



Urban Empathy, Work Package 4, Phase 1

# Mediterranean Added Value – Common Priorities

Final report

## 1. Introduction

The aim of this report is to improve the coordination between the Mediterranean Transnational Cooperation programme (MED Programme) and ERDF as mainstream programme. The main focus of Work Package 4 (Phase 1) is to develop a set of propositions that focus on how to better promote the implementation and development of Sustainable Urban Models, to be included in the next programming period calls.

Additional aim is to improve the Mediterranean added-value of ETC projects by analyzing how to increase the Mediterranean added value of cooperation projects related to urban sustainability; by identifying common priorities, topics and procedures between several ETC programs and finally by evaluation of the transferability of results to other cooperation spaces (macroregional approach).

Conclusions of this report are based on Urban Empathy consultation approach which was done on three levels and involved experts and decision makers, working in the field of sustainable urban development from local, regional and national level:

- **Workshop sessions**

3 working sessions were organized where the members of Urban Empathy steering and scientific committee exchanged their experience and ideas about how to better align MED programme with mainstreaming programmes and how to find synergies between different ETC programmes. Approximately 30 experts were involved.

- **Structural dialogs**

About 40 decision makers from local, regional and national level were interviewed in the scope of work package 3 activities. Strategic issues, main barriers in the implementation of EU policies and priorities of the next period were identified.

- **High level seminars**

Structural dialogues were concluded by six high level seminars (HLS), organized in each participating country (Spain, France, Italy, Slovenia, Bosnia and Herzegovina, Greece). High Level Seminars were focusing on the existing European urban programmes, the future cooperation framework and mainstreaming. Results of urban projects in territorial cooperation during the programming period 2007-2013 were discussed and urban issues in cooperation for the starting programming period 2014-2020 were highlighted.

## 2. Urban Empathy Project

Urban Empathy is one of the 13 projects selected at the MED Programme **capitalization call**. The aim of this projects is to find strategies to capitalize MED projects results which are too often forgotten after the end of financing.

Urban Empathy focuses on the results of MED and other ETC programmes that are concerned with sustainable urban development. It builds on a project called **CAT-MED** during which a sustainable urban model (SUMO) was developed. It is a model of a Mediterranean city that brings together social cohesion and energy efficiency.

In 2011 the idea of SUMO was officially accepted by the majors of the cities which participated in CAT-MED project by the act of signing the so called Malaga Charter. Moreover an annex to **Malaga Charter** – the **Genoa Declaration** – was signed in 2014 by the same group of majors and also other presidents and representatives of the members of a platform that was developed during CAT-MED project.

One of the main ideas of Urban Empathy is to use already existing sustainable urban development project results of MED and other ETC programmes (many of them being pilot solutions for certain urban issues) and finance their large scale implementation within operational programmes.

In order to make this happen a direct link between projects of ETC programmes and decision makers who are responsible for the implementation of operational programmes is needed. Urban Empathies contribution to this link is a so called **SUMO toolkit**.

SUMO toolkit is a repository of already existing project results that can be capitalized in the future. Interviews with several decision makers from all the participating countries were conducted in order to find out what kind of tool would best suit their needs.

SUMO toolkit will be incorporated into CAT-MED platform whose existence is ensured in the Malaga Charter (municipalities have committed to financially support its maintenance and development).

## 3. Common priorities

### 3.1. EU strategy and common priorities (EU strategies and mainstreaming)

EU directives are the “driving force” of EU strategies and common priorities, defining concrete targets and exact timeframes for implementation. However, some definitions in directives do not address specifics of Mediterranean space; therefore it is difficult to apply them in the Mediterranean space.

Directives that directly or indirectly target urban development are:

- **Directive on the energy performance of buildings (EPBD)<sup>1</sup>**

The Directive on Energy Performance of Buildings was first published on 4 January 2006 and required Member States to enhance their building regulations and to introduce energy certification schemes for buildings. All countries were also required to have inspections of boilers and air-conditioners.

The directive was adopted in 2010 and confronted Member States with new tough challenges, especially moving towards new and retrofitted nearly-zero energy buildings by 2020 (2018 in the case of Public buildings) and the application of a cost-optimal methodology for setting minimum requirements for the envelope and the technical systems.

- **Energy Efficiency Directive<sup>2</sup>**

Energy efficiency directive establishes a common framework of measures for the promotion of energy efficiency within the Union in order to ensure the achievement of the Union's 2020 20 % headline target on energy efficiency. This directive also paves the way for further energy efficiency improvements beyond 2020. All Member States are required to use energy more efficiently at all stages of the energy chain – from the transformation of energy and its distribution to its final consumption. Energy Efficiency Directive helps removing the barriers and overcoming market failures that impede efficiency in the supply and use of energy and provides for the establishment of indicative national energy efficiency targets for 2020.

- **Promotion of the use of energy from renewable sources<sup>3</sup>**

Directive on the promotion of the use of energy from renewable sources establishes a common framework for the use of energy from renewable sources in order to limit greenhouse gas emissions and to promote cleaner transport.

Each Member State has a target calculated according to the share of energy from renewable sources in its gross final consumption for 2020. This EU target is in line with the overall '20-20-20' goal. Moreover, the share of energy from renewable sources in the transport sector must amount to at least 10 % of final energy consumption in the sector by 2020.

- **Directive on waste<sup>4</sup>**

Directive in waste establishes a legal framework for the treatment of waste within the EU. It aims at protecting the environment and human health through the prevention of the harmful effects of waste generation and waste management.

In order to better protect the environment, the Member States should take measures for the treatment of their waste in line with the following hierarchy which is listed in order of priority: prevention, preparing for reuse, recycling, other recovery, notably energy recovery, disposal.

Member States can implement legislative measures with a view to reinforcing this waste treatment hierarchy. However, they should ensure that waste management does not endanger human health and is not harmful to the environment.

- **Air quality directive<sup>5</sup>**

Directive 2008/50/EC entered into force on 11 June 2008 and includes the following key elements: merging of most of existing legislation into a single directive with no change to existing air quality objectives; new air quality objectives for PM<sub>2.5</sub> (fine particles) including the limit value and exposure related objectives; the possibility to discount natural sources of pollution when assessing compliance against limit ; the possibility for time extensions of three years (PM<sub>10</sub>) or up to five years (NO<sub>2</sub>, benzene) for complying with limit values.

- **Water Framework Directive<sup>6</sup>**

Water Framework Directive entered into force on December 22nd 2000 and has twelve key aspects: coordination in international river basin districts; identification and assessment of surface water bodies at risk (cleaning up Europe's waters); managing the groundwater; managing artificial and heavily modified water bodies like reservoirs, canals and ports; assessing the economic value of European waters; monitoring programmes (taking the pulse on Europe's waters), setting a common scale for Europe's waters (intercalibration), reducing dangerous chemicals in Europe's waters; linking all EU Water legislation within a single framework; addressing floods, droughts and changing aquatic ecosystems; linking with the new Marine Strategy Framework Directive and public participation in River Basin management Planning.

**Action plans** are operational aspects of obligations defined in the EU directives, defining measurements, instruments and financial sources/schemes. Two examples of such action plans are “National Action Plan for Energy Efficiency” and “National Renewable Energy Action Plan” which are defined in respective directives and are mandatory for the Member States. In order to successfully implement them, action plans need to be efficiently monitored. Besides if common priorities (EU, MED or other macro-regional level) are to be reached, **political involvement** is needed

Other documents after Rio Declaration on Environment and Development that target urban development are:

- **Charter of European Cities & Towns Towards Sustainability. Aalborg. 1994<sup>7</sup>**

The **Aalborg Charter** is an urban environment sustainability initiative approved by the participants at the first European Conference on Sustainable Cities & Towns in Aalborg, Denmark. It is inspired by the Rio Earth Summit's Local Agenda 21 plan, and was developed to contribute to the European Union's Environmental Action Programme, 'Towards Sustainability'.

- **Aalborg+10 Commitments. European Conference on Sustainable Cities & Towns. Aalborg. 2004<sup>7a</sup>**

Ten years after the release of the Aalborg Charter, the 4th European Conference on Sustainable Cities & Towns was again held in Aalborg. Whereas the Charter was declaratory, the ten Commitments signify a more structured and ambitious approach. At the same time, the holistic nature of the Commitments allows decision-makers to adapt them to meet their own special local conditions.

In practical terms, the Commitments are effectively tools to be used in the strategic target-setting process. For example, signatories normally set time limits to achieve specific sustainability goals. A baseline review can be produced which can identify where it is necessary to set goals and strategies. The Commitments can then be further used to monitor the sustainability process.

- **Leipzig Charter on Sustainable European Cities. Leipzig. 2007<sup>8</sup>**

The Leipzig Charter is a step towards an agenda for a 'European large cities policy'. By adopting the document, the EU recognizes the important social, cultural and economic role that cities play.

The central message in the Leipzig Charter is the necessity of 'integrated strategies and coordinated action'. The necessity of an integral approach imposes requirements on the institutional setting in which the (European) large cities policy is enacted. All levels of government – local, regional, national and European – have an interest in healthy cities and share the responsibility for the success of cities.

- **White Paper on Transport<sup>9</sup>**

White Paper on Transport is a roadmap of 40 concrete initiatives for the next decade to build a competitive transport system that will increase mobility, remove major barriers in key areas and fuel growth and employment. At the same time, the proposals will dramatically reduce Europe's dependence on imported oil and cut carbon emissions in transport by 60% by 2050.

By 2050, key goals will include: no more conventionally-fuelled cars in cities, 40% use of sustainable low carbon fuels in aviation (at least 40% cut in shipping emissions); a 50% shift of medium distance intercity passenger and freight journeys from road to rail and waterborne transport; all of which will contribute to a 60% cut in transport emissions by the middle of the century.

- **EU Urban Mobility Package<sup>10</sup>**

With the Urban Mobility Package, the Commission reinforces its supporting measures in the area of urban transport by sharing experiences, show-casing best practices, and fostering cooperation; providing targeted financial support; focusing research and innovation on delivering solutions for urban mobility challenges; involving the Member States and enhance international cooperation.

The central element of the Urban Mobility Package is the Communication "Together towards competitive and resource efficient urban mobility". It is complemented by an annex that sets out the concept of Sustainable Urban Mobility Plans, as well as four Staff Working Documents on urban logistics, urban access regulations, deployment of Intelligent Transport System solutions in urban areas and urban road safety.

## 3.2. ERDF and ETC Programmes

European Territorial Cooperation (ETC) is central to the common European space, and a cornerstone of European integration. It has clear European added value: helping to ensure that borders are not barriers, bringing Europeans closer together, helping to solve common problems, facilitating the sharing of ideas and assets, and encouraging strategic work towards common goals.

European Territorial Cooperation covers three types of programmes:

- 53 cross-border co-operation programmes along internal EU borders.
- 13 transnational co-operation programmes
- The interregional co-operation programme and 3 networking programmes.

ETC programmes are financed by European Regional Development Fund (ERDF) which finances also objective convergence (modernizing and diversifying economic structures; creating sustainable jobs; stimulating economic growth; attention to urban, remote, mountainous, sparsely populated, and the outermost regions) and regional competitiveness and employment (innovation and knowledge economy, environment and risk prevention, access to transport and telecommunications).

In 2014 ETC programmes have entered into the new period (2014-2020). The former one lasted from 2007 till 2013.

### 3.2.1. MED Programme

MED programme is one of the thirteen transnational programmes of European territorial cooperation.

In the new programming period (2014-2020) transnational programmes keep their previous objectives (strengthening research in the field of technological development and innovations; supporting the transfer to low carbon society in all sectors; environment protection and fostering of renewable energy sources; sustainable transport and elimination of bottlenecks in main infrastructure networks). However in the new programming period transnational programmes have a new task - to support mainstreaming programmes.

Mediterranean 2014-2020 objectives are to promote the sustainable growth in the Mediterranean space and contribute to the MED macro region. The four priority axis of the new programming period are:

- Promoting Mediterranean innovation capacities to develop smart and sustainable growth especially by increasing transnational activity of innovative clusters and networks of key sectors of Mediterranean area.

- Fostering low carbon strategies and energy efficiency in specific MED territories, by rising capacity for a better management of energy in public buildings at transnational level, by increasing the share of renewable local energy sources in energy mix strategies and plans in Mediterranean territories and also by increasing the capacity to use existing low carbon transport systems and multi modal connections among them.
- Protecting and promoting Mediterranean natural and cultural resources which includes enhancing sustainable policies for a more efficient valorization of natural resources and cultural heritage and maintaining biodiversity and natural ecosystems through strengthening the management and networking of protected areas.
- Enhancing Mediterranean governance, especially by supporting the process of strengthening and developing multilateral coordination frameworks in the Mediterranean area for joint responses to common challenges.

### 3.2.2 Mediterranean Specifics

Mediterranean cities are **rich in their cultural heritage**. Together with mild climate, coastlines and landscapes this make Mediterranean the most popular tourist region in Europe. But cultural heritage can sometimes also be an obstacle. When buildings are to be renovated or rebuild certain regulations can significantly slow down the process. For example high seismic standards have to be followed during buildings renovation which makes renovations very expensive. It is very difficult to demolish a building and build a new one as **historical buildings are highly protected**. New constructions are often stopped due to archaeological findings. And not just the buildings themselves, also the **water and energy supply system renovations** are under the strict cultural heritage regulations.

As defined in CAT-MED project the classical Mediterranean city is **compact and complex in its uses and functions, besides the basic services can be reached without a car** Compact stands for the buildings being grouped together closely, creating a dense environment and sufficient population critical mass so that there is a high level of different activities taking place, and therefore transfer of information and relationship. Complexity goes hand in hand with compactness, representing the diversity of human activities that are located in different parts of the city.

That density of the city centres often means **huge challenges to the traffic management**. Traffic is dense and sometimes chaotic. To a great extent also due to a large share of private cars, while public transport is insufficient. A number of accidents is considerably high.



Apart from being dense many Mediterranean cities also face **expansion limitations**. Either by a coastline or inner landscape – the boundaries of cities are set.

Regarding the climate, Mediterranean is specific for very **low air quality** (hard particles are magnified by the proximity of Sahara desert) and **low need for heat (cooling is a priority instead)**.

**Financial constraints** tend to be higher in Mediterranean area as in the north of EU. About 40% of Mediterranean households are **low-income households** who are unable to participate in traditional refurbishment programmes. Due to their complexity, low-income households would require innovative financial approaches for implementation of energy efficiency measures. **High refuge surge** adds to the problem.

And going **beyond urban**, Mediterranean also means small and dispersed cities where local resources and local expertise are scarce. SMEs are therefore an important element in rural areas. They are the driving force of economic development and innovation. However, proper installment of production facilities is crucial for the quality of life of local population and environment protection.

### 3.2.3. Priorities of Sustainable Urban Development in Mediterranean

Mediterranean specifics are reflected also in urban development. Three main areas were identified: quality of life, smart city development and going beyond urban.

- **Quality of life**

The focus of Mediterranean cities should be on policies targeting people, especial **future generations**. Urban policies should be more innovative and less conservative. Education and training should be encouraged and centers of excellence should be enhanced.

There is also a high need for effective **immigration policies**.

Regarding environmental issues, one of the main challenges of Mediterranean cities is the **quality of air**. Contrary to received ideas, the wind does not blow the pollution away. What is more, the sun accelerates the transformation of ozone. Air pollution also constitutes an aggravating factor in global warming.

Apart from the air quality problem, Mediterranean cities should also focus on the management and prevention of **natural disasters** (floods, forest fires and earthquakes). Observation capacities, norms, technics and cooperation between stakeholders to reduce vulnerability of MED regions to natural risk should be

improved. At the same time climate change adaptation, risk prevention and management should be promoted.

Besides, there is a need to strengthen mechanisms for **controlling pollution** and **illegal construction** in protected areas and monitor compliance with the regulations.

- Smart city (energy, water, waste, traffic)

The main “sectors” of Mediterranean smart cities are energy, water supply, waste management and traffic. All of them (except for the waste management) are a great challenge to manage and develop (upgrade) due to the already mentioned cultural heritage protection.

Mediterranean has significant **innovation capacities** that can contribute to smart city development. Above all, business investment in innovation and research should be promoted. Besides, links and synergies between enterprises, R&D centers and higher education should be developed. To achieve those two priorities there is a need to improve innovation capacities, competitiveness and internationalization of SMEs confronted to international cooperation. Cooperation between actors (R & B) should be improved. The growth of sectors representing important job potential (blue and green sectors) should be strengthened. Social innovation in a context of strong economic crisis and tight public budget should be supported. Data should be open and available.

**Cooperation between administrations at different levels** (national, regional, local) should be enhanced. There is a need for “more coordination and less specialization” between policies to mitigate the differences between national and local priorities in terms of capacity and potential needs.

- Going Beyond Urban

A trend of exporting urban way of life into rural areas means a threat to a Mediterranean landscape which is quite unique and has to be exploited. Local products and services should be promoted. An integrated vision of rural and urban areas need to be developed – a vision that would maintain specific features of each one of them.

### Sustainable city as a heart of European initiatives

In the past programming period more focus was on agriculture. The only programme that focused on urban issues was CUIDAD Programme. In the new programming period sustainable urban development should be prioritized taking into account all MED specifics.

### 3.2.4. EU Targets in MED

As described before, there are certain EU directives and initiatives defining concrete targets impacting urban development. They also set the exact time frames for implementation with financial consequences for member states when targets are not met (EU 20-20-20 targets). However, some definitions in directives do not address specifics of Mediterranean space; therefore it is difficult to fulfill these obligations within Mediterranean space. Some of these are:

- Meeting EU air quality limits
- Energy efficiency targets (20% of energy savings by 2020)
- Use/share of renewable energy sources (20% share in electricity, heat and traffic, where traffic has obligatory 10% share by 2020)
- Retrofitting of old/public buildings (Share of buildings to be refurbished by 2020)
- Recycling and recovery targets in waste management (50% re-use and recycling from households and 70% re-use, recycling and other recovery of construction and demolition waste)
- Local (self-sufficient) agriculture in combination with semi-urban development

These targets are set by EU as part of common EU development strategy and should help all member states in achieving the same level of living comfort. As such they are needed and welcomed, but sometimes the “classical” approaches of achieving these targets do not fit well in Mediterranean space. Many of these approaches are insufficient to meet the desired effects, i.e. the templates of Action plans for achieving EU20-20-20 targets are too general and do not take into account the specifics of Mediterranean and other territories.

Therefore more region specific approach is needed with certain adaptation of methodologies and approaches to meet the common EU goals. And here the Mediterranean cooperation programme plays a major role. It takes the Mediterranean specifics and development priorities into consideration when paving the way for Mediterranean regions to meet EU targets.

However, this approach means the threat of hiding behind regional specifics when EU obligations have to be met. To avoid this, Mediterranean space needs adapted approach and not the exceptions to the rules. If exceptions are used for EU targets then obviously there is a high risk of everything being an exception in MED space because of the cultural heritage. On the other hand adapted rules ensure progress

whereas exception allows standstill. Regarding Mediterranean space, adaptations can be set for two levels:

- **Regional:** Targets are adapted to regional specifics. Priorities of cooperation programmes are based on regional specifics.
- **Local:** Transposition of EU directives to national legislation (i.e. National Action plans). Adaptations on local level and dealing with national particularities - national experts deal with appropriate transposition of EU directives.

## 4. How to better align MED project result to the mainstreaming programmes

Coordination of ETC programmes with mainstream programmes is gaining strategic importance and is also recognized in the MED Programme new programming period. In the consultation process that involved institutional representatives from European, National, regional and local levels and experts from different MED countries the following main obstacles to effective cooperation between ETC programmes and mainstream programmes were identified:

- A lack of strategic/integrated long-term visions:
  - Lack of knowledge and understanding of ETC Programmes' outputs and results.
  - Lack of evidence on the benefits of the ETC Programmes' projects in terms of local development.
- Institutional and operational bottlenecks:
  - The fragmentation of technical structures involved (this leads to a weak structural dialogue or communication between ETC and mainstream Programmes Managing Authorities).
  - The fragmentation of skills.
  - The lack of funds to integrate results of ETC programmes into regional development policies.
- Structural weaknesses of European Territorial Cooperation Programmes (no adequate mechanisms to foster mainstreaming during the project cycle).

Actions to tackle the above identified obstacles proposed in the consultation process are:

- To establish formal linkages between the programmes for example with dedicating a certain percentage of funds of the mainstreaming programmes to the implementation of practices coming from the ETC.
- Ensure effective and multilevel coordination mechanisms in each participating country and at transnational level by forming different permanent platforms (intra-sectoral and inter-governmental).
- Enhance the competences of ETC local stakeholders in local planning.

- Establish effective consultation mechanisms and appropriate involvement of all skills.
- Promoting trans-programmes dialogue and interaction by specifying resources and activities for inter-program linkage and for promotion of clustering.
- Improving evaluation, capitalization and dissemination of ETC added-value for local development.

## 4.1 Urban Empathy findings

### 4.1.1 Decision makers – the barriers they face and the needs they have

Decision makers face several different barriers when trying to implement sustainable urban policies. Those barriers could be classified as internal (or administrative), political and external.

**Internal barriers** include lack of institutional power, technical competence and management; lack of organization governance tools and regulatory (legislative) barriers like public procurement legislation and complexity of procedures.

**Political barriers** include lack of political will, long-term commitment, metropolitan governance, integration of environmental policies and consideration of sustainable development. It is difficult to evaluate the usefulness and relevance of public policies.

**External barriers** are the economic crisis, difficult acceptance from citizens, instruments unsuited to involve citizens, lack of communication, external competence (weakness of business environment).

Besides there is also lack of financial engineering and segmentation of production solutions and financing.

In order to successfully implement sustainable urban policies the **decision makers need:**

- Policies on urban renewal strengthen social cohesion
- Global, transversal, non-sectoral and multi-criteria approach
- Common priorities, long-term commitments, joint public and private sectors
- Link local dimension of policies to global issues
- Valorise public action

- Territorial scale: redefinition of adapted centralized / decentralized territories
- Work on urban demand rather than supply
- Strategic planning of actions and projects according to the needs of municipalities, and not based on available funding
- Increase participatory processes

Expectations of the **next programming period** of the decision makers in MED space are the following:

- Focus on urban renewal policies and in particular the energy renovation of buildings.
- Help the development of new business models to move towards a model of sustainable and healthy Mediterranean city.
- Promote projects that improve the transport of people and goods, economic convergence and inequalities reduction in Europe.
- Encourage projects that enhance the durability and protection of natural and cultural heritage.
- Favour projects that improve urban competitiveness.
- Foster creativity related to production processes, equipment and intangible infrastructure to avoid isolation of certain areas.
- Encourage funding towards a search / actions approach.
- Support cooperation between the Southern cities of the European Union.

#### 4.1.2 Decision makers and project results of ETC programmes

Capitalization should be planned from the beginning of the project. It is an important part of the project as it ensures the use of the project results in the future.

Project results should be easy to find by the decision makers once they need them - when they are planning to solve certain urban issues. But that is often hard to achieve. Project websites where information of project results usually end are very often maintained only till the end of the project financing.

To overcome this problem projects consortiums try to find other, more reliable websites to host project results. Usually these are the websites maintained by public funds. In the case of Urban Empathy, the municipality of Malaga is financing the continuous update of its website.

But even if project results are easy to find – SUMO toolkit is meant to be the tool for project results addressing sustainable urban development – it does not mean that the decision makers will look for them. It should become a standard practice to always first analyze the already existing results and only then develop new approaches to solve certain sustainable urban development issues. Currently the majority of decision makers never even thinks about looking for the results of the projects they were not involved in. Some municipalities follow the projects that address issues that are in line with their local priorities, but it is hard to say this “project results tracking” is very structured and in-depth.

And even if the decision makers find results addressing appropriate urban development topics, it does not mean that the methodologies and approaches used will be in line with the priorities of their cities. Projects of ETC are often designed to suit all the project partners which can lead to topics that are too common and solutions that are too obvious.

When implementing certain measurements (following the methodologies developed by other projects of ETC programmes) the decision makers should have means to communicate with the decision makers from other cities or countries who are implementing the same measurements and dealing with the same issues.

Decision makers should also have the opportunity to meet and communicate with decision makers from other cities/countries who have an interest to implement a certain measurement and have the possibility to share the research and development results.

## 4.2 Need for MED transnational cooperation program

Interfacing MED Programme with other ETC programmes shows that in the field of capitalizing urban models most of the programmes have the same development priorities – they share the same topics. Concerning methodologies, regional specifics must be considered, meaning that setting a path to reach the goal is regional specific. An emphasis should be put on coordination and research. Knowledge transfer between programmes should be assured.

This is in line with Urban Empathy findings where decision makers tried to find the relationship between specific topics, shared methodologies for implementing the results and finally implement the ideas that are the result of common development.

### Cooperation added value

Cooperation is often a driver of generating new ideas – ideas one would not have without cooperation. Cooperation permits sharing good practices (i.e. policy, project) implemented somewhere else. It makes institutions want to implement them in their



own territory. Cooperation also means creating networks, where networks enable local authorities to exchange the information with others.

Cooperation and networks must strive to enable knowledge transferability and mainstreaming. This can be achieved if selected topics are of common interest and are focused on common issues. Through this approach, the MED cooperation programme builds the “collection” of best practices taking into account regional specifics (i.e. transverse approach for urban planning in historical centers, a strong feature of Mediterranean cities). To mainstream the capitalized pilot results and put cooperation into practice, the phase 2 of work package 4 aimed to articulate the territorial cooperation set off within MED programme with other structural funds. This phase of the process is described in Urban Empathy document titled “Work Package 4 (Scaling up MED Transnational Cooperation) Phase 2 – Final report”.

## 5. Financing

MED and other ETC programmes can also be used as a tool to finance the common EU priorities on local, regional and national level through well-defined and goal oriented projects in Mediterranean space:

- ETC programme Calls aimed at supporting the activities of national and regional authorities (i.e. preparing studies and action plans)
- ETC programme Calls aimed at supporting the activities of cities, local agencies and other stakeholders operating on local level.

This can be used alongside the ERDF, where regions are already obliged to dedicate 8% of the ERDF to Urban Agenda. This means exploring all the opportunities offered by the new structural funds in order to find out which are the common objectives. In the next 2014-2020 programme period, there are funds from Operative National Program addressed to metropolitan cities that requires the City not only to play a central role in outlining the project but also to find resources and to act as the leader of the project in the implementing phase.

## Endnotes:

1

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2

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