methods and strategies for analysing and optimising the CO₂ storage capacities and carbon balances so far. According to the protocol, strategies should be set up to estimate the impact of land-use and forestry activities on carbon stocks.



Promotion of integrated biofuel chains - a major objective of the BETTER project



Forests and arable land play a significant role in the CO₂ cycle - this is one aspect analysed by the CARBON Pro Project

To assess the characteristics of agricultural and forest systems in the CADSES area, the project CARBON-PRO has been established. This project evaluates the sink capacity for CO₂ of arable land and forests. Best techniques and practices for the management are developed and shared. The project includes seven cross-border regions within the programme area. Partnership members are administrative regional bodies, large cities with forests, research centres and forest management bodies.

CARBON-Pro has started to develop a database for areas that are representative for Central and South East Europe. The most frequently occurring vegetation types like mountain forests, agricultural crop, grassland, and fast growing forests in agricultural areas have been analysed. The regional characteristic ranges of these vegetation forms have been investigated and were included in a database. Project partners in the selected areas have collected additional data about further characteristics of the areas, like soil or climate and elaborated which land use management methods and strategies are applied and foreseen. This database and the models are now disseminated to public authorities for further application of project results in planning activities.

The final objective of the project is to use the collected data for models of carbon cycles taking into account agricultural and forest resources. The project will provide information on carbon balances and encourage the introduction of carbon credit systems to achieve closed carbon cycles and to support carbon cycle accountancy mo-

dels as they were proposed by the Kyoto Protocol. In the project, different possible scenarios for carbon accounting will be developed.

The results will be implemented as pilot actions into planning documents produced by public authorities of the CADSES area. Their integration into local Agenda 21 processes is also envisaged. The developed strategies and plans for best management practices are also open for usage in other EU regions.

Quo vadis agriculture? Examining the link between agriculture and climate change

Despite some efforts to reduce green house emissions, the first effects of global climate change can already be perceived in Europe. Indicators hint at rising temperature levels in sensitive regions. In the Alps, glaciers have been shrinking for some decades which is regarded as one sign of a temperature increase and changing precipitation patterns in the region. Future scenarios for the climate in Central and South Eastern Europe predict hotter and drier summers and milder, wetter winter seasons.

As agriculture will be affected most severely by the climate change – not only do we have to adjust farming methods to the new conditions – agriculture itself has to fulfil its share to reduce emissions which harm the climate and to provide fuels coming from renewable energy sources. The CADSES project ACCRETE promotes knowledge transfer concerning the interdependencies between agriculture and climate change between ten scientific institutions and administrations from six countries. The focus of the project is to raise awareness concerning the link between climate change and agriculture. Its partners are about to sign a transregional declaration of intent stating that their research and activities support sustainable agriculture. Some of the project's results will be particularly addressed at farmers: A DVD is developed by the project to promote a code of attitude for farmers showing how they can reduce their green house gas emissions.

Networking to Promote Renewable Energies and Sustainable Development

Concepts for renewable energies are often embedded in a more comprehensive framework, for example within Local Agenda 21 processes, which develop far reaching environmental strategies for towns and regions.

The aim of the project C2ENET is to create a network between different partner municipalities working on environmental strategies. C2ENET especially addresses project partners in the new Member States of the European Union, coming from small- and medium-sized towns and municipalities which have little experience with EU legislation

concerning local environmental protection measures so far. They often require knowledge regarding EU and national legislation and the impact of these regulations on the municipalities. The project provides a platform to share knowledge and to profit from the involved old Member States' know-how regarding various environmental issues, like energy efficiency, waste management and wastewater treatment. Among others, during the course of the project a visit of the C2ENET project partners to the European Centre of Renewable Energy in Güssing (Austria) resulted in a co-operation agreement between Güssing

and the C2ENET partner Vsetin. Moreover, a booklet titled "Energy Efficiency and Renewable Resources" was compiled including different approaches of the projects' regions with regard to energy. The five project examples from the CADSES programme illustrate how transnational co-operation can contribute to fostering the use of renewable energies and to analyse the impacts of climate change. Today and in the future, such joint processes of knowledge transfer and knowledge development will play an increasingly important role in solving global environmental problems.



In some European regions the local climate is changing and agriculture has to adapt to the new conditions. ACCRETe analyses the interdependences between climate change and agriculture.







Integration of solar cells into a building

Energy as a new area of intervention in the programming period 2007-2013

The new programming period 2007-2013 reflects the growing relevance of a structural change in the energy sector even stronger than before: both CADSES follow-up programmes have dedicated an own area of intervention to energy-related topics. In the CENTRAL EUROPE Programme this is area 3.3 "Supporting the use of renewable energy sources and increasing energy efficiency." The risk of climate change is covered by area 3.2 "Reducing risks and impacts of natural and man-made hazards". In the SOUTH EAST EUROPE programme the area of intervention 2.4 "Promoting energy & resource efficiency" specifically deals with topics concerning energy and resource efficiency. For further details, please, refer to the Operational Programmes of CENTRAL and SOUTH EAST EUROPE.

CADSES Projects covered in this article

	Project Acronym	Full Project Title	Partner Countries Involved	Website/Contact
	CER2	Central European Cluster for Energy from Renewables. NETwork	AT, CZ, DE, HU, PL, SI, SK	www.cer2.net
	BETTER	Biofuel chain enhancement for territorial development of European regions	BG, GR, HU, IT, PL	Province of Forlì, Massimiliano Strocchi, massimiliano.strocchi@provincia.fc.it
	CARBON Pro	Carbon balance drafting and new resources management tools according to the Kyoto Protocol	IT, AT, DE, GR, HR, HU, SI	www.carbonpro.org
	ACCRETE	Agriculture and climate change: how to reduce human effects and threats	CZ, DE, GR, IT, RO, SI	www.accrete.eu
	C2ENET	Central Europe Environmental Net	AT, CZ, HU, RO	www.smocr.cz/en/projects/c2enet/default.aspx

For further information on the projects please refer also to the CADSES Project Book. Download is available at www.cadses.net.

Fast, efficient and sustainable – Development corridors, transport and logistics in CADSES

Accessibility and an efficient transport infrastructure are important factors facilitating economic development. One tangible outcome of the process of European integration is the improvement of the continent's transport network. However, harmonisation between the EU Member States and Non-Member States is still needed to enhance the quality of trans-European corridors. The CADSES Programme funds various projects which are aimed at improving transport facilities and the accessibility of urban and rural areas in Central and South-Eastern Europe. The approaches towards this goal are manifold: some projects like A-B Landbridge, EU-CORE III or ED-C III, and SIC! or TECNOMAN Perspective concentrate on one or several of Europe's transport and development corridors. The project IMONO-DE focused on the integration of Neighbourhood countries via multi-modal transport of goods. Other projects, for example RairDev, worked on establishing networks regarding one means of transport, such as air travel. Moreover, projects such as I-Log, CORELOG, INTERIM or CITY PORTS developed innovative IT solutions to improve transport logistics.

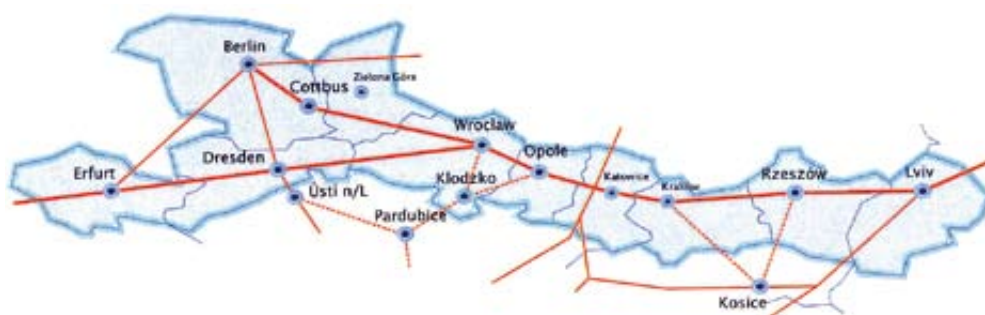
Due to the former split into two separate economic and political systems before 1989, parts of the CADSES space lack behind regarding a modern and efficient infrastructure. Particularly urban centres and regions in the East of the CADSES space have a low connectivity and are not well integrated into the metropolitan European network of transport corridors so far. According to the European Spatial Planning Observation Network (ESPON), improving their accessibility are main challenges for the European integration. East–West and North–South connection need to be strengthened as well as interregional transport networks between node cities and their outskirts.

Improving the accessibility of urban centres and rural regions in the East of the CADSES space is one of the main challenges of European integration

Since ancient times, trade routes have played an important role in the development of towns and settlements. Node cities, i.e. towns where two or more trade routes met, grew and prospered economically and became gateways to their hinterlands. Some of today's transport corridors are still based on those ancient trade routes.

Others lost their importance after the beginning of the cold war and the division of Europe into two political and economic blocks. Some of these historic transport corridors regained importance with the dissolution of the former communist systems and the recent EU enlargement.

One prominent example is the former Via Regia, corresponding largely with the pan-European Transport Corridor III which connects Kiev and Lviv in Ukraine with Wrocław in Poland and Berlin, Dresden and Leipzig in Germany. In ancient times the Via Regia continued even further to France and Northern Spain. The CADSES project ED-C III Via Regia aims at developing a strategy for spatial development along this corridor. Sixteen cities and regions from Germany, Poland, the Czech Republic, Slovakia and Ukraine are involved in the project. The project region includes about 30 million inhabitants and is of major importance for the future development and further integration of the European Union and its neighbours. This project's main achievement is the creation of scenarios for further developing the project region along the transport corridor. Central questions were, for example, how node cities and metropolitan areas could



The project area of ED-C III - Via Regia



As world trade is increasing, intermodal transport chains gain importance.

be strengthened and how connections to other corridors and border regions as connecting interfaces could be improved. A tangible result of the project is the preparation of investment measures.

Similar to the ED-C III project, the EU-Core III project is also working on improved infrastructure and development along the pan-European Transport Corridor III. The project aims at improving and harmonising economic and infrastructure development along the corridor. As a major result EU-Core III established an information and qualification network of relevant actors within the project region.

A further, frequently neglected transport relation is the North-South axis from the Baltic Sea to the Adriatic coast. The project A-B Landbridge's aim is the improvement of transport corridors between the Baltic Sea and the Adriatic Coast. Special attention has been paid to the establishment of inter-modal transport chains between Northern Europe and the Mediterranean and their linkage to the global markets. The project is compiling a pre-feasibility analysis for the land bridge connection by means of investment in sustainable transport modes, especially sea and rail. Three land bridge corridors are analysed in the project, which connect Baltic harbours via railway with the Adriatic coast. Their current and expected future modal supply and demand for 2020 is analysed based on logistics considerations and spatial planning scenarios. In addition, the project works on establishing an institutional setting for future collaboration and policy recommendations.

The project PLANET CENSE is also investigating potential improvements of rail infrastructure connecting the Baltic with the Adriatic Sea, serving as „backbone“ strengthening the development of metropolitan networks in Central and South-East Europe.



Adriatic-Baltic Landbridge - Intermodal Corridors (rail, road, inland waterways)

Developing the infrastructure for a new European economic core region

The central aim of SIC!, a CADSES project which was implemented between 2003 and 2006, was to develop a master plan for infrastructure development and investment for the pan-European Corridor IV, which leads from Berlin via Prague and Vienna to Bratislava and Budapest. The planning includes passenger and cargo



Transport Corridors analysed by the IMONODE project

transport on rail and road. The trade-off between different means of transport was optimised by the project. The project's main intention was to contribute to the establishment of a second economic core area in Europe besides the London, Paris, Munich, Milan axis (the so called "Blue Banana" of the EU). Particular attention was paid to the financial aspects of infrastructure development in a private-public partnership framework. After an analysis of the development opportunities, the project worked on a programme for a sustainable, transnational, inter-modal infrastructure. Moreover, a data base was set up covering relevant projects for improving infrastructure and development in the area to increase the transparency of ongoing programmes and projects. Feasibility and potential effects of a high speed passenger train network in the project area were other aspects the project dealt with.

Particularly for small and medium-sized enterprises, access to logistics is vital to be present on the world market. Several CADSES projects work on IT solutions to improve logistics for these companies. Innovation in this field enhances competitiveness

The project TECNOMAN Perspectives aims at setting up strategies for the development of demand- and future-oriented business location development in TEN and TINA node regions. Partners from eight countries are involved in the project and work on a more efficient use of public funds in the field of integrated spatial development concepts.

A central aim is to link existing infrastructure with business development and to develop integrated spatial and development strategies for functional agglomerations. Therefore, key elements for business location development are identified and political options and recommendations at regional as well as European level are elaborated. The project's results were for example included in the city development plan of Vienna.

The project GILDANET promotes ICT solutions for inter-modal transport. It is to tackle the current problem that the available IT systems are frequently not able to fulfil the needs of transnational inter-modal transport chains. The project is working on the establishment of reference architecture for logistics at European level.

The project IMONODE is concerned with freight transport in South Eastern Europe with a special focus on rail transport. The project aims at improving the efficiency of cargo transport and, particularly, the accessibility of the European Corridors V and X. The project assessed the available infrastructure and identified transport bottlenecks, particularly regarding terminal operation along the inter-modal transport chains. For this, an inventory and assessment of existing modal and inter-modal terminals, infrastructures and services in the project area was elaborated. Solutions for terminal enhancement were sought and case studies for successful terminal development were made. Moreover, model scenarios for future development and transport demand expected in 2015 as well as for the potential of inter-modal transport development were set up.

The aim of the project Redecon is to develop a tool enabling public planning departments to analyse and simulate different kinds of policy measures and their spatial impacts. Particularly know-how transfer from old to new Member States and accession countries are to be achieved. Therefore, the project develops a GIS-based, cross-border, strategic information system. This tool shall help companies to find their ideal location for business development - particularly in Austrian, Italian, Slovenian, Hungarian, Croatian border regions.

A pilot project was set up in Emilia Romagna. It defined efficiency logistics criteria for location and settlement of companies and offered transport and logistics services to companies in that region.

Improving accessibility and linking regional airports

Compared to decentralised train connections, airports and air connections are centralised on a few locations. So far, air travel is over-centralised on a few big airports. The CADSES project RAIRDev works on the establishment of a new network of eight small airports all over Europe. The aim of the project is to foster the development towards a more balanced network by improving the existing infrastructure and connections. RAIRDev helps to ease access to the regions where the involved airports are located and will reinforce the competitiveness of the environs of these airports. In this process, EU members are involved as well as external countries and partners from all stakeholders related to air transport, airport development and operation, and associated regional economic development. The project focuses on strengthening an integrated and sustainable regional development based on the creation of a flexible air transport system. One of its activities is the establishment of a European Regional Airports Network (ERAN) and an observatory for airport regions. The transna-

tional network helps elaborating priorities for the individual airports. Common policies and strategic planning, e.g. marketing measures, are developed going beyond the extent an individual airport could implement on its own. By creating new air connections and promoting regional airports as advantages of business locations for future enterprise settlements, the project will contribute to regional development and territorial cohesion, and provide access to pan-European Corridors and networks. An efficient multi-modal transport system could be achieved by strengthening regional airports.

IT for efficient and sustainable transport

Logistics has taken over the role of a strategic instrument important for generating economic growth and development. Particularly for SMEs, access to logistics has become vital to be present on the world market. Depending on the region, the access is often not as good as it could be. Moreover, the intense use of logistics and transport chains also implicates problems, like waste of energy, negative impacts on the environment and health of the population.

The CADSES project I-Log established innovative services in the fields of transportation and logistics and addresses both challenges: the project supported SMEs' competitiveness and also took care of the environmental impact that the measures proposed will have on the environment.

I-Log equips SMEs with logistics interfaces which reduce the information gap between themselves and specialised logistics operators. Twenty-three partners from seven countries are involved in the project. Another positive effect of this project is the improvement of industrial relations between the partners and countries involved.

RAIRDev establishes networks and new connections between eight regional airports.





Typical inner urban rush hour. City Ports improved logistics in cities and contributed to traffic reduction.

The CADSES project CORELOG also aims at improving logistics in the project regions in order to reduce the impact of transport on the environment. The project helped to establish policies which improve transport systems and foster economic development. Transnational strategic guidelines for the implementation of sustainable freight transport were set up through public-private coordination. Companies' needs regarding logistics and supply chain management were analysed and it turned out that meeting these needs often also reduces transport related environmental impacts. For example by introducing a round-trip-system, transport costs for a car manufacturing company could be reduced by 37 %.

The CADSES project INTERIM aims at the integration of inter-modal transport into spatial planning and regional development concepts - particularly regarding the integration of neighbouring countries into

the European Market. The project demonstrated how this could be achieved by means of some selected inter-modal transport chains connecting rail, inland waterways, and harbour-hinterlands. First, the supply and demand of inter-modal transport services were elicited. By means of this analysis, responsible leaders of the project were able to define missing services and links and to make recommendations. In the next step, new inter-modal concepts and IT instruments were provided to support the integration of business-to-business and administration-to-administration by an inter-modal integration and information IT platform. Moreover, the project developed concepts for inter-modal liner services and harbour-hinterland connections. Conclusions and experiences from this project can be generalised and also be used in other countries and other integration fields. Not only logistics between cities and their surroundings, also transport on short distances within cities has to be improved.

The project City Ports was concerned with transport-related problems in inner urban areas: Reduction of traffic congestions, noise and air pollution resulting from the often inefficient "last mile" of transport chains. Particularly small- and medium-sized towns took part in the project and reorganised their urban logistics. The project contributed to reduce urban traffic by means of better and more efficient freight transport networks in the towns involved in four different countries. Improved distribution routes were set up, supply chain and traffic management were optimised and low emission vehicles were promoted by City Ports, so that the project can be regarded as one step towards an improvement of the quality of life in inner urban areas.

Transport Corridors and Logistics in the CADSES Follow-up Programmes 2007-2013

Transport corridors and multi-modal transport logistics are again major topics in the CADSES follow-up programmes 2007-2013. In the CENTRAL EUROPE Programme, the area of intervention 2.1., "Improve Central Europe's Interconnectivity" and 2.2 "Develop multi-modal logistics co-operations" cover these issues. In the SOUTH EAST EUROPE Programme the measures 3.1 "Improve coordination in promoting, planning and operation for primary & secondary transportation networks" and 3.3 "Improve framework conditions for multi-modal platforms" are dealing with transport topics.

CADSES Projects covered in this article

	Project Acronym	Full Project Title	Partner Countries Involved	Website
	CONSPACE	Common Strategy Network for Spatial Development and Implementation	AT, HR, HU, IT, SI	www.conspace.info
	ED-C III	European Development Corridor III "Via Regia"	CZ, DE, PL, SI, UA	www.edc-viaregia.eu
	IMONODE	Efficient Integration of Cargo Transport Modes & Nodes in CADSES Area	AT, HR, GR, IT, SI	www.hit.certh.gr/imonode/
	INTERIM	Integration in the intermodal goods transport of non-EU states: Rail, Inland / coastal waterway model	AT, BG, HR, DE, RO, RS	www.tfh-wildau.de/interim
	SIC!	SUSTRAIN Implement Corridor	AT, HR, CZ, DE, HU, IT, PL, SI	www.sustrain-ic.net
	TECNOMAN Perspectives	TEN and Corridor Nodes Position Management Network - perspectives	AT, CZ, DE, GR, HU, PL, RO, RS	www.tecnoman.net
	A-B Landbridge	Adriatic-Baltic Landbridge	AT, CZ, DE, IT, SI, PL	www.ablandbridge.eu/
	EU-Core III	Harmonisation of Economic and Infrastructure Development in the Pan-European Transport Corridor III	DE, PL, UA	www.eu-core3.pl
	REDECON	Regional Development Along Corridors and Nodes	AT, HR, HU, IT, SI	www.redeconproject.net
	Rairdev	Regional Airports Interaction for Regional Development	DE, GR, HU, IT, RS, SI, UA	www.regional-airports.eu
	I-Log	Industrial Logistics and Inter-modal Transport for SMEs' Development	AT, DE, GR, HR, HU, IT, RO	www.i-log.org
	GILDANET	Global Integrated Transport Logistics Data Network	AT, GR, IT, SI	www.gildanet.net
	CORELOG	Coordinated Regional Logistics	AT, GR, HU, IT, PL, SI	www.corelog.eu
	CITY Ports	A city net following a coordinated approach to develop feasible and sustainable city logistics solutions	AT, GR, IT, SI	www.cityports.net
	Planet Cense	Planners Network for Central and South East Europe	AL, AT, BA, BG, CZ, DE, GR, HR, HU, IT, PL, RO, RS, SI, SK	www.planet-cense.net

For further information on the projects please refer also to the CADSES Project Book. Download is available at www.cadses.net.

Navigation under control – Uniform navigation standards on Europe's waterways

Rivers and channels are lifelines of Europe. Rivers, such as Elbe, Oder, or Danube, have been used as trade routes for goods since ancient times. Today, the importance of waterways for transport is even increasing as international trade is growing. Moreover, transport on rivers and channels is generally regarded as more environmentally friendly than road transport. With the introduction of innovative IT solutions for navigation, transport on rivers becomes safer and more efficient. The CADSES Projects D4D and DANewBE Data illustrate how state-of-the-art IT solutions can contribute to transport safety by developing cross-border navigation systems on the Danube.

The Danube is one of the most important European trade routes. One specific characteristic of the river is the multitude of countries located along its banks. The Danube provides access for and to the growing markets of Central and Eastern Europe. Together with the Main-Danube channel the river links 14 countries. According to estimations of via donau, the company in charge of the Danube in Austria, the transport volume is expected to grow from 10 million tons in 2000 to more than 15 million tons in 2015. To become a safe and efficient alternative to rail and road transport internationally unified river information systems (RIS) are needed assisting the captains of vessels on the river. In 2001 the European ministers of transport

decided on their conference in Rotterdam to implement harmonised river information systems on all major European Rivers. Their goal was to introduce river information systems which help to improve traffic management on inland waterways and to further develop interfaces with other means of transport.

As early as in 1997, the GIS Forum Danube, a close cooperation platform between many waterway authorities along the river, started an intensive knowledge exchange and began to integrate river related geographical data from Germany, Austria and Slovakia. Later also institutions from Hungary, Croatia, Romania, Serbia and the Ukraine joined the GIS Forum. In 2001 the CADSES project D4D started as project cooperation between Austria and Germany. In its follow-up project, DANewBE Data, institutions from countries on the lower Danube also became involved as project partners.

The main objective of D4D and DANewBE Data is the provision of IT tools for navigation on the Danube. These projects established the basis for an exchange of electronic data between responsible waterway authorities

The Danube - one of the most important European transport routes





Installation of a IALA beacon near Bad Abbach

The main objective of both projects is the provision of IT tools for navigation on the Danube. Within the projects a network between different national geographic information systems has been established, so that exchange of electronic data between responsible waterway authorities became easier. All river-related data is now stored in a database which has been distributed to the participating countries. In addition, several flight surveys provided new and updated geo related data.

One of the project's outcomes is a number of digital navigational charts of the Danube. They are in compliance with the European Inland Electronic Chart Display and Information Systems (ECDIS) standard, the only standard accepted by all relevant inland navigation platforms. Digital navigation charts help to ease navigation on rivers as the position of vessels can directly be displayed on a map when used with a positioning system like GPS. Within the GIS Forum Danube it was decided to set up augmentation beacons according to IALA (International Association of Lighthouse Authorities) recommendation.

"For maritime navigation a normal GPS signal might be sufficient, however this is not the case for navigation on rivers. GPS usually works with an accuracy of 5 metres which is not precise enough for inland navigation, so the skippers have to be provided with an additional signal to improve the accuracy of the system", explains Markus Schedlbauer.

This augmentation signal - the so-called differential GPS signal (dGPS) - is provided by additional beacons which are installed along the river. With a dGPS signal the position can be determined with an accuracy of 1-3 meters even at night and in foggy conditions.


In the course of project development, a network plan with possible positions of beacons for the dGPS signal was designed, based on experiences made in Germany. It showed that it is possible to cover the complete Danube with only six beacons. "With the transnational co-operation an efficient coverage of the whole river can be achieved and redundancies - that means areas covered by two or more beacons from different countries can be avoided," Markus Schedlbauer points out the advantages of the project. As 300 beacons like these are operated worldwide in many other countries all over the world compatibility can also be reached between inland and maritime navigation. Moreover, once the system is established along the Danube it can be easily transferred and adjusted to other rivers.

The DANewBE Data project continues the work of D4D and extends the range of the Datawarehouse also to countries and waterway authorities of the new EU Member States Romania and Bulgaria and other neighbouring countries located on the lower Danube. The DANewBE Data project ends in December 2007.



Network coverage of the Danube with six IALA beacons

CADSES Projects covered in this article

	Project Acronym	Full Project Title	Partner Countries Involved	Website
	D4D	Digitally Advanced New Cross-Border Exchange of Waterway Data	AT, DE	www.d4d.info
	DANewBE Data	Data Warehouse for Danube Waterway	AT, BG, DE, HR, HU, RO, RS, SK, UA	www.gis-forum.org

For further information on the projects please refer also to the CADSES Project Book. Download is available at www.cadses.net.

Optimising settlement structures – Projects promoting polycentric development in CADSES

What kind of settlement structures do we wish to have in Europe? How can growing disparities between urban and less populated rural areas be avoided and moderated? Frequently described scenarios are those of depopulated rural regions, whereas urban and metropolitan regions experience growth and outpace the development of their rural counterparts.

Not only the urban-rural differences give reason for concern. Also the concentration on one economic core region in Europe is regarded as one-sided and does not acknowledge the potential of other regions – particularly those located further in the East of Europe. The intention of several CADSES projects is to promote polycentric development particularly in Central and South East Europe and to contribute to the formation of a second economic core region in Europe. The aim is a more sustainable and less polarized spatial development by linking urban centres and rural areas in CADSES.

“The economic potential of all regions of the EU can only be utilised through the further development of a more polycentric European settlement structure”, states the European Spatial Development Perspective – one of the most influential papers dealing with the future development of the European territory. The Polycentricity Scoping Study by Hague / Kirk (2003) provides a simple definition of the notion of polycentricity: “a polycentric settlement pattern is one with many centres and nodes, not just one large metropolis dominating everywhere else. It means connecting different villages, towns and cities into networks.”

One characteristic of the settlement structure of Central and South East Europe is that it includes only few big cities and densely populated areas but a large number of small and medium-sized towns.

This concept implicates various aspects, such as increasing competitiveness, access to green areas, harmonious joint development, access to facilities of towns as well as social interaction. It should help to overcome the outdated dualism between the city and the countryside and should thus strengthen the partnership between metropolitan areas, smaller towns and rural regions. Improving this partnership offers benefits to the regions as a whole. Cooperation between smaller urban centres in less densely populated areas might result in functional complementarities and can improve access to public services and increase the quality of life.

One characteristic of the settlement structure of Central and South Eastern Europe is that it includes only few big cities and densely populated areas but a large number of small and medium-sized towns.

Compared to dominating cities, like Paris and London, of countries in Western Europe or major urban agglomerations like the Ruhr area, the CADSES space includes only few large metropolitan areas. Their structure of settlement is more dispersed. Regarding the settlement structure as it is proposed in the European Spatial Development Perspective this provides good initial conditions for establishing processes towards a sustainable and polycentric development.

Particularly projects of measure 1.2 of the CADSES programme “Shaping urban development, promoting urban networks and co-operation” work in the field of polycentric development. These projects explore the potential of regions for a balanced development and propose measures to make use of their development potential.

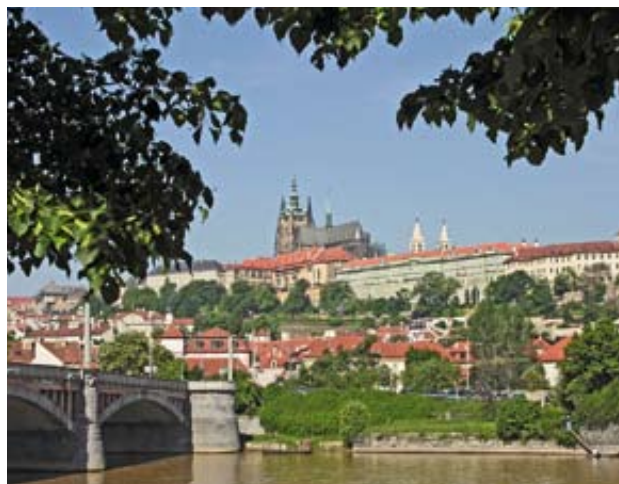
Examining potentials for a new economic integrating zone in the CADSES territory

At a European scale, polycentric development can be regarded as a counterweight to excessive concentration on one European core region. This core-periphery model, which is often referred to as pentagon or blue banana, including the London-Milan Axis, is frequently regarded as the only “zone of global economic integration” in Europe. In this context approaches focusing on polycentric development means that the competitiveness of other European regions is to be enhanced, too.

The aim of the RePUS project is to build Regional Polycentric Urban Systems and to contribute to strengthening an emerging Potential Economic Integrating Zone (PEIZ) based on small to medium-sized



Meeting of the RIMED project in Tirana



Prague is one of the cities which could belong to a new potential economic integrating zone

cities, particularly in the new Member States of the European Union, such as the Czech Republic, Hungary, Poland and Slovenia. The experience brought in by the old Member States Austria and Italy is to help in this process.

The first step is to identify the potential of regional urban systems, their functional roles and hierarchies - also in a European context. Therefore, the RePUS project analysed settlement systems and conditions on the labour markets in the countries involved. This made it possible to identify small- and medium-sized cities which could act as potential regional capitals. These so-called Functional Urban Areas (FUA) are crucial for the approach of the RePUS project. Small towns can play an important role in the process of establishing links between urban and rural areas. The aim of REPUS is to strengthen the effectiveness of urban policy and to develop integrated urban systems to overcome the legacy of inherited urban structures.

The project's strategic long-term target is the establishment of a PEIZ based on polycentric urban development. Therefore, the project analyses opportunities and conditions existing in the project region and determines whether the hypothesis to establish a new economic integrating zone is feasible.

Analysis of the changing spatial structures in South East Europe

The changes during the period of political and economic transition in the 1990s had a huge impact on South East Europe. This is also reflected in spatial structures and the adjustment of spatial develop-

ment approaches. Barriers to regional cooperation can still be found and the impact of the European Union on regional integration in South East Europe has to be analysed. The main aim of the RIMED project is to promote development and regional integration through the promotion of polycentric and synergic development of urban centres.

Four medium-sized cities, Sofia, Skopje, Tirana and Thessaloniki, are involved in the project. Changes in the economic structure, in land use policies as well as in urban, social and technological infrastructures in the cities were evaluated, based on a special survey and secondary data collection. The scientific team of the RIMED project elaborated a comparative SWOT analysis of the four metropolitan regions of the project. Forces of change and interaction were examined during this process.

The main aim of the RIMED project is to promote development and regional integration in South East Europe through the promotion of polycentric and synergic development of urban centres.

This analysis provided the basis for the development of an action plan, presenting key elements for polycentric development in South East Europe. Among others, a report about the impact of greater interaction between Sofia and Thessaloniki on small intermediate cities was elaborated. Moreover, key investment proposals were made for all four cities.

Beyond the scale of the cities involved, a synergic action plan for polycentric development in South East Europe was composed by the RIMED project.

Establishing a common and integrated polycentric development perspective

The approach of the POLY.DEV project emphasized the development and strengthening of the governance capacity of local and regional institutions regarding spatial planning. The project established a common polycentric spatial development perspective of old Member and new Member States of the CADSES area. Within the framework of the project, seven territorial analyses from the project regions were carried out. The project's central aim was to increase the skills and capacities of regional and local institutions in charge of land use and governance. The comprehension of EU national policies regarding spatial and territorial planning was improved. Moreover, the project dealt with the question how to coordinate decisions about the territory at different levels. A further benefit of the project was the establishment of a scientific network including various experts and institutions from the field of spatial planning development.

The situation of local trade and the utilisation of historic town centres are two factors playing a crucial role for the attractiveness of inner cities in a polycentric settlement structure. The projects VITAL CITIES and Hist.Urban address these issues.

As a final step, a discussion forum has been organised, where experts from the most relevant European institutions and programmes dealing with territorial planning were involved. The event was also an opportunity to mainstream the results of POLY.Dev at EU level.

The situation of local trade and the utilisation of historic town centres are two factors playing a crucial role for the attractiveness of inner cities in a polycentric settlement structure. The projects VITAL CITIES and Hist.Urban address these issues.

Retail Trade in Inner Cities and Historical Town Centres as success factors for polycentric development

The 1990s were characterized by a tendency that on the outskirts of towns new huge shopping centres were built which caused increasing traffic and land consumption. It illustrated the role of the retail trade for a well-balanced spatial development. While shopping centres outside of towns prospered, trade in many small and medium sized town centres suffered.

Aim of the project VITAL CITIES was to promote regional development and polycentric urban systems. The project was particularly concerned with the promotion of the settlement of retail trade businesses in inner urban areas instead of on the outskirts of towns. This should enhance the attractiveness of inner cities and to counteract the negative impacts of suburbanisation. As part of the project surveys among customers were conducted to find out about typical features of the consumer behaviour and case studies were elaborated. Also experience with retail trade in cross border regions were shared. More than twenty partners from seven countries were involved in the project. They organised events like "Retail Trade Forums" on local

Retail trade in inner cities instead of in the outskirts of towns is promoted by the VITAL CITIES project.





Historical centres of small- and medium sized cities, like here in Chisinau (Republic of Moldova), have a great potential for polycentric development.


level to set up networks. Within the framework of the project a comparative study of seven legal systems was composed. Finally, a strategy "CURTIS" (Comprehensive Urban Retail Trade Improvement strategy) and a European Charter "Network of Vital Cities" were established by VITAL CITIES.

Another project fostering a compact city structure of small and medium-sized towns is the project Hist.Urban. Historical city centres are an asset of towns which can enhance competitiveness. Central and East Europe is characterized by many small and medium sized towns with a historical built cultural heritage. The towns participating in the Hist.Urban project address the challenge to preserve this cultural heritage and use it at the same time for increasing their competitiveness. Seven of the partner cities even belong to the UNESCO world heritage. All involved project areas share the characteristic that they are located outside metropolitan areas. One central output of Hist.Urban is a manual for revitalisation of historical town centres which can be applied in other locations as well.

Polycentric Development in the CADSES Follow-up Programmes 2007-2013

In the CENTRAL EUROPE Programme area of intervention 4.1 „Developing polycentric development structures and territorial cooperation“ addresses this issue. In the SOUTH EAST EUROPE Programme the areas of intervention 4.1 „Tackle crucial problems affecting metropolitan areas and regional systems of settlements“ and 4.2 „Promote a balanced pattern of attractive and accessible growth areas“ cover, among others, polycentric development.

CADSES Projects covered in this article

	Project Acronym	Full Project Title	Partner Countries Involved	Website
	REPUS	Strategy for a Regional Polycentric Urban System in Central-Eastern Europe Economic Integrating Zone	AT, CZ, HU, IT, PL, SI	www.repus.it
	RIMED	Regional Integration and Metropolitan Development of South East Europe	AL, BG, GR, MK	http://www.seed-center.org/rimed/en_index.html
	Poly.Dev.	Common Best Practices in Spatial Planning for the Promotion of Sustainable Polycentric Development	BG, GR, IT, SI, SK	www.polydev.org
	VITAL CITIES	Consolidation of Polycentric Urban Systems through the promotion of the Settlement of Retail Trade Businesses in Inner Urban Areas	AT, CZ, DE, HU, IT, PL, RO	www.vital-cities.net
	Hist.Urban	Integrated Revitalisation of Historical Towns to Promote a Polycentric and Sustainable Development	AT, CZ, DE, GR, HU, IT, MD, PL, RO	www.histurban.net

For further information on the projects please refer also to the CADSES Project Book. Download is available at www.cadses.net.

Objective European Territorial Co-operation 2007-2013

“More growth and jobs for all regions and cities of the European Union” – this message will be at the heart of cohesion policy and its instruments between 2007 and 2013.

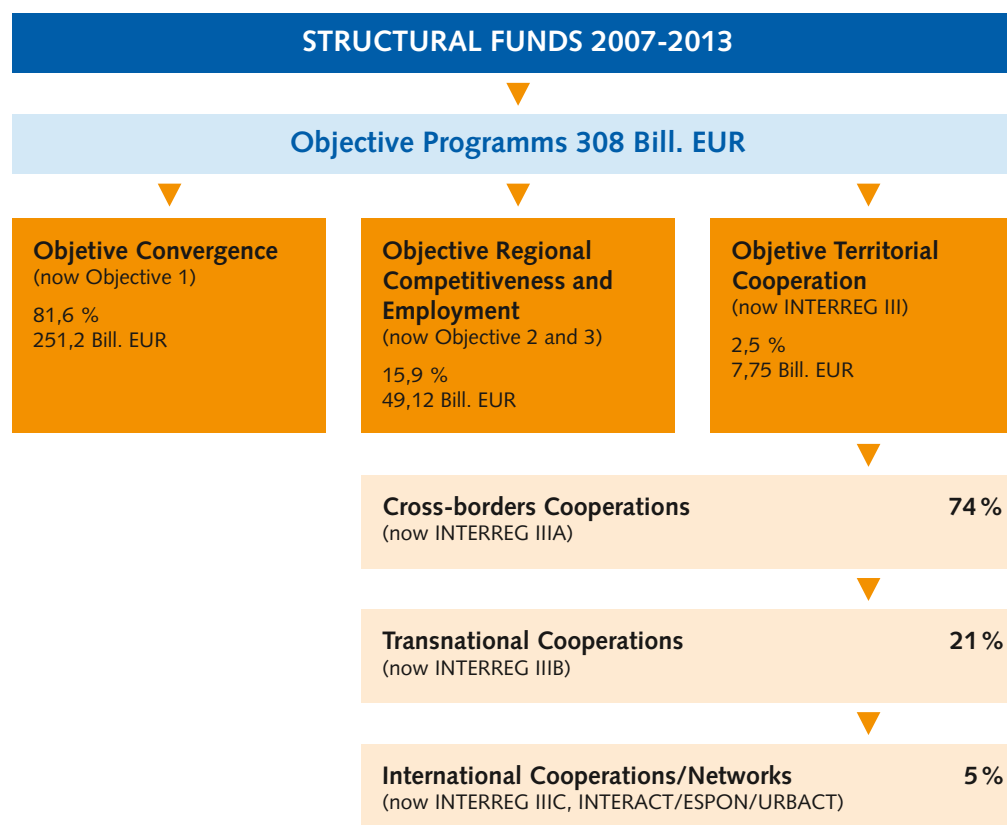
During that period, the greatest investment ever made by the EU through cohesion instruments will be worth 308 billion Euro in 2004 prices to support regional growth agendas and to stimulate job creation.

81.6% of the total amount will be concentrated on the “Convergence” objective, under which the poorest Member States and regions are eligible. In the remaining regions, about 15.9% of the Structural Funds will be concentrated to support innovation, sustainable development, better accessibility and training projects under the “Regional Competitiveness and Employment” objective. Finally, another 2.5% are available for cross-border, transnational and inter-regional cooperation under the “European Territorial Cooperation” objective. The diagram below shows the distribution between the different strands.

In comparison to the programming period 2000-2006 there are three major policy changes for Cohesion and Regional Policy. They are:

- ▶ A clearer focus on the renewed growth and jobs agenda
- ▶ A new architecture ensuring a modernised and more strategic approach
- ▶ Simpler and more efficient operations as, for example, the number of instruments has been cut from six to three; the new proportionality principle ensures less bureaucracy; the application of national eligibility rules rather than Community ones; and the Member States have more responsibility and are obliged to be more transparent about the funds' management.

Structural Funds Allocation 2007-2013



Source: Regulation (EC) 1083/2006

Structural Funds Regulations 2007-2013

The following list provides an overview of the Structural Funds regulations for the new programming period 2007-2013. They are available for download on the Inforegio website.

- ▶ Regulation (EC) No 1080/2006 of the European Parliament and of the Council of 5 July 2006 on the European Regional Development Fund and repealing Regulation (EC) No 1783/1999
- ▶ Regulation (EC) No 1082/2006 of the European Parliament and of the Council of 5 July 2006 on a European grouping of territorial cooperation (EGTC)
- ▶ Council Regulation (EC) No 1083/2006 of 11 July 2006 laying down general provisions on the European Regional Development Fund, the European Social Fund and the Cohesion Fund and repealing Regulation (EC) No 1260/1999
- ▶ Corrigendum to Council Regulation (EC) No 1083/2006 of 11 July 2006 laying down general provisions on the European Regional Development Fund, the European Social Fund and the Cohesion Fund and repealing regulation (EC) No 1260/1999
- ▶ Council Regulation (EC) No 1084/2006 of 11 July 2006 establishing a Cohesion Fund and repealing Regulation (EC) No 1164/94
- ▶ Commission Decision of 31 October 2006 drawing up the list of regions and areas eligible for funding from the European Regional Development Fund under the cross-border and transnational strands of the European territorial cooperation objective for the period 2007 to 2013
- ▶ Commission Regulation (EC) No 1828/2006 of 8 December 2006 setting out rules for the implementation of Council Regulation (EC) No 1083/2006 laying down general provisions on the European Regional Development Fund, the European Social Fund and the Cohesion Fund and of Regulation (EC) No 1080/2006 of the European Parliament and of the Council on the European Regional Development Fund.

For further information please refer to the Inforegio and the INTERACT website: http://ec.europa.eu/regional_policy, www.interact-eu.net

From the Neighbourhood Instrument 2004-2006 to IPA-ENPI 2007-2013

The first phase, 2004-2006 - The Neighbourhood Programmes

In June 2004, the European Commission issued the Neighbourhood Programme Implementing Guidelines. The New Neighbourhood Instrument enabled joint management of projects across EU external borders with different sources of funding: INTERREG (ERDF) on the EU side, Tacis, CARDS and MEDA outside. This gave birth to a series of „New Neighbourhood Programmes“ for the period 2004-2006 among others CADSES.

The second phase, 2007-2013 - Towards a single instrument for CBC across EU external borders

On 29 September 2004, the European Commission adopted two new proposals for regulations addressing regional development and cross-border cooperation for the period 2007-2013:

- ▶ The European Neighbourhood and Partnership Instrument (ENPI): to support action in East Europe and the Mediterranean
- ▶ The Instrument for Pre-Accession Assistance (IPA): for candidate and potential candidate countries.

These proposals were approved by two regulations:

- ▶ Council Regulation (EC) No 1085/2006 of 17 July 2006 establishing an Instrument for Pre-Accession Assistance (IPA)
- ▶ Regulation (EC) No 1638/2006 of the European Parliament and the Council of 24 October 2006 laying down general provisions establishing a European Neighbourhood and Partnership Instrument (ENPI).

These two instruments replace the numerous instruments of the previous period. Both instruments have a cross-border element for which complementary funding comes from the new European Territorial Cooperation Objective. Cross-border elements of ENPI and IPA include economic and social cohesion as well as external policy objectives

Visit the new website dedicated to the European Neighbourhood Policy at <http://ec.europa.eu/world/enp>

The CADSES follow-up programmes 2007-2013: CENTRAL EUROPE and SOUTH EAST EUROPE

The new programmes built upon the experience gained in CADSES

In the new Structural Funds Period (2007-2013), the current CADSES transnational cooperation area will be divided into two spaces: the Central Europe Programme (CENTRAL) and SOUTH EAST EUROPE. The new CENTRAL programme will include eight Member States (Czech Republic, parts of Germany, parts of Italy, Hungary, Austria, Poland, Slovenia and Slovak Republic) and one Partner State (Ukraine).

The proposed eligible area for SOUTH EAST EUROPE comprises Albania, Austria, Bosnia and Herzegovina, Bulgaria, Romania, Croatia, former Yugoslav Republic of Macedonia, Greece, Hungary, parts of Italy, Serbia, Montenegro, Slovak Republic, Slovenia, parts of Turkey, Moldova and parts of Ukraine. The Managing Authority and the Technical Secretariat for the CENTRAL EUROPE Programme is located in Vienna, the Managing Authority and the technical secretariat for the SOUTH EAST EUROPE Programme in Budapest.

Future priority areas and main features

The new Programmes have a focus on the Lisbon and Gothenburg objectives and the urban dimension. In general, four main priority areas have been identified for the next generation of transnational cooperation, based on EU Regulation (EC) No 1080/2006:

- Innovation
- Environment
- Accessibility
- Sustainable Urban Development

The Operational Programmes of the CENTRAL and the SOUTH EAST EUROPE Programme are available for download on www.cadses.net, section "New Programmes 2007-2013."

For the relevant EU regulations please refer to the special section in this issue of CADSES Results.

Christiane Breznik

City of Vienna, Austria

Managing Authority of the CENTRAL EUROPE Programme

What are the objectives for the next programming period, particularly regarding the work of the MA CENTRAL EUROPE?

The objectives are manifold and go in different directions. On a content level, the aim of the new Structural Funds programmes, to fund projects as an answer to the Lisbon and Gothenburg objectives, should strongly be pursued in order to get to visible and result-oriented projects. As MA CENTRAL we will strive to prepare all necessary tools on a communication and technical level to allow both, the project partners as well as the accompanying programme bodies like the Member States and the JTS,

to be well-suited to implement the programme's objectives. The new objectives could lead to a slightly changed target group of project implementers which makes the new programme very interesting and challenging. On a technical level, in particular in the first two years we need to devote special time to project partners to regain their confidence for the new programme and make them acquainted with the change of location and the centralised administration. However, about the last point we are not so concerned because Vienna is managing the IIIC East programme that covers the same Member States as CENTRAL EUROPE.



Map of the CENTRAL EUROPE Programme Area

FAQs about CENTRAL EUROPE and SOUTH EAST EUROPE

What are the names of the new programmes?	CENTRAL EUROPE Programme	SOUTH EAST EUROPE Programme
What is the general objective?	Strengthening territorial cohesion, promoting internal integration and enhancing the competitiveness of Central Europe	To develop transnational partnerships on matters of strategic importance in order to improve the territorial, economic and social integration process and to contribute to cohesion, stability and competitiveness.
What are the priorities?	<ol style="list-style-type: none"> 1. Facilitating Innovation across Central Europe 2. Improving Accessibility of and within Central Europe 3. Using our environment responsibly 4. Enhancing competitiveness and attractiveness of cities and regions 	<ol style="list-style-type: none"> 1. Facilitation of innovation and entrepreneurship 2. Protection and improvement of the environment 3. Improvement of the accessibility 4. Development of transnational synergies for sustainable growth areas
Which countries belong to the eligible area?	9 countries: Austria, Czech Republic, parts of Germany (Baden-Württemberg, Bayern, Berlin, Brandenburg, Mecklenburg-Vorpommern, Sachsen, Sachsen-Anhalt, Thüringen), Hungary, parts of Italy (Piemonte, Valle d'Aosta/Vallée d'Aoste, Liguria, Lombardia, Provincia Autonoma, Bolzano/Bozen, Provincia Autonoma Trento, Veneto, Friuli-Venezia Giulia, Emilia-Romagna), Poland, Slovak Republic, Slovenia and parts of Ukraine (Volyn, Lviv, Zakarpattia, Ivano-Frankivsk, Chernivtsi)	17 countries: Albania, Austria, Bosnia-Herzegovina, Bulgaria, Croatia, FYROM, Greece, Hungary, parts of Italy (Lombardia, Prov. Autonoma Bolzano/Bozen, Prov. Autonoma Trento, Veneto, Friuli-Venezia-Giulia, Emilia Romagna, Umbria, Marche, Abruzzo, Molise, Puglia Basilicata), Romania, Republic of Moldova, Montenegro, Serbia, Slovak Republic, Slovenia, parts of Turkey (Bati Marmara, Istanbul) and parts of Ukraine (Cjermovestka Oblast, Ivano-Frankiviska Oblast, Zakarpatska Oblast, Odessa Oblast)
What is the European Regional Development Fund (ERDF) Budget?	Around 246 million EUR	Around 200 million EUR
Which co-financing rates will be applied?	Up to 75% Austria, Germany and Italy Up to 85% Czech Republic, Hungary, Poland, Slovakia and Slovenia Rates of co-financing have to be matched with State Aid rules	Up to 85% for all participating EU Member States
Who can apply for funding?	Public authorities, public equivalent bodies and private institutions	To be specified in the Calls for Proposals
Where is the Programme Management located?	Vienna (MA and JTS)	Budapest (MA and JTS)
When can the first Call for Proposals be expected?	End of 2007 / beginning of 2008	Early 2008
Where can I get more information?	Website: www.central2013.eu Contact: info@central2013.eu	Website under construction More information: www.cadses.net (Section. New Programmes 2007-2013) Contact: +36 1 224 32 74, see.jts@vati.hu Kick Off event in December 2007 (tbc)

This section is based on the Operational Programmes of CENTRAL EUROPE and SOUTH EAST EUROPE and on information provided by the corresponding Managing Authorities.

Imre Csalagovits

VÁTI Kht., Hungary

In charge of preparation of the SOUTH EAST EUROPE Programme

What do you regard as the main achievements of CADSES so far?

Achievements of the programme are partly defined by the results of the projects supported. Among the CADSES projects one can find a number of best practices with real transnational character which are definitely worth to be taken on board for follow-up in the new programming period. Besides these project outputs and their positive effects, I see an additional value: the raising capability and willingness of the programme areas' institutions to take part in transnational cooperation. I believe that this rarely emphasized aspect of the programme has a long-term benefit for the CADSES area.

How do you assess the success of transnational cooperation, particularly in the new Member States of the EU?

Although it was not the intention of the programme, before the accession some of the CADSES projects could be regarded as means of "knowledge-transfer" from old to new Member States. This phenomenon is partly explainable by the limited funds available to new Member State partners before their EU accession in 2004. With the accession, the financial and "strategic" opportunities for a more balanced participation have already been improved resulting in an increased interest to participate in transnational projects. For the next

period it is expected that partners from the new Member States (now also including Romania and Bulgaria) will play a more active role and there will no longer be differences between the "old" and "new" Member States in terms of interest and "pro-activity".

What are the challenges for the next programming period 2007 – 2013, particularly in South East Europe?

If we have a close look at the programme area of the South East Europe space, the challenge is quite apparent: It is hard to imagine a real transnational project without involving non-Member State partners from the Balkan area. As half of the countries participating in the SOUTH EAST EUROPE Programme are in an accession or pre-accession phase, it is crucial to do all our best – both at EC-, partner state- and programme level – to secure financial means and all other support to the substantial involvement of external partners. If the new transnational projects will lead to tangible and visible results as a clear answer to the specific problems of the whole area, the programme could strongly contribute to the EU integration process of the Balkan area. In this sense results of the programme are not only of interest to the participating Member States and partner states but can also be very important for the entire EU.

Map of the Programme Area of the SOUTH EAST EUROPE Programme



Imprint and Contact

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Advancing Transnational co-operation



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