



# ***ESPON Workshop: Territorial Evidence for a European Urban Agenda***

***The territorial and urban issues in the 6th Cohesion Report***

*Alexandros Karvounis*

*Economic Analysis Unit, DG REGIO*

***25 November 2014, Brussels***



EUROPEAN UNION  
Part-financed by the European Regional Development Fund  
INVESTING IN YOUR FUTURE

Regional &  
Urban Policy

# The 6<sup>th</sup> Cohesion Report

## Territorial and urban issues in

*Chapter 1 : Smart Growth*

*Chapter 2: Inclusive growth*

*Chapter 3: Sustainable Growth*

*Chapter 6: The evolution of Cohesion Policy*

*Chapter 8: Cohesion Policy in 2014-2020*



# Territorial Cohesion and 6<sup>th</sup> CR: The EC has taken action to address and reinforce these 4 issues:

- *Access to Services*
  - **Broadband & NGA**
  - **E-services**
  - **Road, rail, air**
- *Sustainable development*
  - **Resource efficiency**
  - **Transport**
  - **Renewable energy**
  - **GHG emissions**
- *Functional geographies*
  - **City definition**
  - **Degree of urbanisation**
- *Territorial analysis*
  - **JRC, Copernicus, EEA, World Bank, OECD**
  - **RHOMOLO, LUISA**

# ACCESS TO SERVICES

*EU 2020 and Budget 2014-2020 to improve digital and physical access to services*

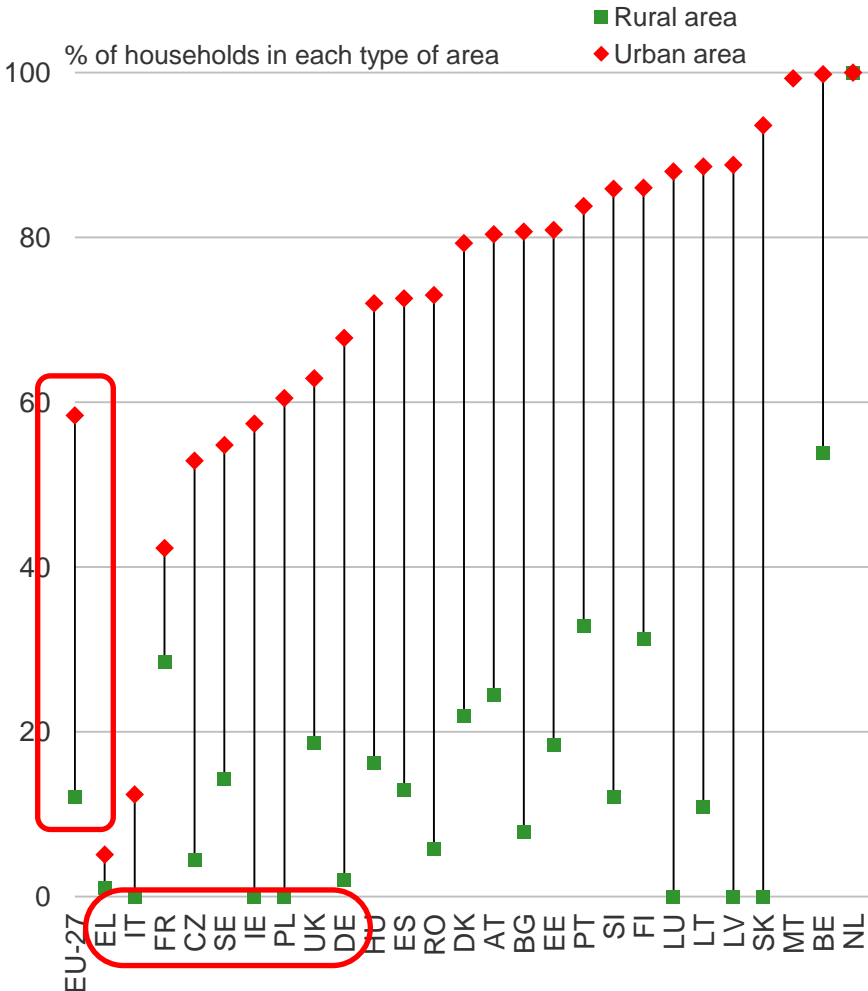
***Connecting Europe Facility*** will invest

- *€32 bn in Transport*
- *€9 bn in Energy*
- *€9 bn in Broadband and digital services*



European Commission

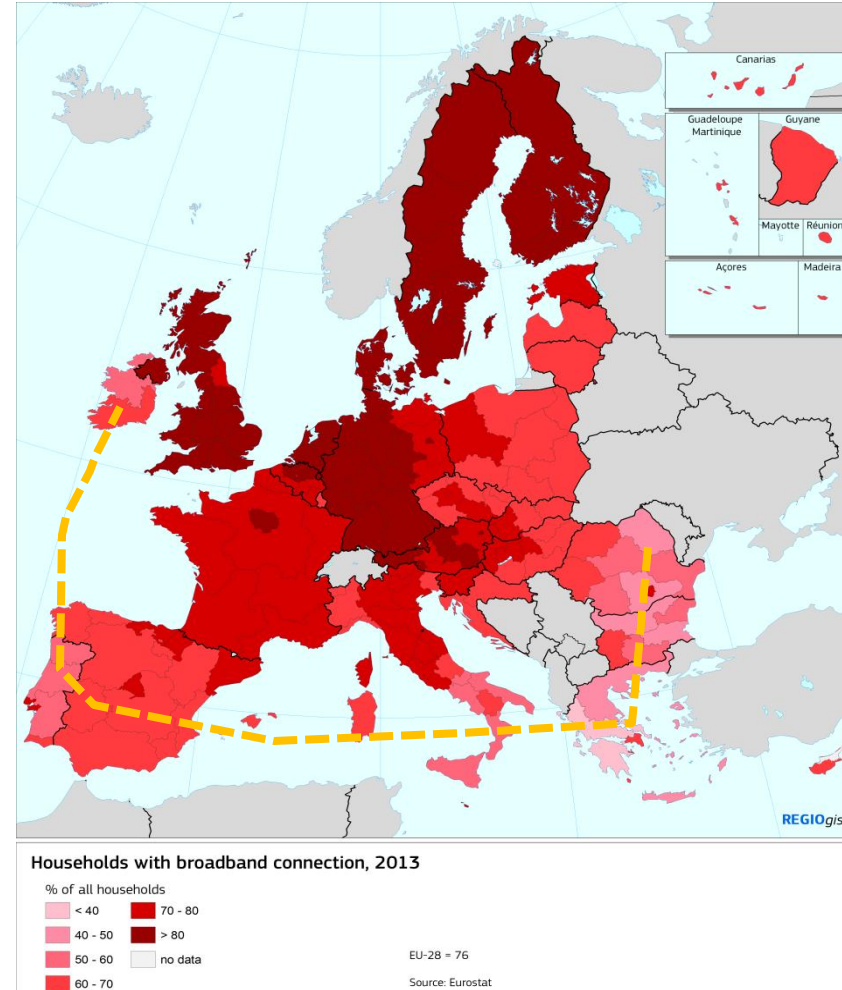
## Next Generation Access (NGA) coverage by type of area, end of 2011



Digital networks are spreading, but unevenly..

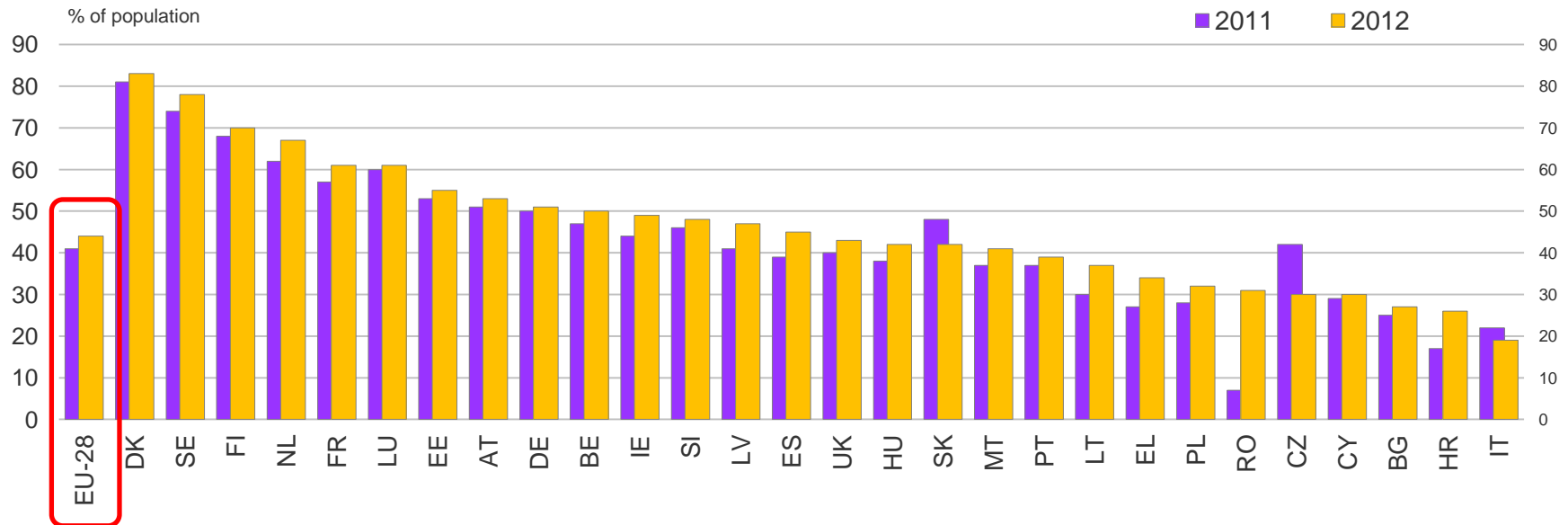
Source: European Commission, 2013, Broadband lines in the EU: situation at 1 July 2012, Communications Committee Working Document.

## % of Households with broadband connection, 2013



# e-Government and citizens

e-Government usage by citizens, 2011-2012



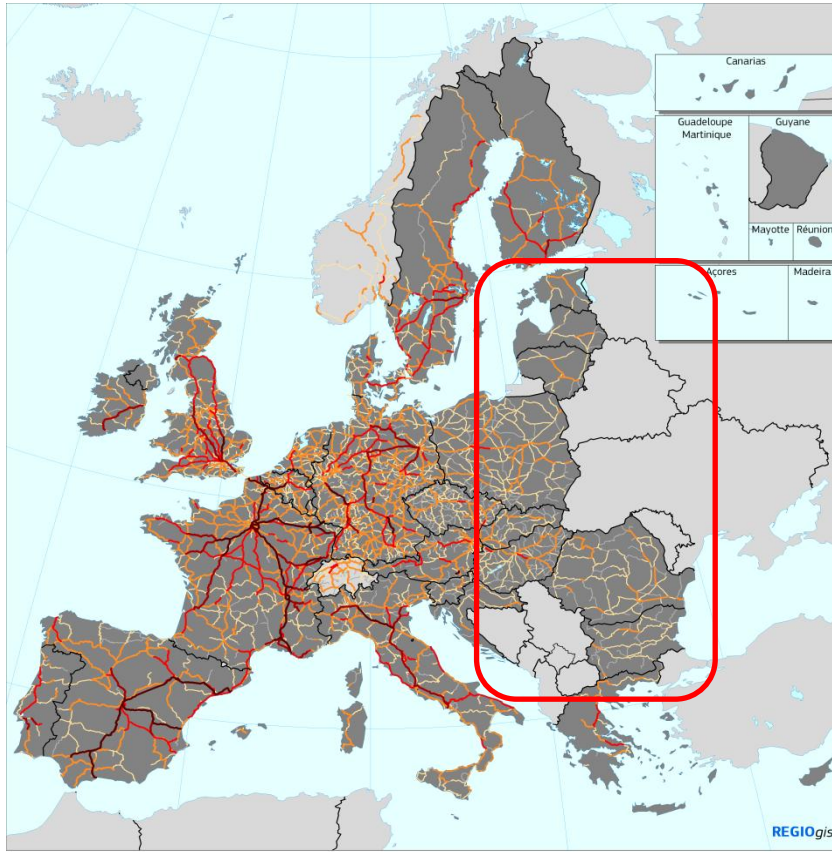
Source: Eurostat

**EU's Digital agenda target: 50%**



European  
Commission

## High speed rail network in 2013



Highest speed on railway sections according to timetables, 2013

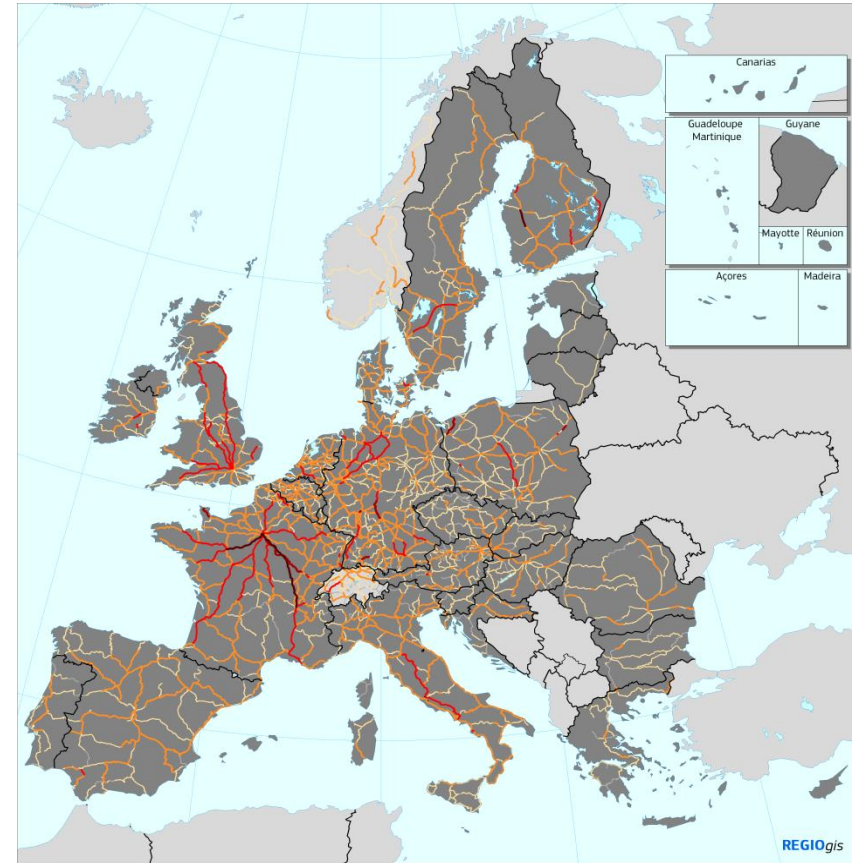
- km/h
- <= 50
  - 51 - 80
  - 81 - 120
  - 121 - 160
  - 161 - 200
  - 201 - 320

Since different train services with different speeds may operate along the same rail sections, the speeds shown indicate the speed of the fastest train service.  
Rail sections exclusively for freight services are not shown.  
Source: RRG GIS Database, Railway company's timetables

0 500 Km

© EuroGeographics Association for the administrative boundaries

## High speed rail network in 1990



Highest speed on railway sections according to timetables, 1990

- km/h
- <= 50
  - 51 - 80
  - 81 - 120
  - 121 - 160
  - 161 - 200
  - 201 - 320

Since different train services with different speeds may operate along rail sections, the shown speeds indicate the average speed of the fastest train service.  
Rail sections exclusively for freight services are not shown.  
Source: RRG GIS Database, Railway company's timetables

0 500 Km

© EuroGeographics Association for the administrative boundaries



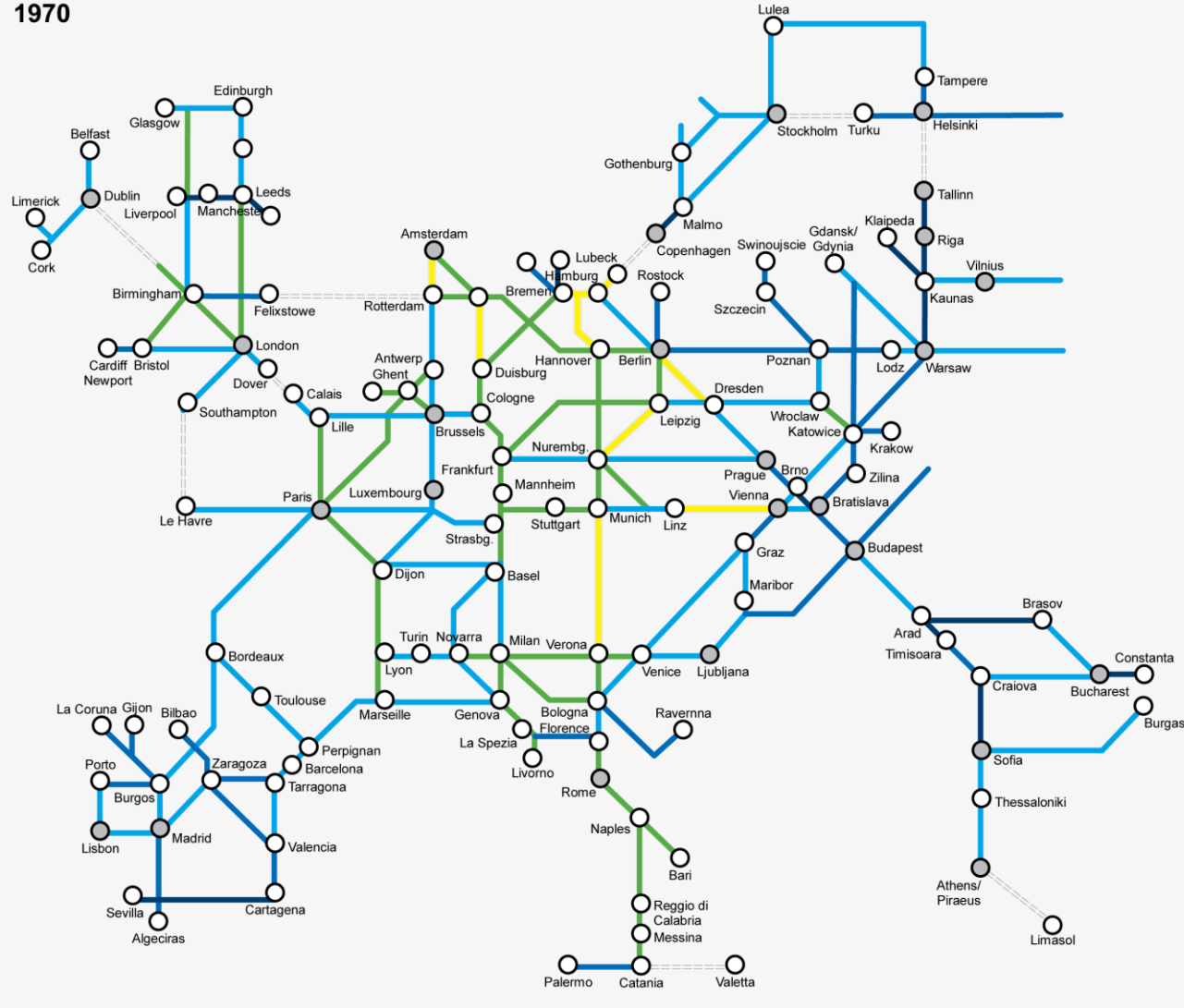




European Commission

# Major roads 1955-2030

1970



## Average travel speed along the core network

- 45 - 59
- 60 - 69
- 70 - 79
- 80 - 89
- 90 - 99
- 100 - 109
- 110 - 119

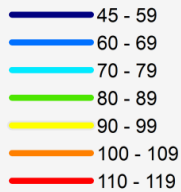
Average speed in Km/h



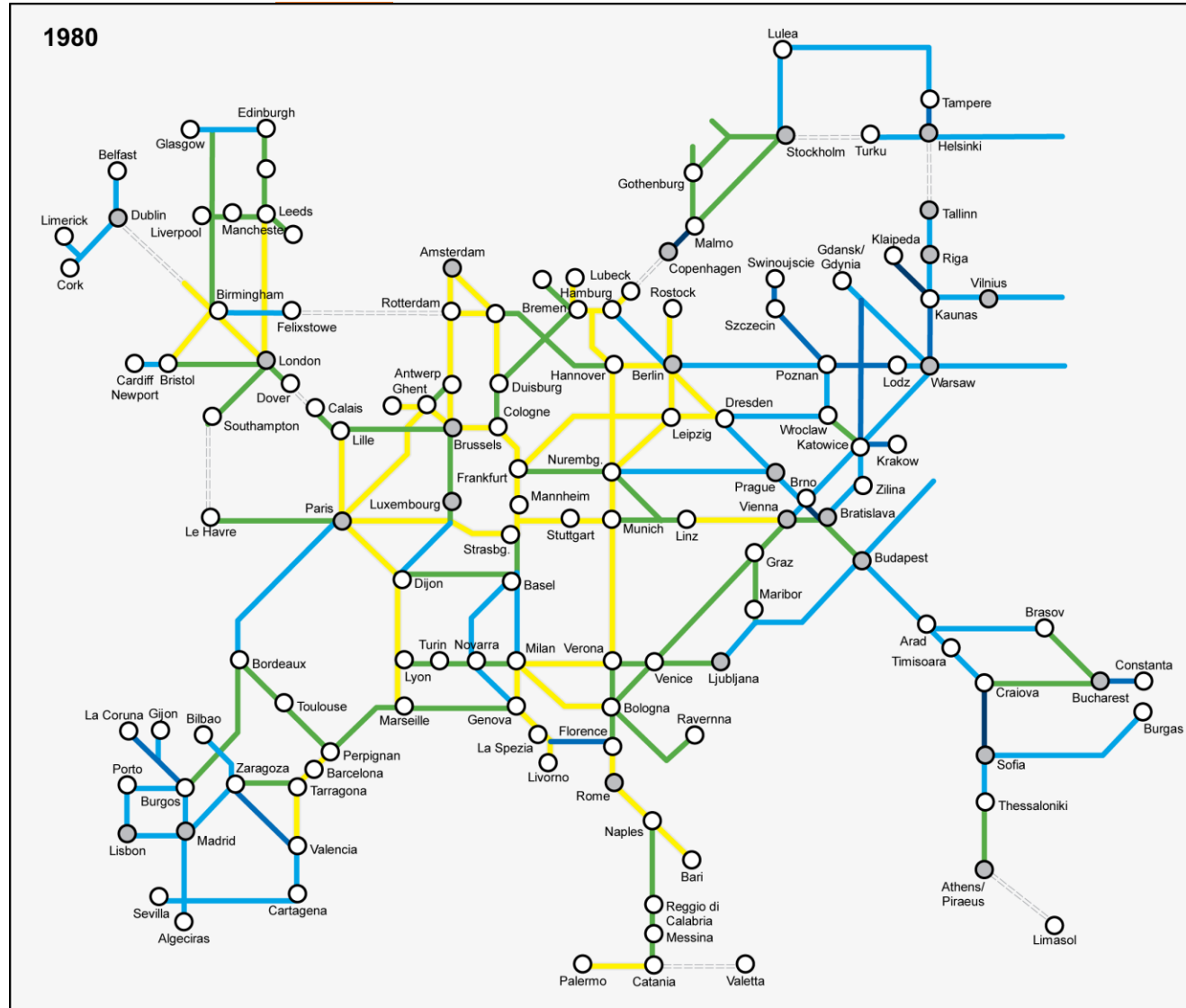
European  
Commission

# Major roads 1955-2030

## Average travel speed along the core network



Average speed in Km/h

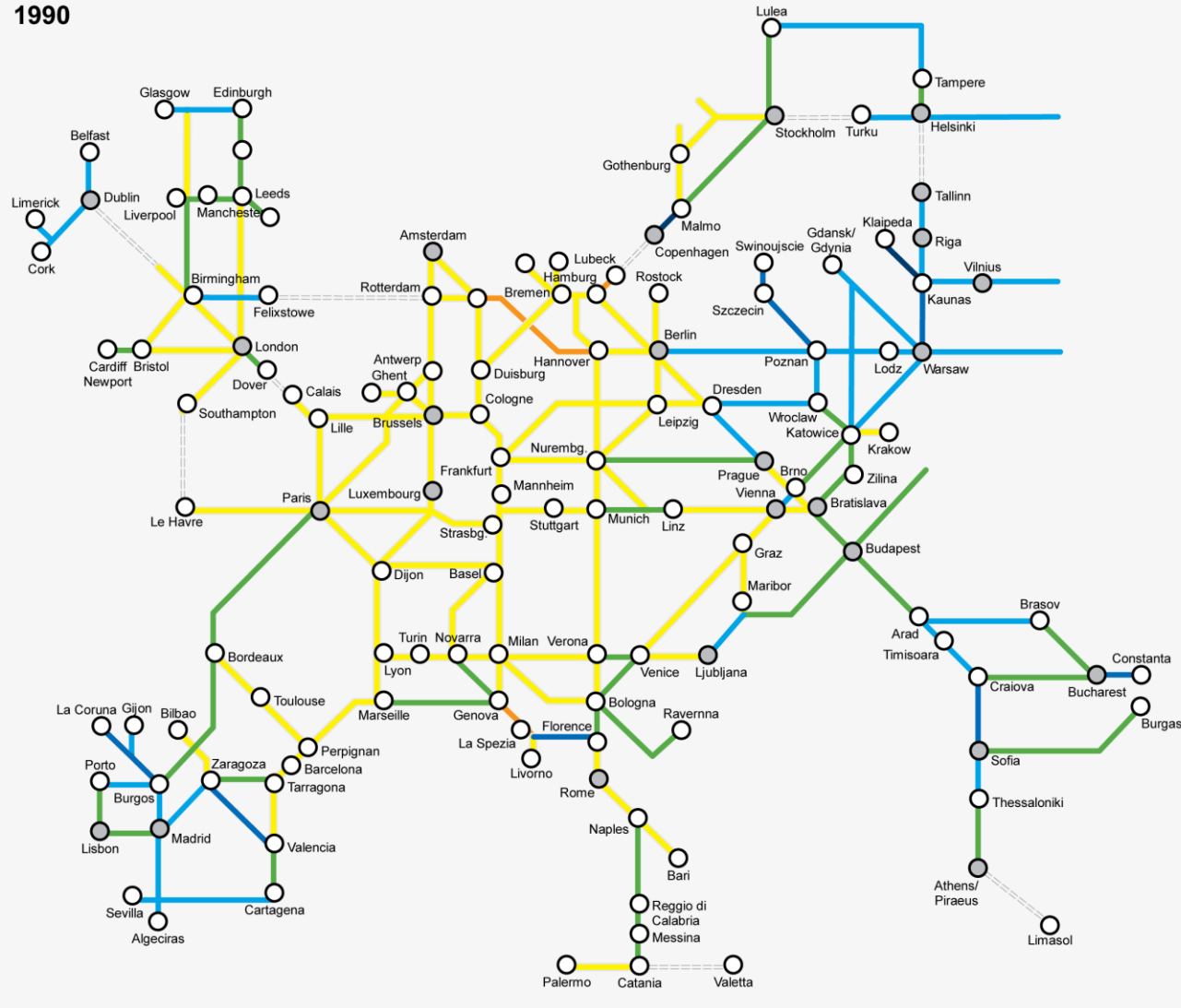




European Commission

# Major roads 1955-2030

1990



## Average travel speed along the core network

- 45 - 59
- 60 - 69
- 70 - 79
- 80 - 89
- 90 - 99
- 100 - 109
- 110 - 119

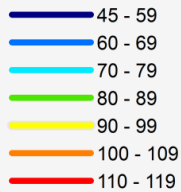
Average speed in Km/h



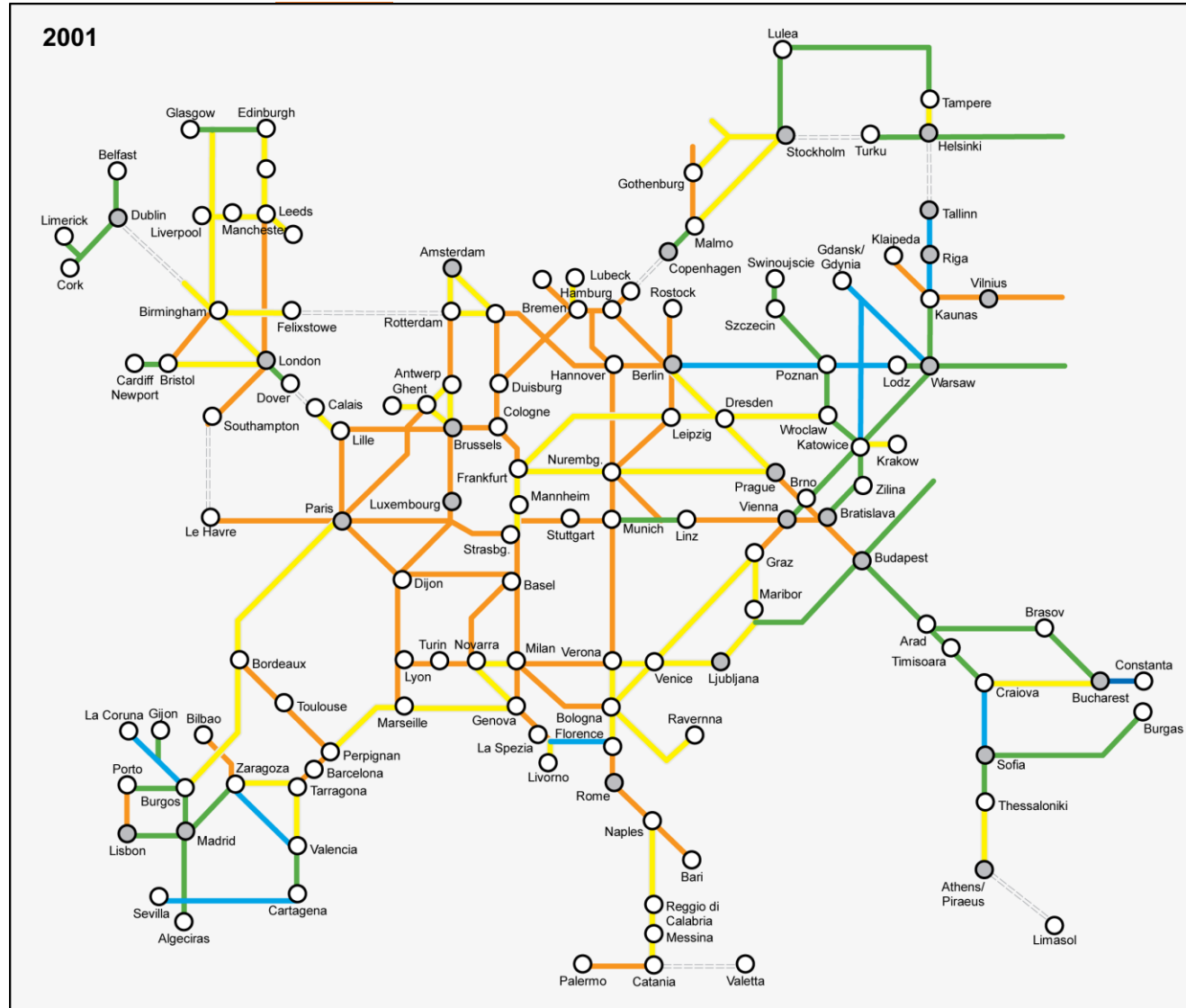
European  
Commission

# Major roads 1955-2030

## Average travel speed along the core network



Average speed in Km/h

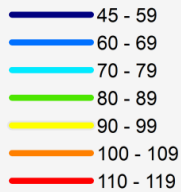




European  
Commission

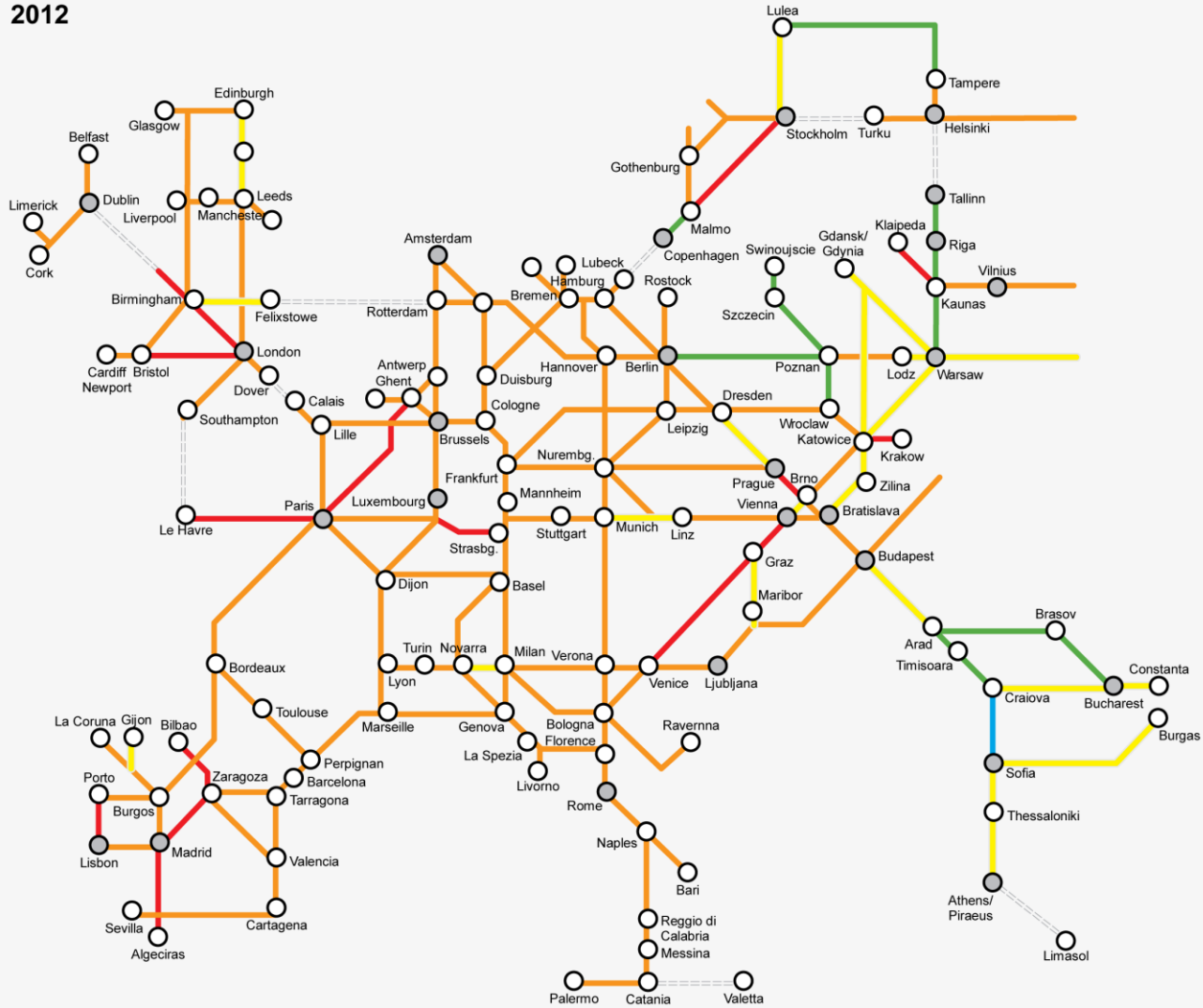
# Major roads 1955-2030

## Average travel speed along the core network



Average speed in Km/h

2012

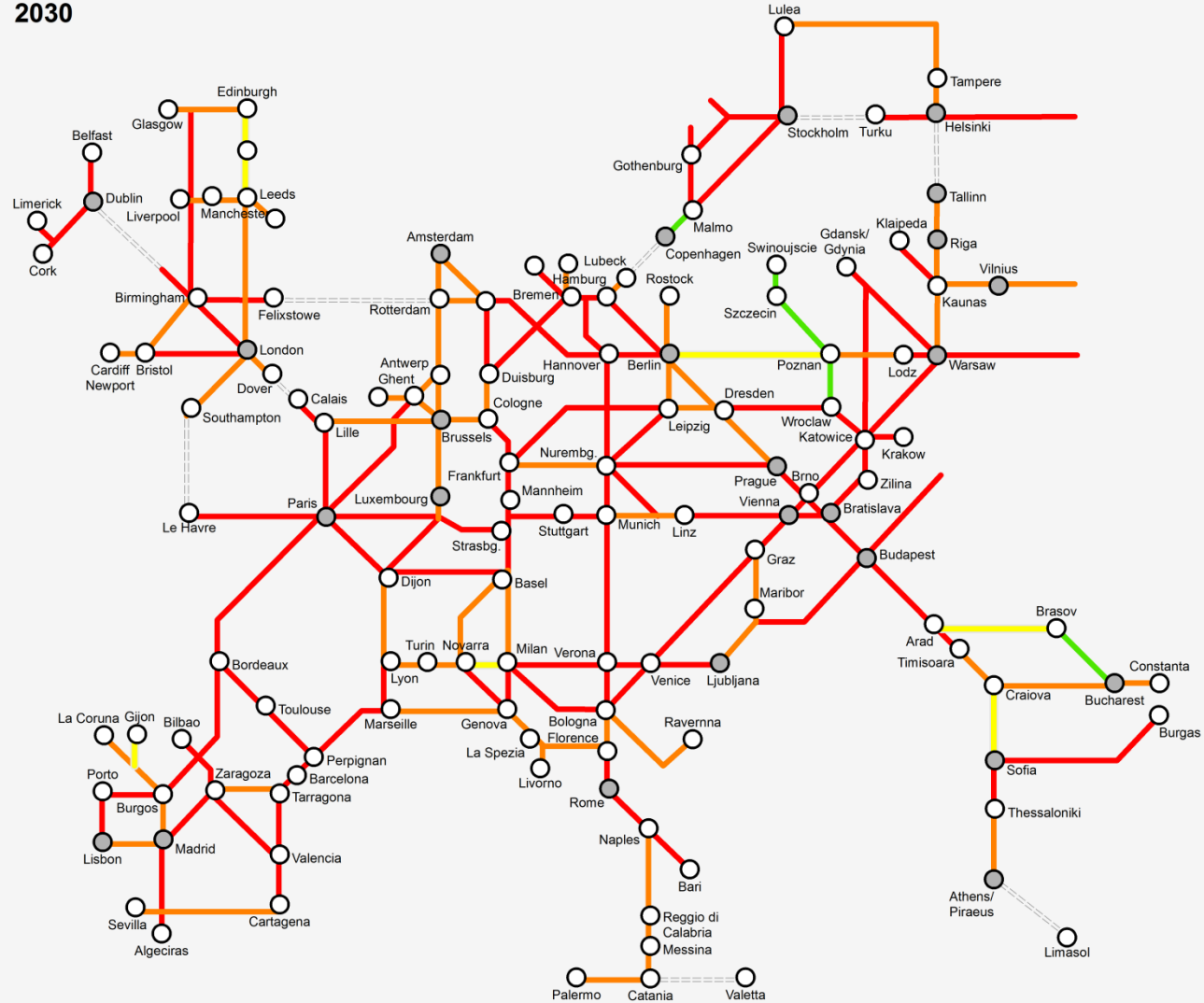




European Commission

# Major roads 1955-2030

2030



## Average travel speed along the core network

- 45 - 59
- 60 - 69
- 70 - 79
- 80 - 89
- 90 - 99
- 100 - 109
- 110 - 119

Average speed in Km/h

# **SUSTAINABLE DEVELOPMENT**

**IS AT THE CORE OF EU 2020 AND COHESION POLICY.**

**ENERGY EFFICIENT AND RENEWABLES IN 2014-2020**

**- AT LEAST 20% OF ERDF IN MD REGIONS**

**- AT LEAST 6% IN LD REGIONS**

# Land-use efficiency of cities

## Built-up area per inhabitant, EU regions, 2012

	Urban regions	Inter-mediate regions	Rural regions
sq. km per mn inhabitants			
EU-28	<b>97</b>	<b>230</b>	<b>368</b>
EU-15	<b>94</b>	<b>221</b>	<b>372</b>
EU-13	<b>126</b>	<b>260</b>	<b>362</b>

Source: JRC European Human Settlement Map and DG REGIO calculations

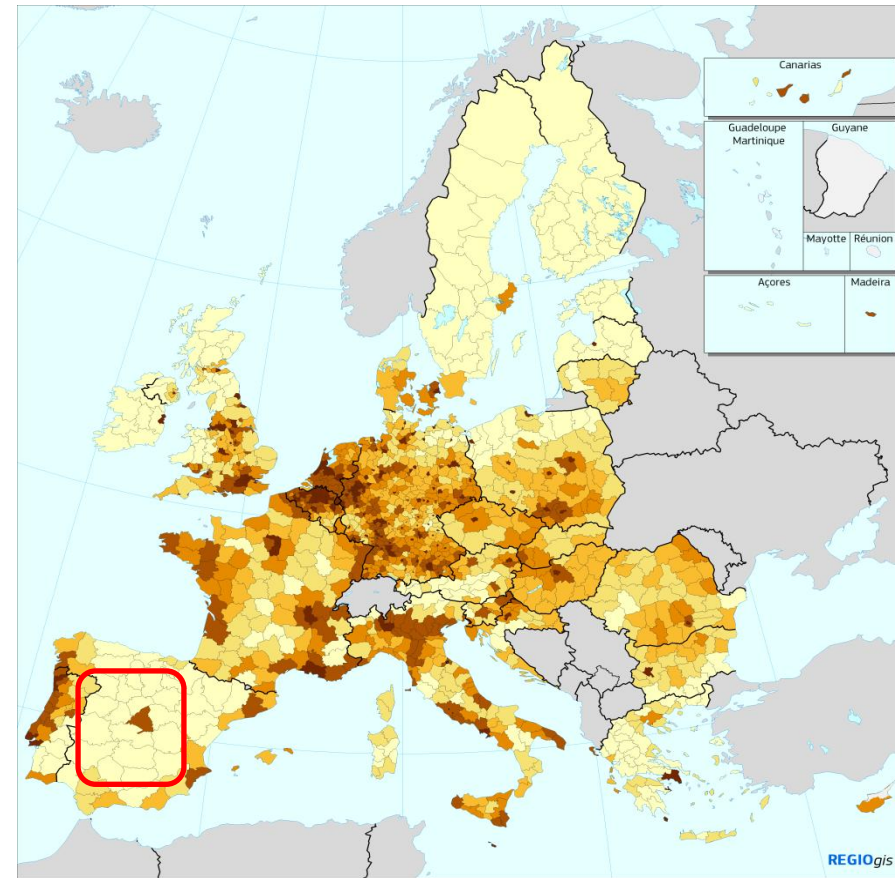
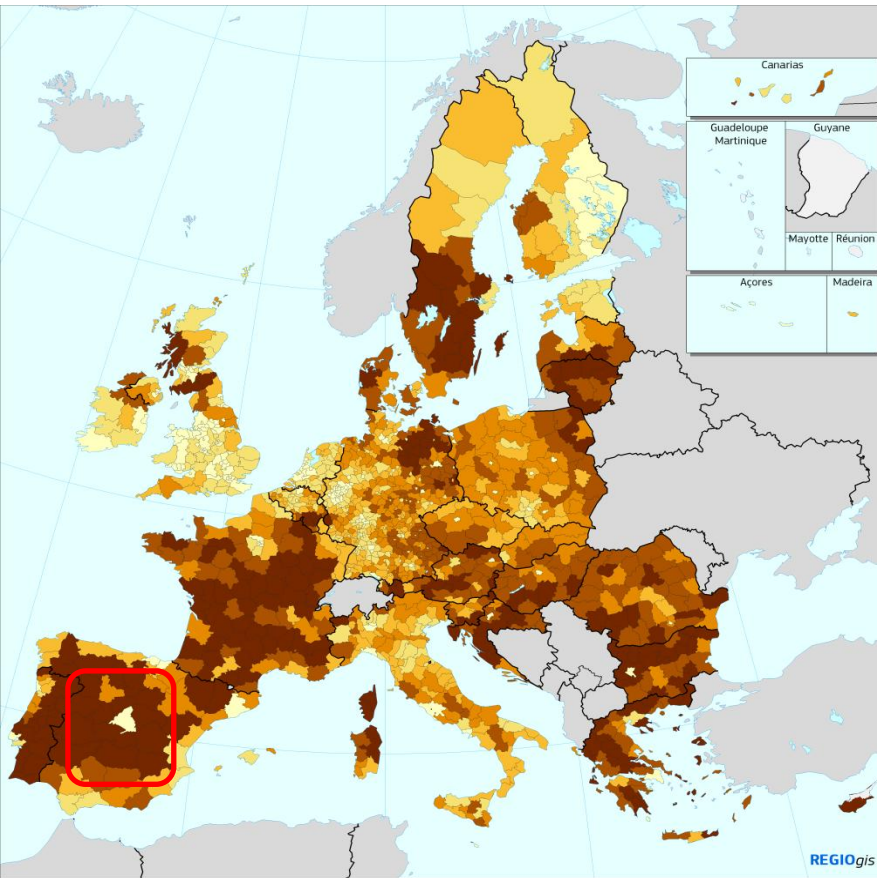




## Built up area per head by region, 2012

European Commission

## Share of built up area by region, 2012



Built up area per head by region, 2012

sq.km per million inhabitants

- < 96.4
- 96.4 - 158.5
- 158.5 - 223.5
- 223.5 - 294.9
- 294.9 - 404.5
- >= 404.5

Source: JRC

0 500 Km

© EuroGeographics Association for the administrative boundaries

Regional & Urban Policy

Share of built up area in total area by region, 2012

Percentage

- < 2.0
- 2.0 - 2.6
- 2.6 - 3.3
- 3.3 - 4.2
- 4.2 - 7.0
- >= 7.0

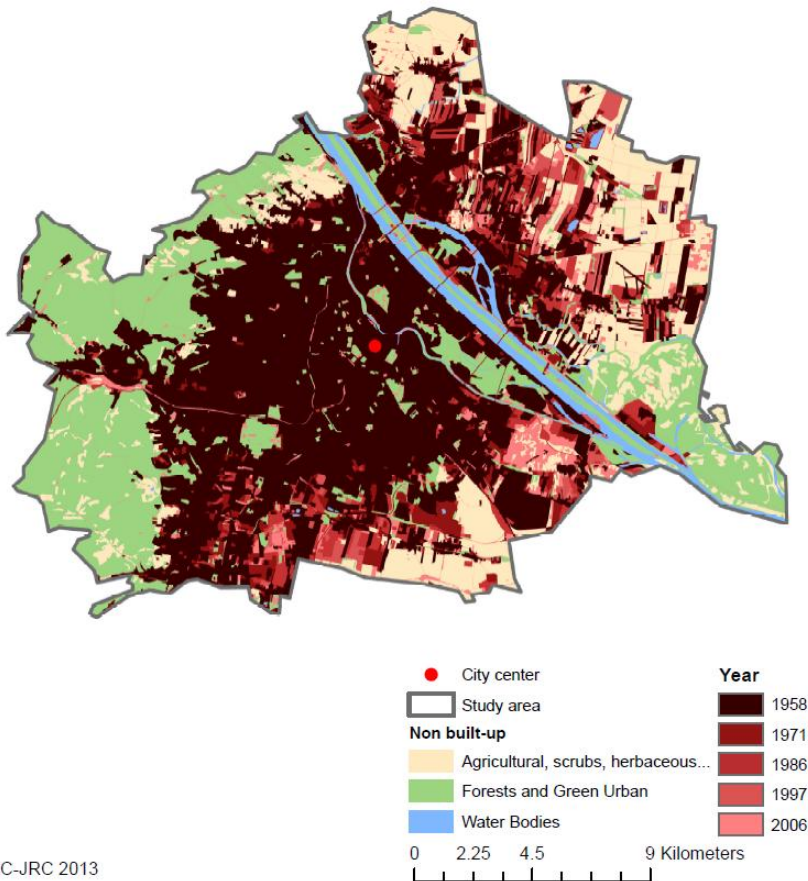
Source: JRC

0 500 Km

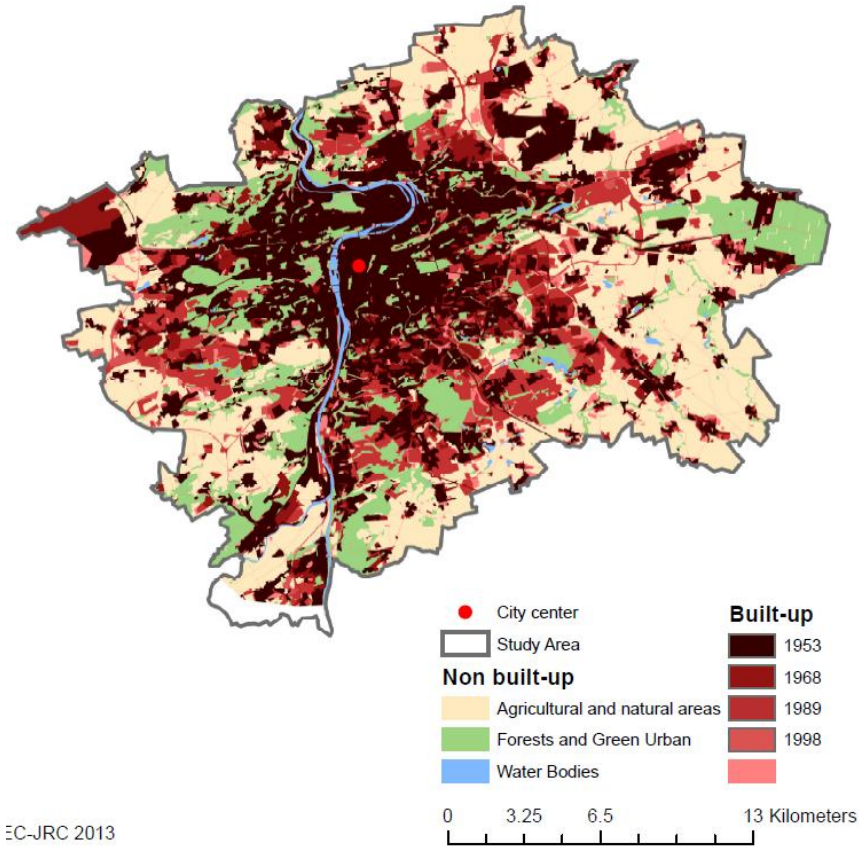
© EuroGeographics Association for the administrative boundaries

# Land use change 1950-2006, JRC

Vienna



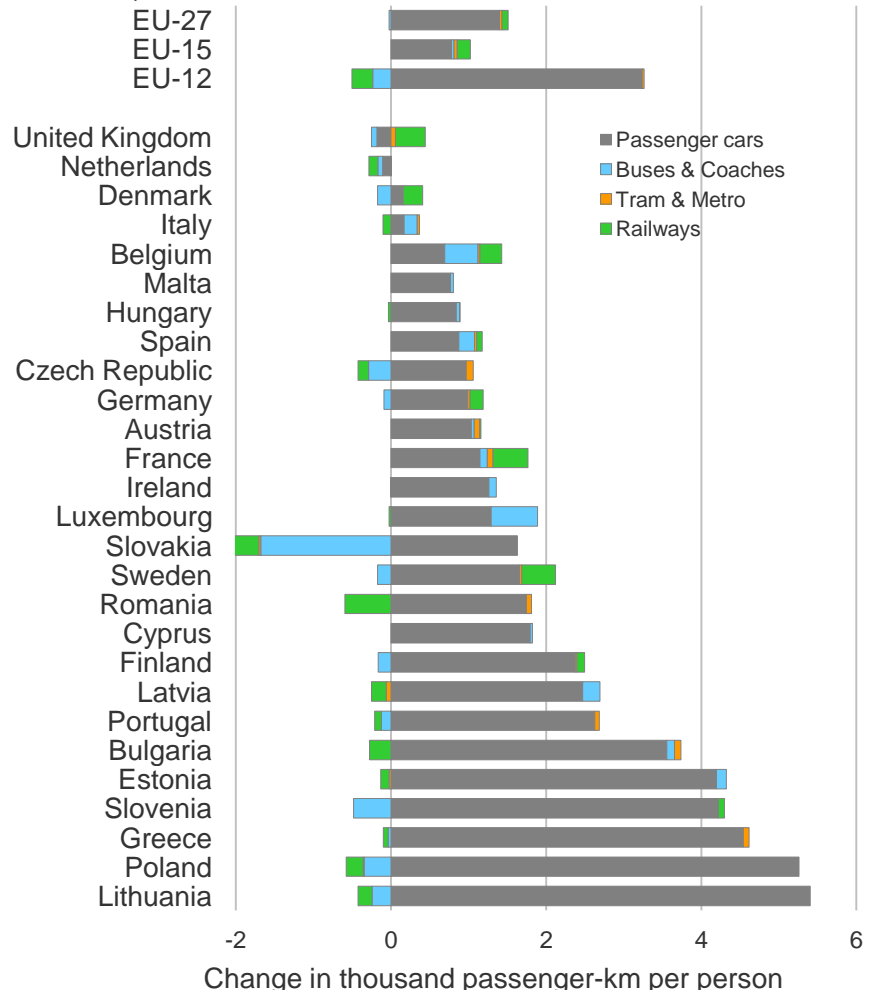
Prague



# Car dependency

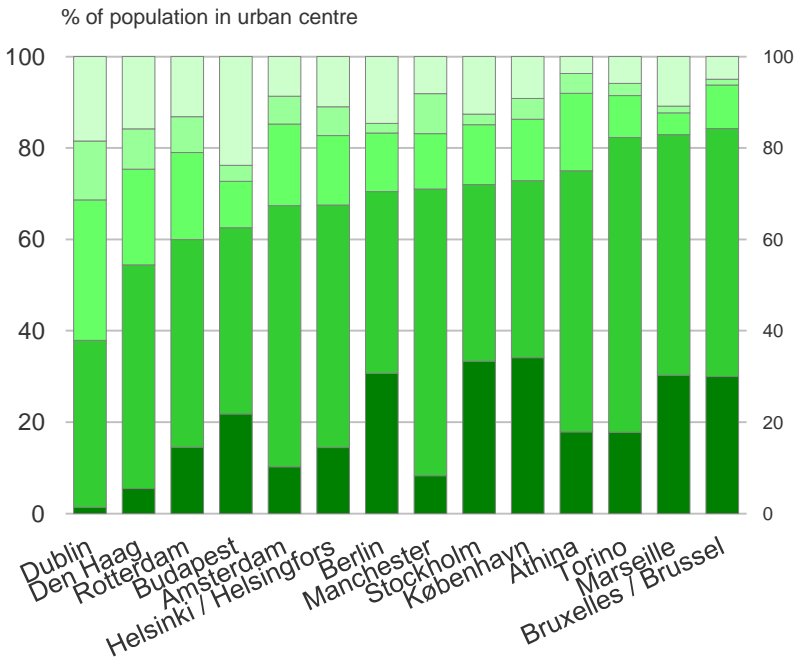
- *Growth primarily in passenger-km by car*
- *High growth in car travel in EU-15, combined with decline of public transport*

Change in passenger-km by transport mode, 1995-2011



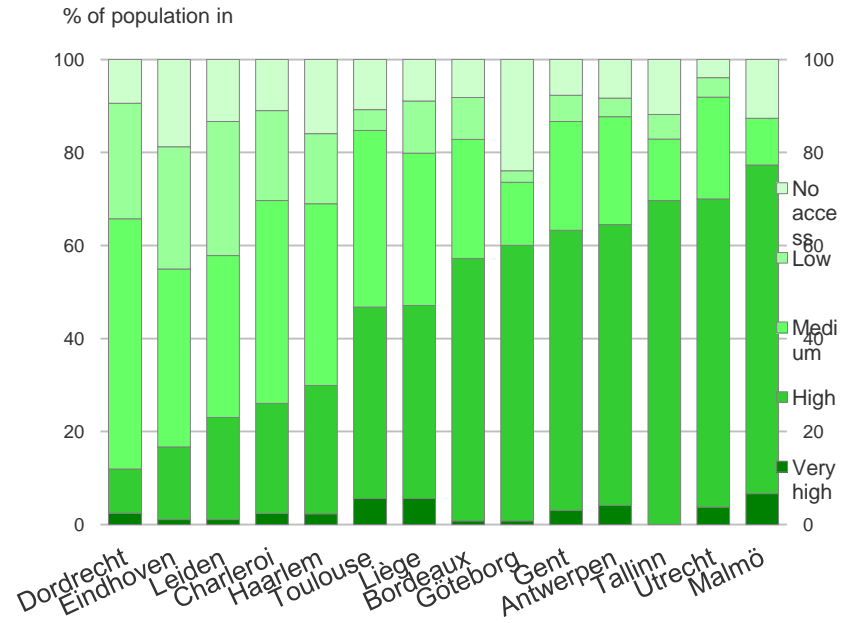
# Large cities have better access to public transport

Access to public transport in large European cities, 2012



Source: Dijkstra, L. and Poelman, H. (2014)

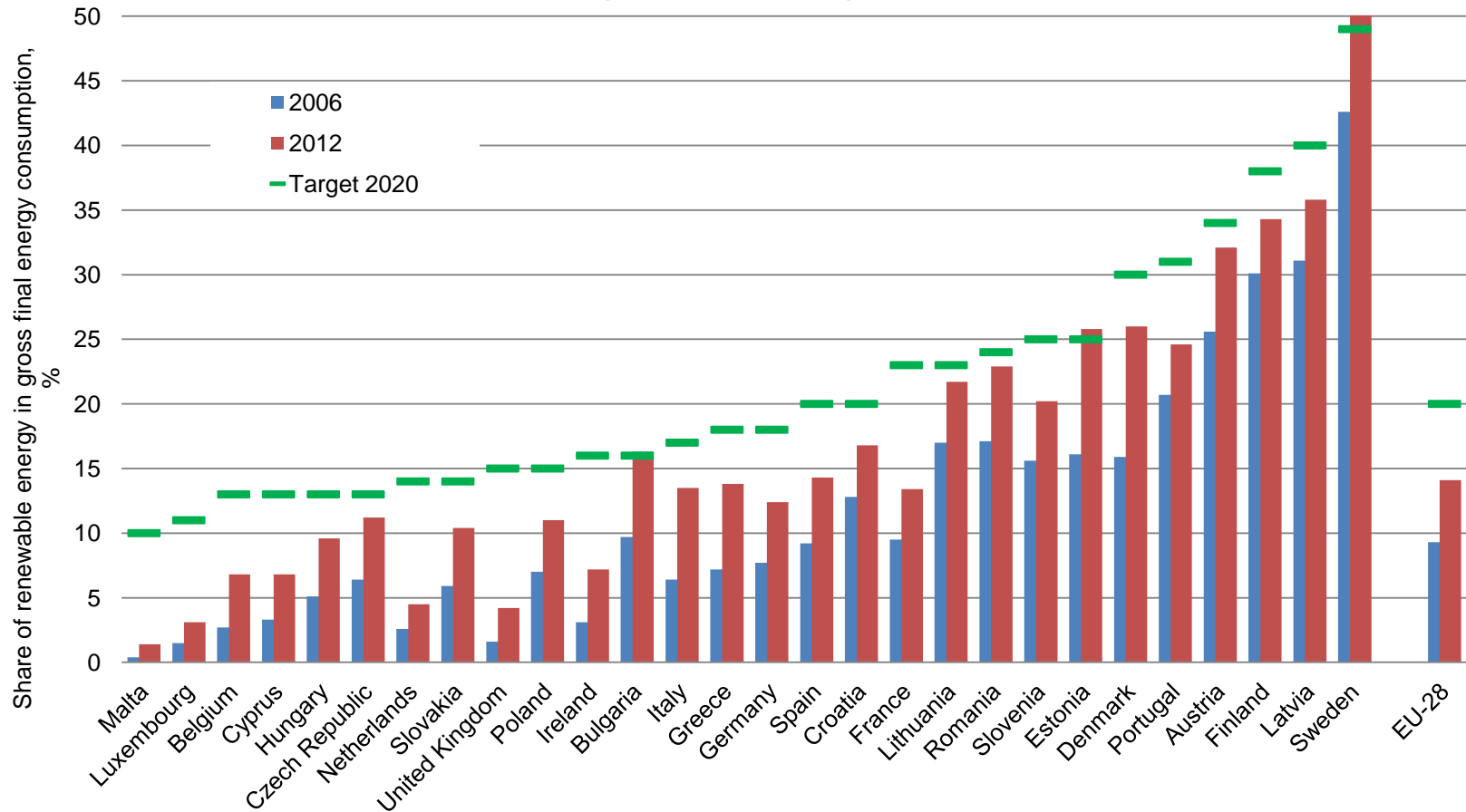
Access to public transport in mid-sized European cities, 2012



Source: Dijkstra, L. and

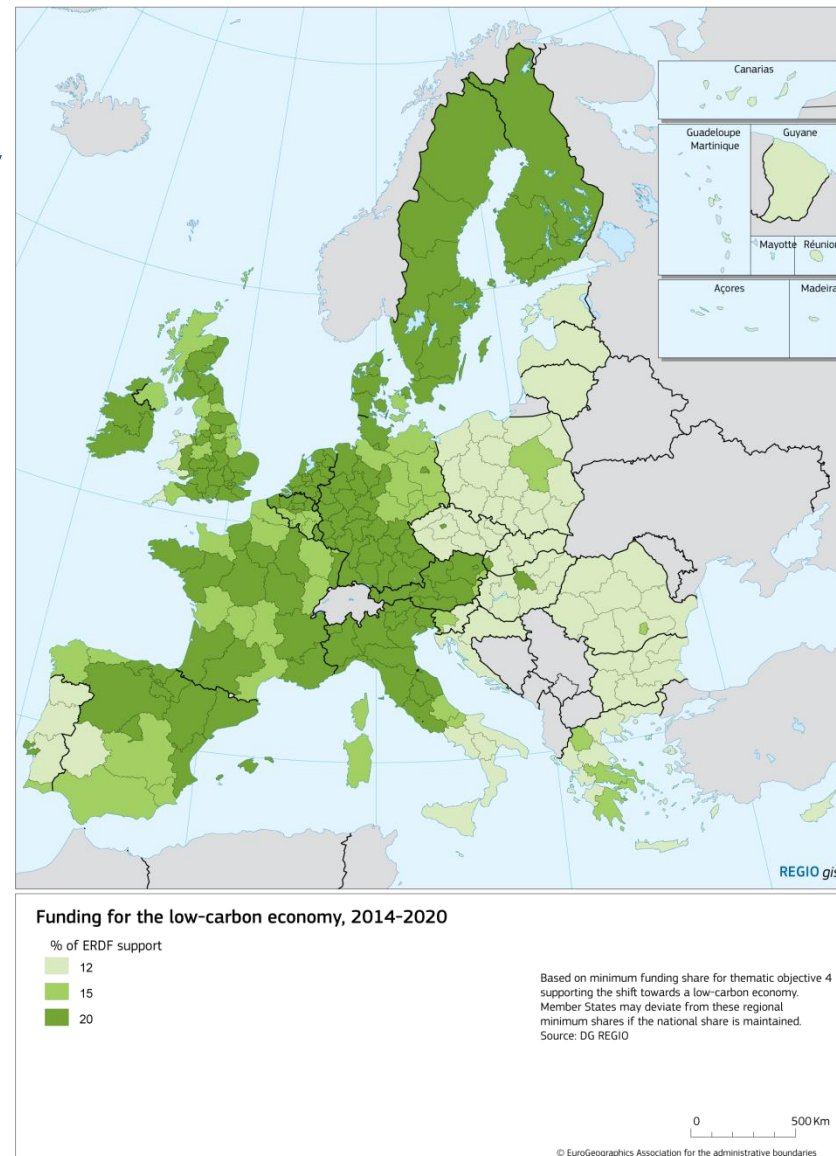


## Share of Renewable energy in total energy consumption, 2006-2012



# Low-carbon economy

- *Minimum ERDF support between 12% and 20%*
- *37 billion euro foreseen in Partnership Agreements*





European  
Commission



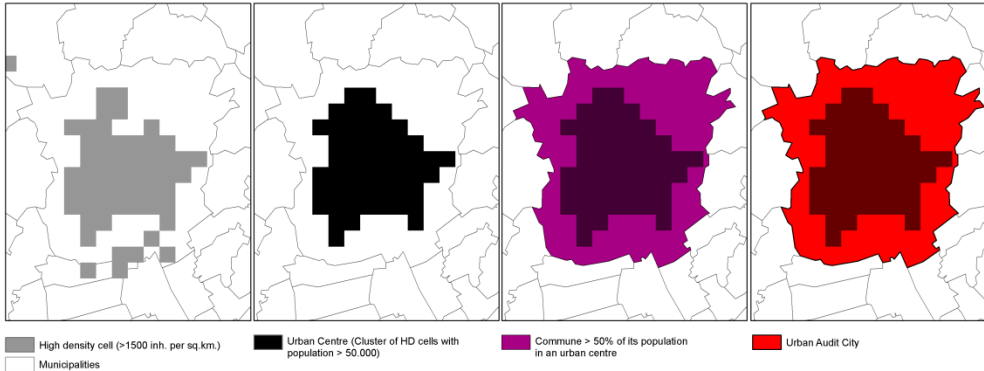


European  
Commission

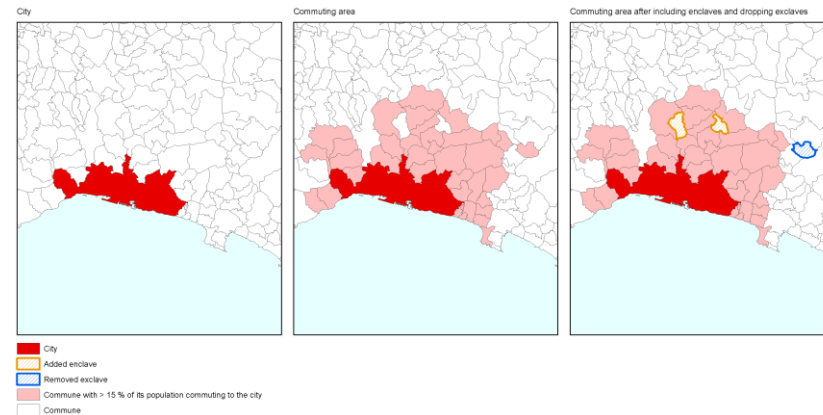
# FUNCTIONAL GEOGRAPHIES

# EU-OECD city and commuting zone definition

## High density cells, urban centre and city (Graz)



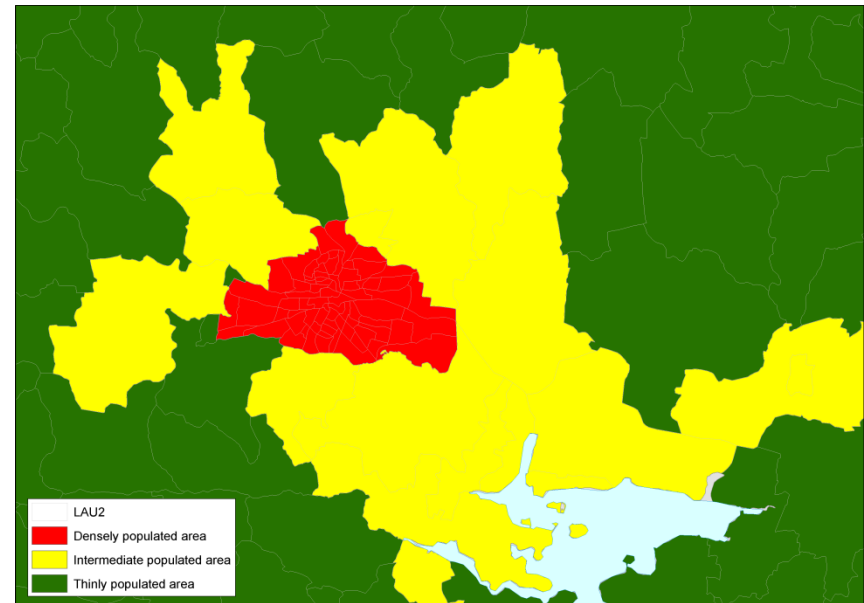
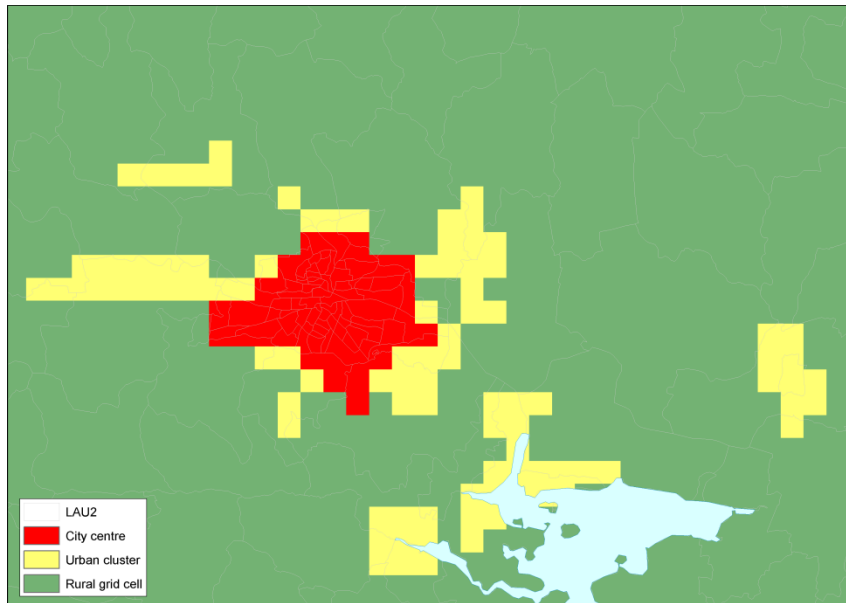
## City and its commuting zone (Genova)



# Three degrees of urbanisation

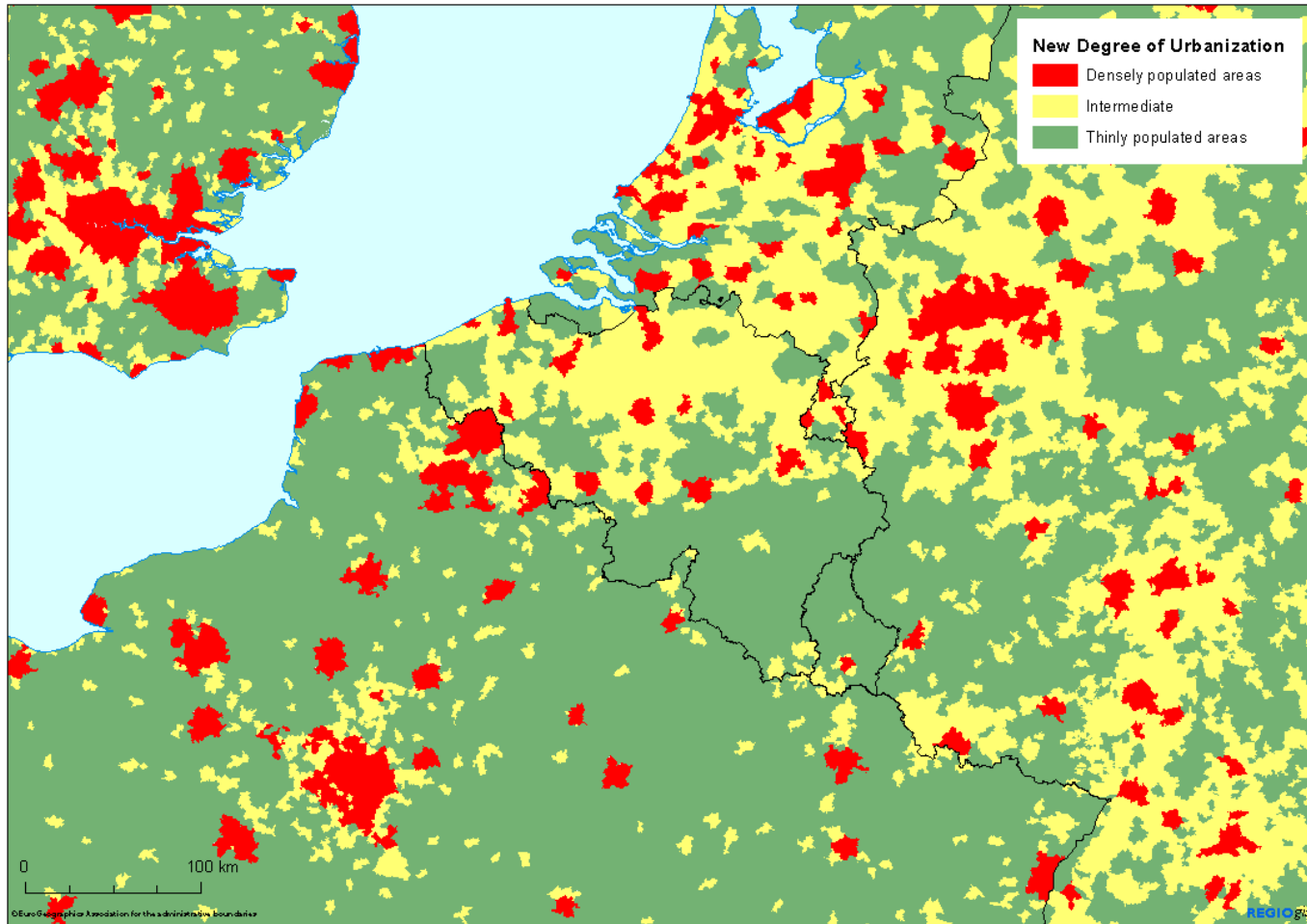
*Three grid concepts  
(Cork, IE)*

*Three types of  
municipalities*





European  
Commission



# Cohesion Policy and geography in 2014-2020

- *5% for Sustainable Urban Development*
- *ITIs (can follow functional geographies)*
- *CLLDs*
- *Coordination with other ESI funds (EAFRD and EMFF)*
- *Facilitate multi-fund programmes*

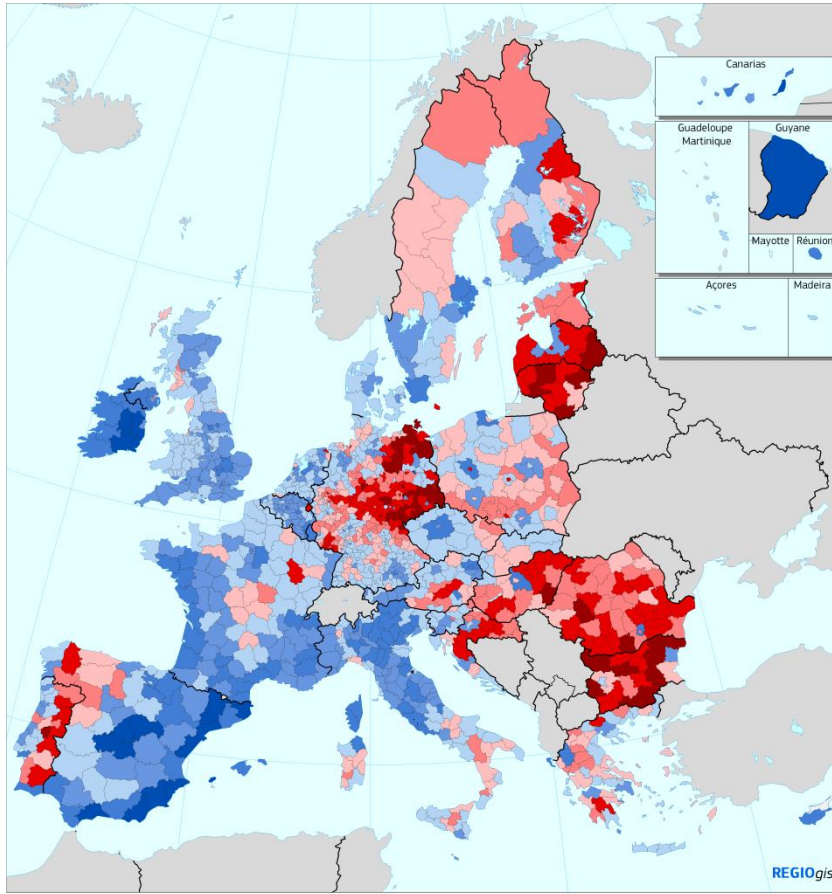


European  
Commission

# TERRITORIAL ANALYSIS



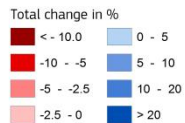
European Commission



### Population change, natural change and net migration by urban-rural typology, 2001-2011

Total change (%)	Urban	Intermediate	Rural	Total
<b>EU-15</b>				
Total population change	6.8	4.7	3.1	5.4
Natural population change	2.6	0.5	-0.6	1.3
Net migration	4.1	4.2	3.7	4.1
<b>EU-13</b>				
Total population change	0.6	-1.1	-3.9	-1.9
Natural population change	-1.2	-0.7	-1.8	-1.3
Net migration	1.8	-0.4	-2.2	0.6
<b>EU-28</b>				
Total population change	6.1	3.3	0.4	3.8
Natural population change	2.2	0.2	-1	0.7
Net migration	3.8	3.1	1.5	3

Total population change, 2001-2011



EU-28 = 3.39  
HR: 2002-2011

Source: Eurostat

0 500 Km

© EuroGeographics Association for the administrative boundaries

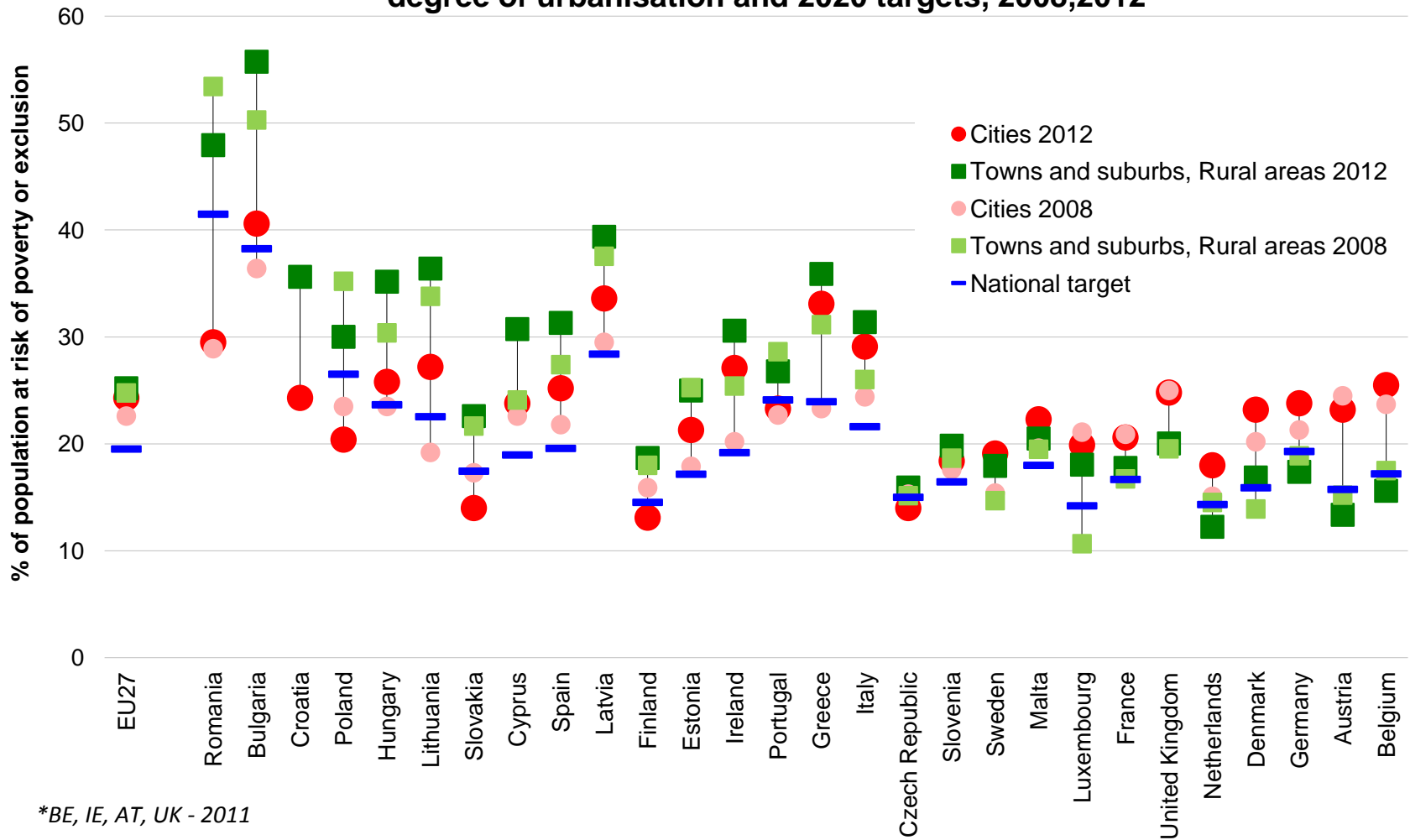
# Rural regions and the crisis

**Change in GDP per head, productivity and employment per head by urban-rural typology, 2000-2008 and 2008-2011**

<i>Average annual change (%)</i>	2000-2008			2008-2011		
	GDP per head	Productivity	Employment per head	GDP per head	Productivity	Employment per head
<b>EU-15</b>						
Urban	1.3	0.8	0.5	-0.9	0.2	-1.0
Intermediate	1.2	0.7	0.5	-0.6	0.3	-0.8
Rural	1.2	0.7	0.5	-0.5	0.4	-0.9
<b>Total</b>	<b>1.3</b>	<b>0.8</b>	<b>0.5</b>	<b>-0.7</b>	<b>0.2</b>	<b>-0.9</b>
<b>EU-13</b>						
Urban	5.5	3.6	1.9	0.7	0.9	-0.2
Intermediate	4.6	4.2	0.4	0.5	1.5	-1.0
Rural	4.3	4.5	-0.2	0.6	1.6	-1.1
<b>Total</b>	<b>4.9</b>	<b>4.3</b>	<b>0.6</b>	<b>0.7</b>	<b>1.4</b>	<b>-0.8</b>



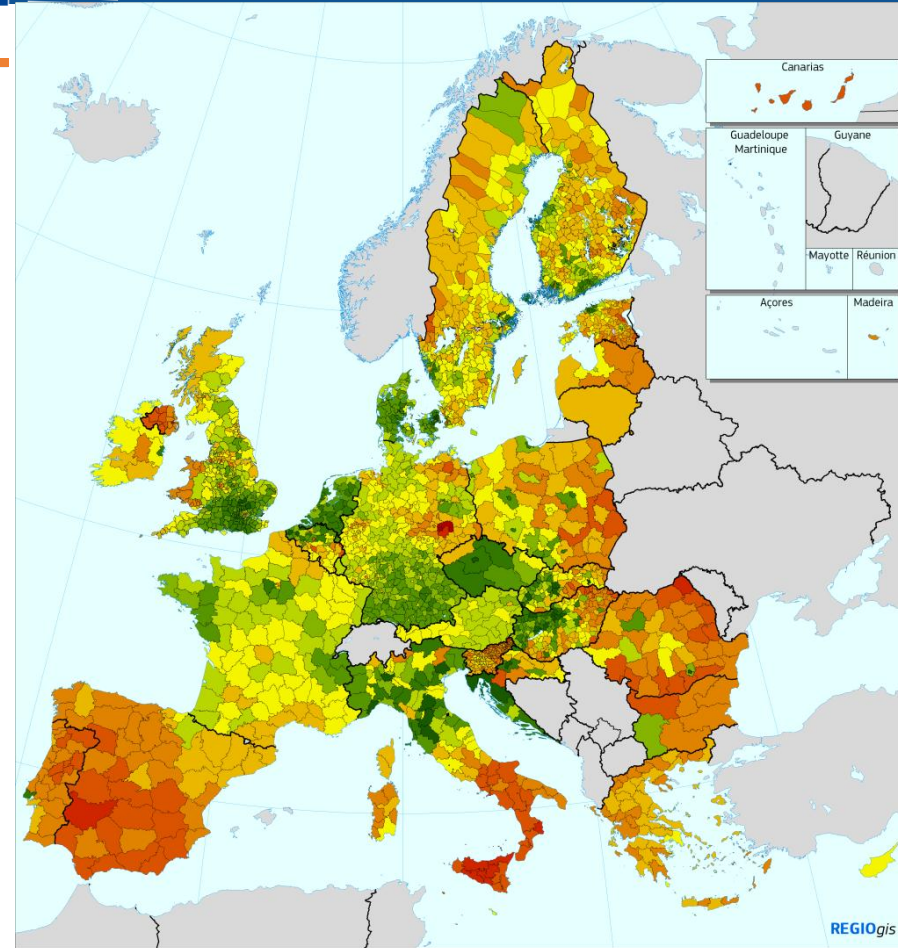
## Share of population living in households at risk of poverty or exclusion by degree of urbanisation and 2020 targets, 2008,2012



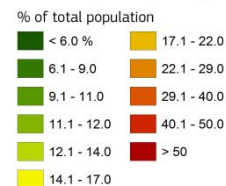
\*BE, IE, AT, UK - 2011

# Poverty mapping

- *Can help Cohesion Policy to target areas with the high at-risk-of-poverty rates*
- *Based on SILC and census data done by WB and ESPON TiPSE*



At risk of poverty rate, 2010-2011



IE: 2009; EL, HU, UK: 2005; HR: 2004; AT: 2001  
Sources: Eurostat, NSIs, ESPON, World Bank

0 500 Km

© EuroGeographics Association for the administrative boundaries

# Conclusions

- *Progress on all four issues linked to Territorial Cohesion*
- *Cohesion Policy pays more attention to urban and territorial issues*
- *But more remains to be done to improve territorial analysis to support policy and the new urban agenda i.e*
- *integrate indicators beyond GDP into Cohesion Policy and improve territorial impact assessments.*

# Thank you for your attention!

*For more details please find the 6<sup>th</sup>  
Cohesion Report at:*

[http://ec.europa.eu/regional\\_policy/sources/docoffic/official/reports/cohesion6](http://ec.europa.eu/regional_policy/sources/docoffic/official/reports/cohesion6)

