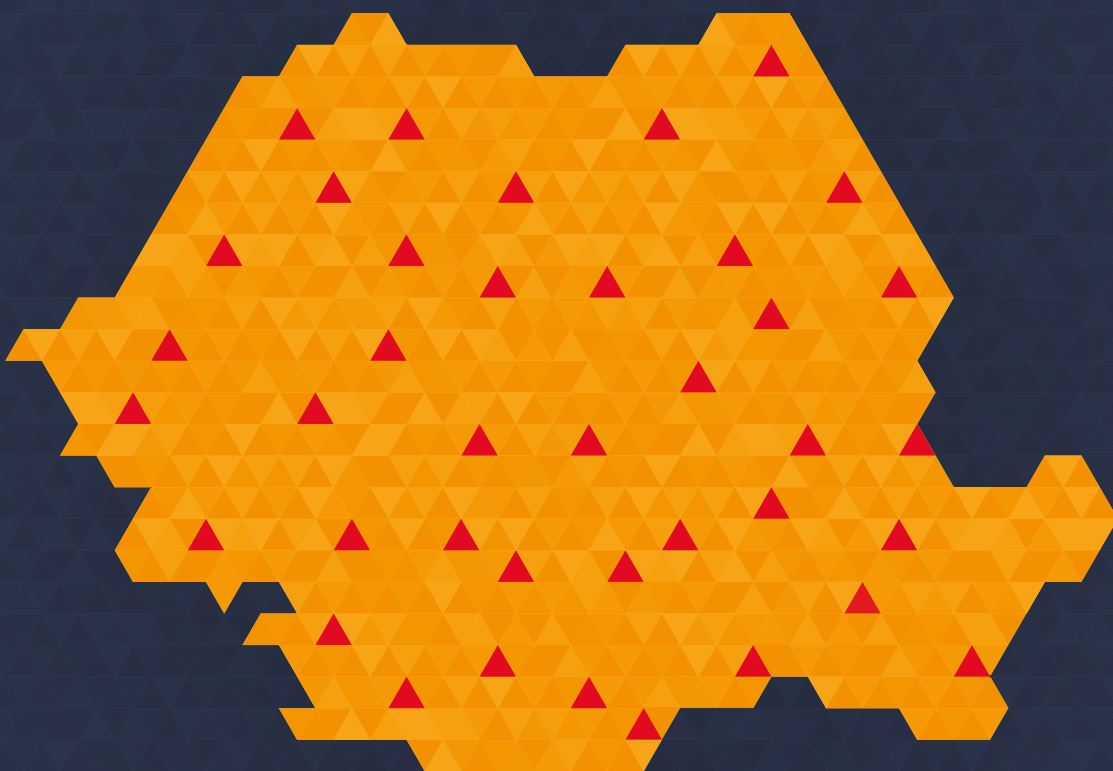


ROMANIA CATCHING-UP REGIONS

AREAS/SECTORS FOR
INTERJURISDICTIONAL COOPERATION



ROMANIA CATCHING-UP REGIONS

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INTERJURISDICTIONAL COOPERATION

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This report has been delivered in June 2019, under the Administrative Agreement No. 2019CE160AT020 (under TF073325) on the Romania Multi-municipality Financing Program, signed between the European Commission and the International Bank for Reconstruction and Development. It corresponds to Output 2 in the above-mentioned agreement.

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Abbreviations and Acronyms

AA	Administrative Agreement
AFM	Environment Fund Administration
ANFP	National Public Functionaries Agency
ANIF	National Land Improvement Agency
ANL	National Housing Agency
ANOFM	National Employment Agency
CLLD	Community-Led Local Development
CNI	National Investment Company
EBRD	European Bank for Reconstruction and Development
ESF	European Social Fund
ESFI	European Fund for Strategic Investments
ESIF	European Structural and Investment Funds
ERDF	European Regional Development Fund
ESPON	European Spatial Observation Network
EU	European Union
FS	Feasibility Study
FUA	Functional Urban Area
GDP	Gross Domestic Product
GIS	Geographic Information System
GoR	Government of Romania
IB	Intermediate Body
IDA	Intercommunity Development Association
ITI	Integrated Territorial Investment
IUDP	Integrated Urban Development Plans
IUDS	Integrated Urban Development Strategy
JRC	Joint Research Center
LAG	Local Action Group
MA	Managing Authority
MC	Ministry of Culture
MEN	Ministry of Education
MS	Ministry of Health
MWSJ	Ministry of Work and Social Justice
MRDPA	Ministry of Regional Development and Public Administration
MT	Ministry of Tourism
NGO	Non-governmental organization
PPP	Public-Private Partnership
PNCDI	National Research & Development and Innovation Program
PNDL	National Local Development Program
PUG	General Spatial Plan (Plan Urbanistic General)
PUZ	Zonal Urban Plan (Plan Urbanistic Zonal)
RAS	Reimbursable Advisory Services Agreement
RDA	Regional Development Agency
ROP	Regional Operational Programme
SUD	Sustainable Urban Development
SUMP	Sustainable Urban Mobility Plan
TAU	Territorial Administrative Unit
TF	Trust Fund
TP	Technical Project
UA	Urban Authority
WB	World Bank

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EXECUTIVE SUMMARY

Jurisdictional boundaries, when they are drawn, try to find a balance between proximity to citizens and their needs and efficient service delivery, while taking a series of factors (e.g. geographical constraints, historical dynamics, ethnic considerations, administrative efficiency, etc.) into consideration. As such, jurisdictions vary in size from country to country. While there is no evidence that smaller or larger jurisdictions have an influence on overall economic performance of a country, day-to-day practice indicates that existent jurisdictional boundaries rarely respond fully to public service delivery needs. For a variety of areas/sectors, interjurisdictional cooperation agreements are needed, and such agreements are in place virtually in every country (although most of the evidence on such agreements is collected for developed countries).

The scope of this report is to identify the public areas/sectors in Romania that would benefit from interjurisdictional cooperation agreements. The report is part of a suite of reports that aim to determine how partnerships between different jurisdictions could become eligible for EU financing in the 2021-2027 Programming Period. The reports prepared under this program include:

- *Identification of areas/sectors with multijurisdictional impact [this report];*
- *Identification of interjurisdictional cooperation models and territories for multisectoral project implementation;*
- *Identification of organizational models for multi-municipal territorial cooperation for attracting EU funds;*
- *Identification of conditionalities and resources implied by proposed organizational models.*

The report first looks at the experience of developed countries with interjurisdictional cooperation agreements and identifies a number of areas/sectors that are commonly subject to such agreements. Second, the report outlines the relevant Romanian legislation with a focus on: 1) the areas/sectors that are part of the mandate of sub-national administrations; 2) the framework for interjurisdictional cooperation. Third, the report summarizes original World Bank research on the interjurisdictional cooperation areas/sectors that sub-national administrations identify as being of highest need. La, the report identifies the area/sectors in Romania that are ideal candidates for sub-national interjurisdictional cooperation agreements (listed in the table below), with more in-depth analyses on some of these key areas/sectors.

Potential areas/sectors for interjurisdictional cooperation in Romania

Area/sector of intervention	Potential interventions / measures suitable for multijurisdictional arrangements	Eligibility for EU funding in the 2021-2027 programming period	Eligibility for state budget -funded programs
Administrative capacity	Territorial, strategic and financial planning	ERDF	PUG
	- Metropolitan urban plans		
	- General urban plans		
	- SUMPs		
	- IUDSs		
	- Public policies and program-based budgeting		
	- Green cadaster		
	Human resources in local administration	ESF	INA ANFP
	- Competencies building and training (e.g. public procurement)		
	- Project implementation units		
	Management and administrative processes and tools	ERDF	No
	- One-stop shops for citizens and companies		
	- Quality management standards, procedures		
	- Urban/metropolitan authorities		
Transport	Public transport	ERDF +CF	No
	- Subway extension		
	- Metropolitan railway systems		
	- Extension and rehabilitation of tram lines		
	- Extension / modernization of public transport stations / terminals		
	- Bus rapid transit systems		
	- E-ticketing		
	- Electric public transport fleet		
	Multi-modal transport	CF	No
	- Intermodal freight transport infrastructure		
	- Park & rides / Bike & rides		
	- Intermodal passenger terminals		
	Non-motorized transport and E-mobility	ERDF	AFM
	- Bicycle lanes and bike sharing systems		
	- Pedestrian and shared-space areas		
	- Charging stations for electric vehicles		
	Accessibility	CF + ERDF	PNDL

Area/sector of intervention	Potential interventions / measures suitable for multijurisdictional arrangements	Eligibility for EU funding in the 2021-2027 programming period	Eligibility for state budget -funded programs
	- Roads and bypasses		
	- Traffic management systems		
Climate change and risk management	Risk mitigation	CF + ERDF	MDRAP
			Apele Romane
			ANIF
	- Consolidation of seismic-risk buildings;		
	- Flood protection measures;		
	- Landslide protection measures.		
	Emergency response	ERDF	No
	- Investments in professional and voluntary emergency situation services (buildings, equipment, training);		
	- Development of integrated multi-risk intervention centers;		
	- Mountain and sea rescue centers.		
Low carbon and energy efficiency	Energy generation, transmission and distribution	CF + ERDF	MDRAP
	- Modernization of district heating systems, including co-generation;		
	- Use of renewable energy for public building;		
	- Smart metering and energy consumption monitoring;		
	- Extension of energy and gas distribution networks.		
	Energy efficiency	ERDF	MDRAP
	- Energy efficient public lighting.		
Education	Basic education	ERDF	PNDL
			MEN
	- Nurseries and kindergartens;		
	- Schools;		
	- High-schools.		
	Technical and vocational education	ERDF	MEN
	- Campuses for vocational training		
	Special education	ERDF	MEN
	- Special educational facilities		
	Higher education	ERDF	MEN
	- Campuses for higher education		
Health	Medical infrastructure	ERDF	MS / PNDL
	- Building regional emergency hospitals;		
	- Investments in municipal emergency hospitals and units.		

Area/sector of intervention	Potential interventions / measures suitable for multijurisdictional arrangements	Eligibility for EU funding in the 2021-2027 programming period	Eligibility for state budget -funded programs
Environment and biodiversity	Waste management	CF	AFM
	- Promotion of separation at source waste collection		
	Water and wastewater	CF	PNDL / AFM
	- Extension of water and wastewater infrastructure to areas not covered by regional water and wastewater masterplans		
	Biodiversity	ERDF + EARDF	No
	- Implementation of management plans for NATURA 2000 areas		
	Brownfields	ERDF	No
	- Public and private brownfields for other functions		
Social inclusion and employment	Social services	ESF + ERDF	MMFPS
	- Social and healthcare daycare centers and services for vulnerable groups;		
	- Home care for vulnerable groups;		
	- Protected homes for vulnerable groups.		
	Marginalized and disadvantaged communities	ERDF ESF	No
	- Integrated measures for addressing marginalized neighborhoods;		
	- Integrated renewal measures for communist districts / collective housing;		
	- Integrated renewal measures for new residential area lacking basic infrastructure.		
	Housing	ERDF	ANL Prima Casa
	- Affordable housing;		
	- Social and emergency housing.		
	Employment	ESF	ANOFM
	- Youth employment (competence development and evaluation, employment services, internships etc.);		
	- Access to the labor markets for informal workers and unemployed (training, employment services, social economy etc.);		
	- Social economy.		
R&D and innovation	R&D	ERDF	PNCDI
	- Support for public R&D infrastructure;		
	- Support for R&D partnerships between companies and public bodies.		

Area/sector of intervention	Potential interventions / measures suitable for multijurisdictional arrangements	Eligibility for EU funding in the 2021-2027 programming period	Eligibility for state budget -funded programs
	Knowledge and technology transfer	ERDF	No
	- Public and private innovation and technology transfer infrastructure and services		
Digitalization	Broadband	CF	No
	- Extension of broadband infrastructure		
	- Public Wi-fi hotspots		
	E-public services	ERDF + CF	No
	- Implementation of e-governance, e-heal, e-learning, e-culture tools		
	IT&C private sector	ERDF	Start Up Nation
	- Support for the IT&C companies and clusters		
Cultural heritage and tourism	Leisure infrastructure	ERDF	CNI
	- Public leisure facilities		
	Tourism resources	ERDF	MT
	- Valorization of natural tourism resources;		
	- Development of health tourism;		
	- Basic infrastructure for tourism areas;		
	- Tourism marketing and promotion.		
	Cultural heritage	ERDF	MC
	- Historic centers;		
	- Monuments of national importance.		
Competitiveness	SMEs and entrepreneurship	ERDF + ESF	Start Up Nation
	- Support infrastructure and services for SMEs		

It should be noted that the project’s premise is that without strong urban areas, one cannot have strong regions or national economy. Interjurisdictional cooperation tools, and resources for interjurisdictional projects, can help urban areas become more efficient, inclusive, and competitive.

It is also important to note that interjurisdictional cooperation approaches are not new in Romania. Several initiatives exist, many of which function successfully. In some cases, these initiatives have appeared naturally and organically. In other cases, however, interjurisdictional agreements have been established in response to mandates from a higher level or in response to targeted incentives (e.g. access to funds). Relatively high transaction costs, political dissention, or low levels of trust and trustworthiness have frequently acted as a barrier to interjurisdictional cooperation agreements. Targeted incentives, such as access to EU funds, may help temporarily overcome these barriers, but it is critical to think about the changes required to ensure the long-term sustainability of such cooperation agreements – where and if such agreements continue to have higher benefits than costs.

This project focuses squarely on how to enable multi-jurisdictional agreements to have easier access to EU funds for the 2021-2027 Programming Period and will not detail critical aspects pertaining to the sustainability of multi-level governance systems. But, a number of key issues should still be considered:

- i. **Interjurisdictional spatial planning** – interjurisdictional projects will almost always require, or at least benefit from, holistic spatial planning for the entire area. Such planning should, at a minimum, consider issues pertaining to mobility (people and freight), economics, and environment. This planning should identify key intervention areas and projects associated therewith.
- ii. **Clarity on powers and functions** – where new institutions are established (whether voluntary or statutory), there should be a clear delineation of powers and functions. These may be sole or shared mandates. These range from ability to regulate, implement, raise taxes, borrow, etc. Where mandates are shared, intergovernmental arrangements should be clearly defined. This certainty on powers and functions enables interjurisdiction institutions to clearly define their mandates, build capacity consistent therewith and better manage functional overlaps.
- iii. **Funding and finance** –it is critical to determine how the proposed solutions will be financed as corporate entities, as well as how they will finance projects. Consideration of funding and financing options should be linked to the consideration of powers and functions as well as ownership of assets built by these institutions. There are a wide variety of options, informed by a range of considerations, such as the extent of fiscal devolution and capacity.

INTRODUCTION

The mandate of the EU Cohesion's Policy is to narrow development gaps and reduce disparities between member countries and regions. Around 454 billion euros of European Structural and Investment (ESI) Funds have been allocated to help EU regions become more competitive in the 2014-2020 Programming Period, with a focus on less developed regions (with a GDP per capita (PPS) of less than 75% of the EU average) and transitions regions (with a GDP per capita (PPS) between 75% and 90% of the EU average). However, not all EU regions have been able to fully take advantage of the benefits, due to the effects of the 2008 economic crisis and structural problems.

Consequently, Corina Crețu, the Commissioner for Regional Policy, with the Task Force for Better Implementation, initiated **the Lagging Regions Initiative** to identify growth constraints in less developed regions, and provide targeted assistance and programs to foster growth. Thus, lagging regions development support is offered to a broad range of stakeholders (regional and local administrations, educational institutions, business support institutions, small and midsize enterprises (SMEs), entrepreneurs, investors, non-governmental organizations, international financing institutions). It is meant to maximize the impact of regional investments. Two types of lagging regions were identified in the EU:

- **LOW GROWTH REGIONS:** cover less developed and transition regions that did not converge to the EU average between the years 2000 and 2013 in member states with a GDP per capita (PPS) below the EU average in 2013. These include almost all the less developed and transition regions of Greece, Italy, Spain, and Portugal.
- **LOW INCOME REGIONS:** cover all the regions with a GDP per capita (PPS) below 50% of the EU average in 2013. This group covers the less developed regions of Bulgaria, Hungary, Poland and Romania.

Poland and Romania were the first countries to pilot this initiative, with two regions each – Świętokrzyskie and Podkarpackie in Poland, and Northwest and Northeast in Romania. Since these first pilot projects, the work has been extended both thematically and geographically (e.g. Slovakia was included in the initiative), with a focus on determining how regions can become more competitive and inclusive.

Analytical work undertaken in recent years¹ indicates that the performance of regions in the EU is linked to the performance of urban areas within the region. The most dynamic EU regions either have one or more metropolitan areas or urban agglomerations within their boundaries, or they are close to one in another region. Without strong urban areas, one cannot have strong regions. Cities function as pulse beacons, diffusing development to the areas around them

Strong cities are not enough though. To ensure that the benefits of city development also spill over to the urban hinterland, it is critical to devise and encourage interjurisdictional cooperation and development. Few urban investments nowadays have impact only on one administrative unit, so provisions should be in place for interjurisdictional planning and implementation. The numbers speak for themselves. Thus, the suburban and peri-urban areas of Bucharest and the 40 county capitals generate 20% of firm revenues in the country, have attracted 31% of migrants, and have received 32% of new housing units after 1990. However, little has been done to foster interjurisdictional dynamics between core cities and their suburban and peri-urban areas (e.g. metropolitan mobility, cross-jurisdictional investments, sharing of services).

For the 2021-2027 Programming Period, the European Commission has decided that the European Regional Development Fund (ERDF) will have a stronger focus on sustainable urban development (SUD) activities, with member states allocating at least 6% of ERDF funds for integrated development in urban areas (Sustainable Urban Development), either through a dedicated operational program a dedicated priority axis, within an operational program, or with the help of tools such as Integrated Territorial Investments (ITI) or Community-Led Local Development (CLLD). The European Commission also wants to offer “more incentives for a more effective governance based on **partnership**, **multi-level governance** and an **integrated place-based approach** in its programmes.”²

Thus, all EU Member Countries, Romania included, need a stronger focus on cross-sectoral and interjurisdictional approaches, and better respond to the needs of territories that may not be defined by one clear administrative boundary

With this in mind, a new Administrative Agreement (AA) for the Romania Multi-municipality Financing Program was signed between the European Commission and the International Bank for Reconstruction and Development with the objective to support Romania to identify ways to improve the impact of its investments in urban area through better territorial planning, and by providing inputs into the design of multi-municipal financing instruments and recommending relevant institutional structures. The following activities are envisaged under the project:

- **Activity 1.** Identification of intervention areas/sectors, in which there could be intrinsic added value for channeling EU funding through municipalities, functional urban areas (FUA) /metropolitan and/or regional associative bodies (such as Inter-communal Development Associations (IDAs) , Regional Development Associations (RDAs), etc.) in place of, or in addition to, the national authorities (health, tourism, energy, education, social services, urban and metropolitan/regional transport, competitiveness and support for SMEs and innovation, etc.).
- **Activity 2.** Analysis of the need for an overall or sector specific forms of territorial cooperation (such as metropolitan IDAs, project-oriented partnerships between

¹ See for example: Farole, Thomas, Soraya Goga, and Marcel Ionescu-Heroiu. 2018. Rethinking Lagging Regions: Using Cohesion Policy to Deliver on the Potential of Europe's Regions. World Bank Publications.

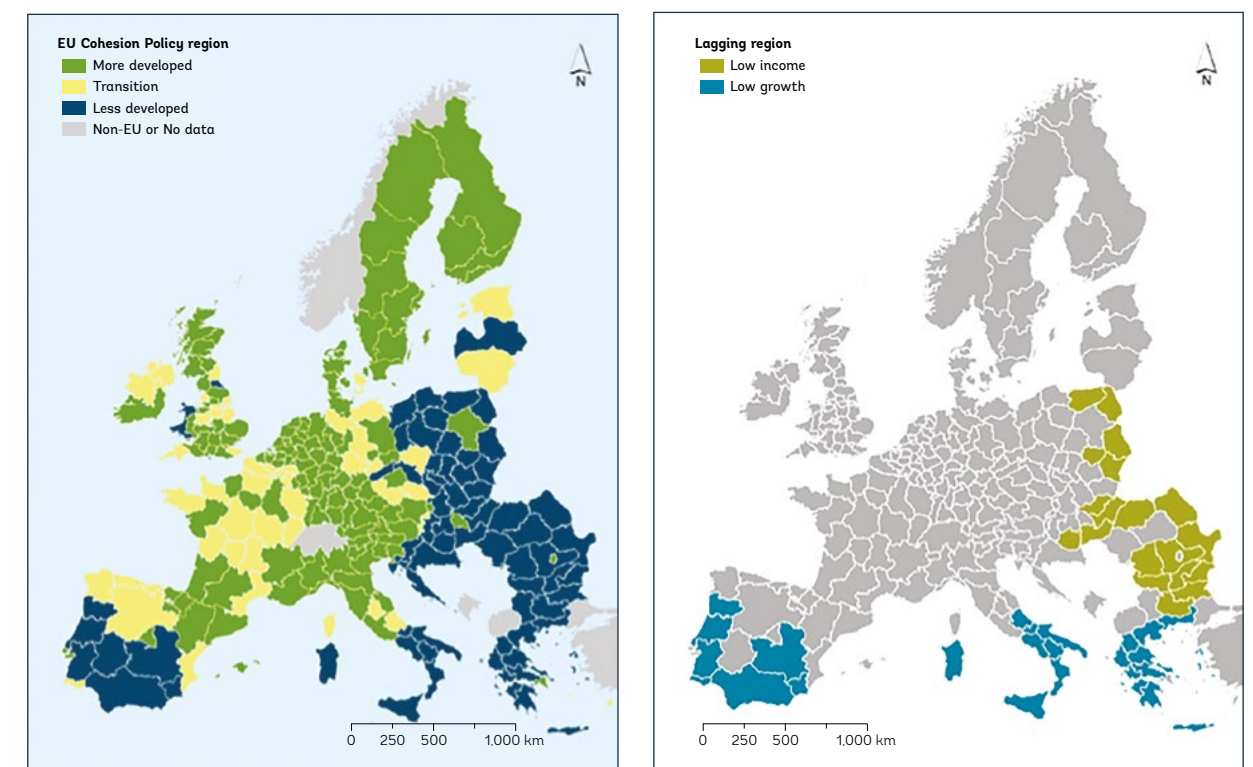
² European Commission. 2018. Policy Objective 5 – Europe Closer to Citizens and Tools for Integrated Territorial Development. [Policy Paper]

territorial administrative Units (TAUs), etc.), for the instances in which EU funding could be organized at the subnational level. These forms of cooperation could come to complement or supplement the current model used for EU funding, which focuses only on the administrative territory of the eligible county seats.

- **Activity 3.** If the opportunity for such an intercommunity or regional model is confirmed for any of the intervention areas/sectors under analysis, the project will identify suitable organizational models (for example, establishing a new intercommunity association or making use of an existing one, or ad-hoc initiatives, such as a partnership agreement for a certain investment project) and functional within Romania for each of the intervention areas/sectors.
- **Activity 4.** In case EU funding is proposed on a new, alternative organizational model, different from the ones already existing in Romania and based on international best practices, establish the implications for:
 - i. The need for integrated urban development strategies/plans.
 - ii. The need to strengthen administrative capacity, at different levels.

This report corresponds to Activity 1 listed above. The report looks at international case studies on multi-jurisdiction territorial planning, financing instruments and management approaches, juxtaposing these against Romanian regulatory and institutional arrangements. It then explores in more depth the areas/sectors that could be organized at a multijurisdictional level and why some areas/sectors should be organized at the multijurisdictional level. Lastly, the report looks at the areas/sectors managed by local administration in Romania, with recommendations on which sectors may be organized at the multijurisdictional level – including areas/sectors that are not typically implemented by local administrations.

FIGURE 1.
NUTS 2 regions classified by Cohesion Policy category (left) and Lagging Region category (right)



Is interjurisdictional cooperation needed?

Sub-national governments carve up territories for many reasons – social, economic, fiscal, and political. Success of government actions is measured based on how well policies and programs cater to local residents’ demand. There is no clear evidence that a higher or lower level of decentralization impacts socio-economic conditions (see Table 1 below with sub-national divisions for a selection of EU countries), but the effectiveness and efficiency of government action often depends on conditions elsewhere – particularly in neighboring jurisdictions. And interdependence with neighbors increases as one zooms in closer, moving from a national to provincial/regional or metropolitan lens. Consider infrastructure services such as water, sewerage, solid waste management, electricity, and transport – they all flow across administrative divisions. Similarly, negative environment externalities from congestion and air pollution are not limited to specific jurisdictions.

TABLE 1.
Administrative tiers for selected EU countries

Country	Population in 2012 (in millions)	Intermediate level	Local level
Austria	8.5	9 states (Länder / regions)	35 districts, 2,360 communities
Belgium	11.1	3 regions, 3 communities, 4 language areas, 11 provinces (10 + Brussels)	44 arrondissements, 589 communities
Bulgaria	7.3	8 planning regions	28 districts/oblasts and 5,333 communities (including 247 towns)
Croatia	4.3	2 regions	21 counties; 128 cities; 428 municipalities (groups of villages)
Cyprus	1.1		6 districts, 140 towns and villages
Czech Republic	10.5	14 regions (kraj) – 13 + Prague	75 districts, 6200 communities
Denmark	5.6	5 regions	98 municipalities; those under 20,000 residents are required to enter into binding cooperation with a larger neighboring municipality
Estonia	1.4	15 counties	241 communities (39 towns and 202 rural settlements)
Finland	5.4	19 regions (maakunta)	320 communities (107 cities)
France	65.7	21 regions	95 departments and 36,772 communities
Germany	81.9	13 states, 3 city states	329 counties, 115 county-free cities, and 14,915 communities
Greece	11.2	13 regions	54 districts, 900 municipalities and 133 communes
Hungary	9.9	7 counties (megy)	20 subregions (including Budapest); 3,156 communities (2,920 villages)
Ireland	4.6	8 regions	34 councils (29 counties and 5 cities)
Italy	60.9	22 regions	107 provinces and 8,100 communities
Latvia	2.0	5 planning regions, 26 regional municipalities	60 cities; 556 communities (of which 470 are rural municipalities)
Lithuania	2.9	10 counties	60 municipalities, 546 elderships (an eldership varies from a few villages, a town, or parts of a city)

Country	Population in 2012 (in millions)	Intermediate level	Local level
Luxembourg	0.5		3 districts, 12 cantons, 106 communes
Malta	0.4		68 local councils
Netherlands	16.8	12 provinces	483 municipalities
Poland	38.5	16 provinces	307 poviats and 2,489 gminas
Portugal	10.5	18 districts + 2 autonomous regions	308 municipalities, 4,261 freguesias (parishes)
Romania	21.3	8 planning regions	42 counties (41 + Bucharest), 320 urban areas (103 municipalities and 217 towns) and 2,861 communes
Slovakia	5.4	8 regions (kraje)	79 administrative districts, 2,875 municipalities (towns and villages)
Slovenia	2.1	4 oblasts	8 regions, 79 districts (okres) – mostly statistical units, 5,992 settlements (182 urban)
Spain	46.2	17 regions	50 provinces; 8,111 municipalities
Sweden	9.5	8 national areas	21 counties, 290 municipalities
United Kingdom	63.2	30 counties (England) + 7 unitary authorities (2 in Wales, 4 in Scotland, 1 in N. Ireland)	3,232 cities, towns, and villages (66 cities with official status)

Source: World Development Report, 2000; desk research

Economic and social interactions are not contained within administrative divisions, yet public policies are often designed and implemented within jurisdictional silos. This translates into lost opportunities to derive higher gains from common institutions (e.g. joint utility networks, integrated spatial planning, regional public transport provision, joint management of negative environmental externalities), connective infrastructure (e.g. regional transit systems connecting to easier, cheaper, and more efficient access to regional opportunities) and targeted incentives (e.g. reducing beggar-thy-neighbor adverse policies when it comes to the attraction of private investments).

Policy options to respond to cross-jurisdictional dynamics can vary greatly, from voluntary agreements and metropolitan governments, to setting standards, taxing, and regulatory frameworks. Government involvement in cross-jurisdiction dynamics has been the subject of academic discourse over time with varying options, including laissez-faire type approaches, promoted initially by Nobel-prize Laureate Ronald Coase – who thought that mutually satisfactory agreements can be reached without direct government intervention (when transaction costs are negligible or inexistent); to options that invariably require direct government intervention.

Day-to-day reality shows that neither laissez-faire approaches nor pure government intervention are always the go-to solution for interjurisdictional cooperation. Rather, interjurisdictional approaches should be tailored to each individual context and adjusted according to the impact that is hoped to be achieved. At all time, it is important to ask whether an interjurisdictional solution has a bigger positive impact than the costs associated with it. Also, depending on a country or city’s development level, the size of the locality, and on the area/sector that is considered, there may be a need for interjurisdictional cooperation. What may work in one place, will not necessarily function in another, despite similar contexts. Thus, cookie-cutter solutions should be avoided whenever possible, and a menu of options should rather be provided for when dealing with interjurisdictional challenges.

The challenges faced by Romanian cities indicate that interjurisdictional approaches are needed. In some sectors, such as water and wastewater, or solid waste management, interjurisdictional cooperation approaches have already been proven to function well. However, there are additional areas/sectors where interjurisdictional approaches could also bring efficiency gains. For example, metropolitan spatial planning, could better streamline urban development patterns; the development of cross-jurisdictional road links and metropolitan public transport systems could help address traffic issues most large cities deal with (e.g. Bucharest has some of the worst traffic in the world); the development of business infrastructure (e.g. industrial parks) often is done in peri-urban areas (e.g. Ploiesti, Cluj-Napoca) but is dependent on the labor force from the city's center. The report will discuss such cases in more depth.

Cooperation vs. consolidation

In response to experienced challenges, public officials should make evidence-based decisions, take care to explore a range of solutions and taking due regard of their operating context. Thus, when local administrations are faced with negative metropolitan externalities (e.g. congestion, capital flight, pollution, chaotic urban development), the solution may not only be the establishment of a metropolitan governance structure (which would require a metropolitan development law), other alternatives such as simple cooperation (e.g. voluntary agreements) and co-financing agreements do exist.

Ideally, the simplest and least distortionary solutions should be sought to each problem that arises. Thus, if voluntary agreements are easy to achieve, they should be the first option. If, however, a particular issue requires new institutional set-ups, these should be pursued – with due regard to transactional costs associated therewith.

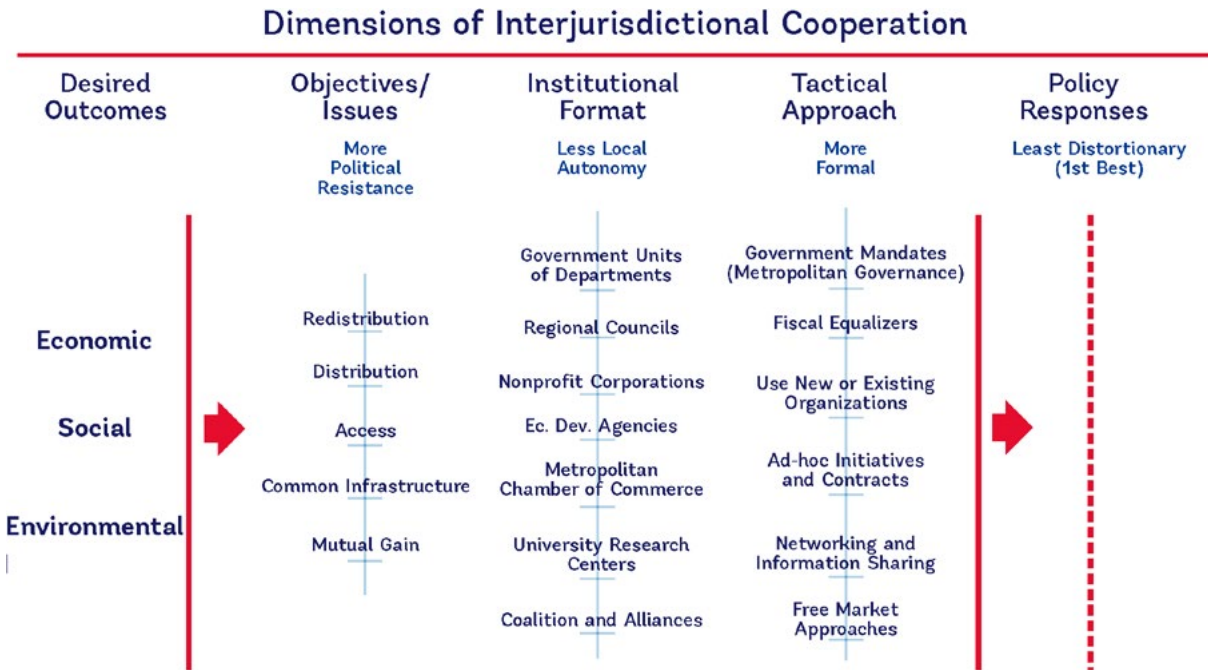
The decision to pursue cooperation or consolidation approaches should be taken having considered a variety of factors, such as the complexity of the issue being addressed, the number of institutions involved and associated transaction costs. For complex, multi-stakeholder and multi-year recurring issues, a governance solution may be appropriate. Whereas short term, simple issues may be resolved through, for instance, project specific interventions (i.e. a multi-jurisdiction project team constituted and dissolved on completion of the project), transaction costs and complex political interrelationships should also be considered. Transaction costs should relate to the scale and complexity of the issue being addressed and in complex political environments (i.e. different and opposing political parties) extra care should be taken in designing a cooperation or consolidation approach that anticipates changes in the political environment.

To make informed decisions, policy makers need to explore a range of options, conscious that solutions may be time-bound, a solution that may work well today, may need reform tomorrow. Most of today's mega-cities, such as New York, London, and Tokyo, relied in their initial development phases, on cooperation agreements between different local administrations (e.g. between New York and Brooklyn, between London and Camden Town, or between Tokyo and Shinagawa), but over time these matured into consolidation in response to the joint challenges they faced. Similarly, Romanian localities should take a long-term view in considering solutions to respond to interjurisdictional challenges – understanding that these will morph and change over time in response to dynamics such as shifting political affiliations, demographic and economic shifts.

EXPERIENCE OF DEVELOPED COUNTRIES WITH INTERJURISDICTIONAL COOPERATION AGREEMENTS

Necessity has prompted developed and developing countries to develop a myriad of interjurisdictional models, in a variety of sectors. The experience of these countries is relevant for Romania, as it is increasingly dealing with some of the challenges that these countries have dealt with. Moreover, for the 2014-2020 Programming Period, the European Commission has promoted integrated urban development not only at the neighborhood and city level, but also at the metropolitan level and for function urban areas. STRAT-Board: Territorial and Urban Strategies Dashboard³ shows that 18 EU member states, including Romania, developed integrated strategies at the FUA level, meaning that they have been developing interjurisdictional partnerships and cooperation mechanisms.

FIGURE 2.
Dimensions of interjurisdictional cooperation



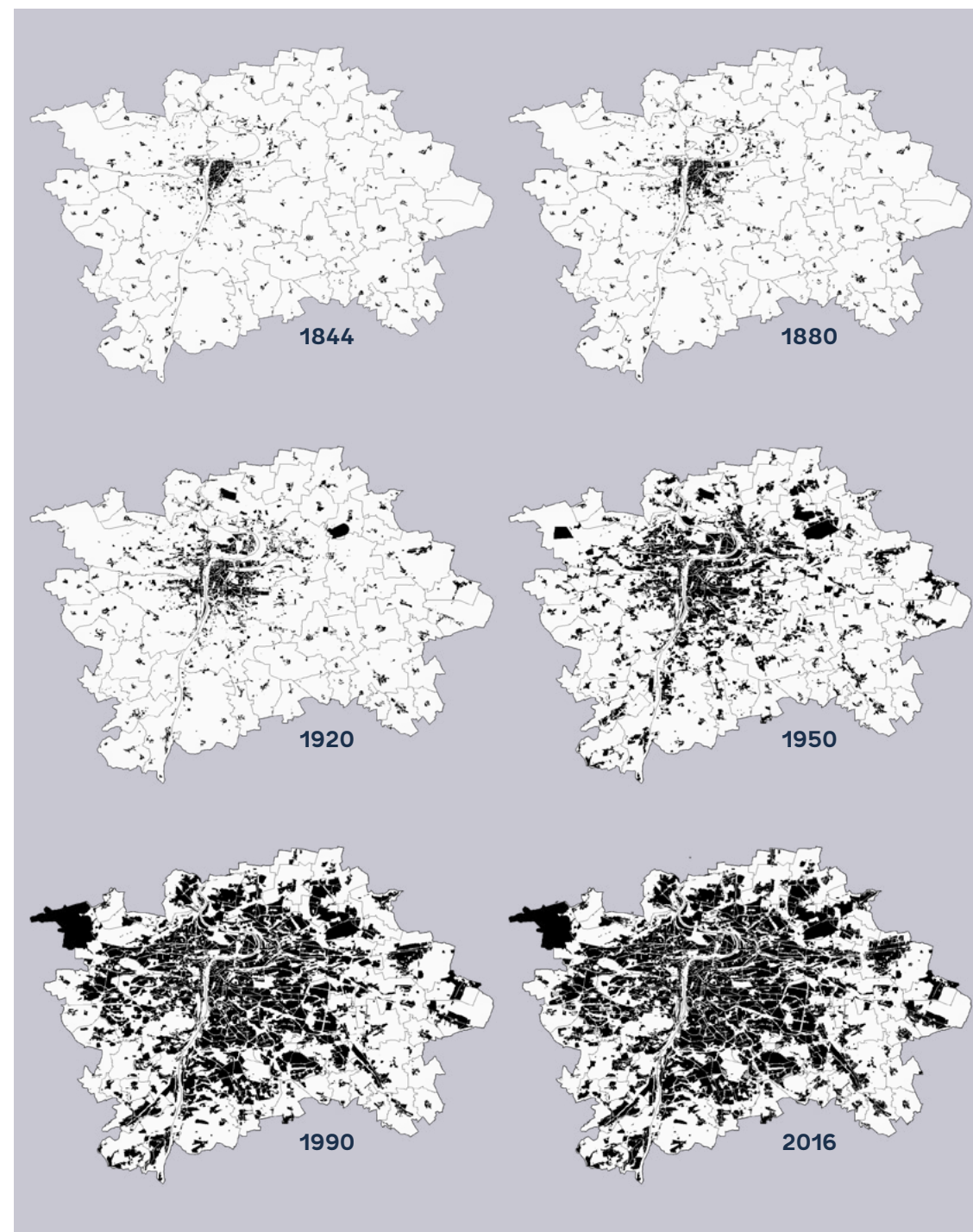
Adapted from: Nunn S., Rosentraub M.S. 1997. Dimensions of Interjurisdictional Cooperation, Article in Journal of the American Planning Association

³ The European Commission's interactive mapping tool that provides a visual overview of Sustainable Urban Development (SUD) and Integrated Territorial Investment (ITI) strategies currently implemented across Europe - <https://urban.jrc.ec.europa.eu/strat-board/#/where>

Interjurisdictional cooperation models range from simple voluntary agreements, to new administrative levels (e.g. metropolitan governance). The simpler the type of cooperation, the more sectors/areas it can be used for. Conversely, the more complex the type of cooperation, the more limited the scope of its cooperation is likely to be. Figure 2 below presents in a synthetic form of some of the various dimensions of interjurisdictional cooperation.

FIGURE 3.

The evolution of the city of Prague



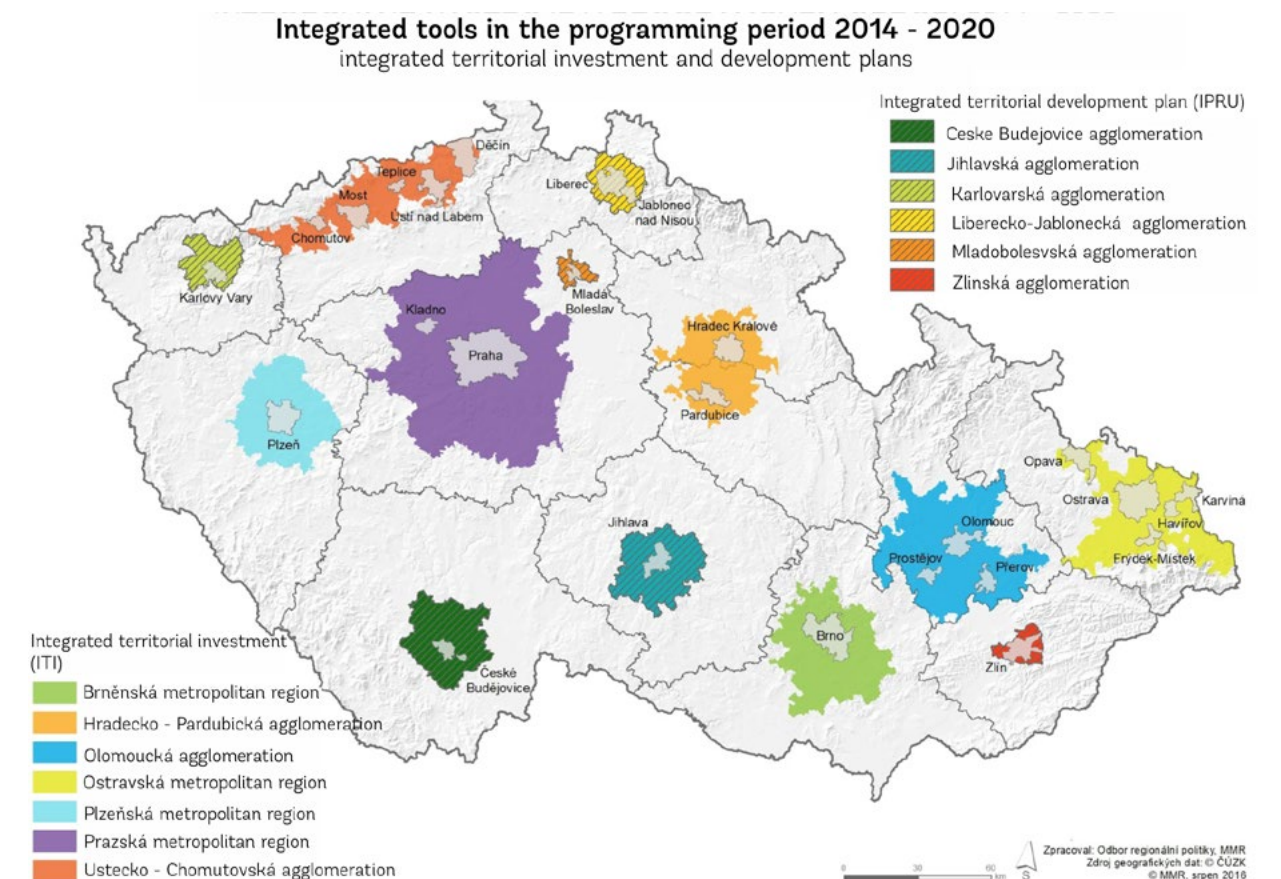
Source: Prague Planning Institute (IPR)

Looking at the most complex cooperation agreements, and the areas/sectors they cover, can provide a better picture of the areas/sectors most likely to have a cross-jurisdictional impact. In this respect, metropolitan areas, and metropolitan forms of governance, are among the most complex interjurisdictional cooperation agreements, short of creating a new and separate administrative level. And indeed, many metropolitan areas have over time morphed into stand-alone city administrations. For example, the neighborhoods of Vinohrady, Žižkov, Karlín, or Letná, used to be stand-alone towns, which eventually became part of the city of Prague. Several of Prague's 56 districts used to be stand-alone villages and towns a few years ago. Figure 3 shows how Prague evolved over time. Thus, in 1842, Prague had roughly the shape and size of the current historic district and was surrounded by a myriad of villages. Over time, the urban mass of the area has extended continuously, and so have the administrative boundaries of the city of Prague. Currently, metropolitan planning and project implementation extend well beyond the administrative boundaries depicted below.

For the 2014-2020 Programming Period, an ITI approach was prepared for the Metropolitan Areas of Prague, which extends well beyond the city's current limits (see map below). Similar ITI approaches have been proposed for all the major cities and urban agglomerations in the Czech Republic.

FIGURE 4.

Integrated cooperation tools in the Czech Republic



Interjurisdictional cooperation agreements, of the type established in the Czech Republic, have not been established solely for the purpose of attracting EU funds. There are clear benefits of such agreements, some of which include:⁴

- Economic development outcomes, including an improved business climate, entrepreneurial activity and business attraction;
- Municipal service outcomes, including improved quality, cost efficiency, and provision of public services due to economies of scale;
- Physical environmental outcomes, including improved environmental quality outcomes; and,
- Socio-political outcomes based on improved citizen participation and inclusiveness.

Based on an analysis of the metropolitan cooperation in Europe, Heg, Klagge and Ossenbrugge⁵ have identified three areas of metropolitan cooperation:

- i. cooperation in thematic fields which are characterized by a rather state-oriented regulation model, and where the local or regional administration plays an important role - e.g. the common use of costly infrastructure;
- ii. cooperative efforts focusing on thematic fields which are generally dominated by private actors and market-oriented regulation models (e.g. economic specialization). The success of such efforts depends on the ability to build economies of scale and scope, based on the premise that bigger markets specialization may lead to cost savings, innovations and learning effects; and
- iii. A mix of the previous two - in thematic fields such as culture, education or tourism it is possible to share infrastructure, which can lead to both cost savings and improved organizational performance.

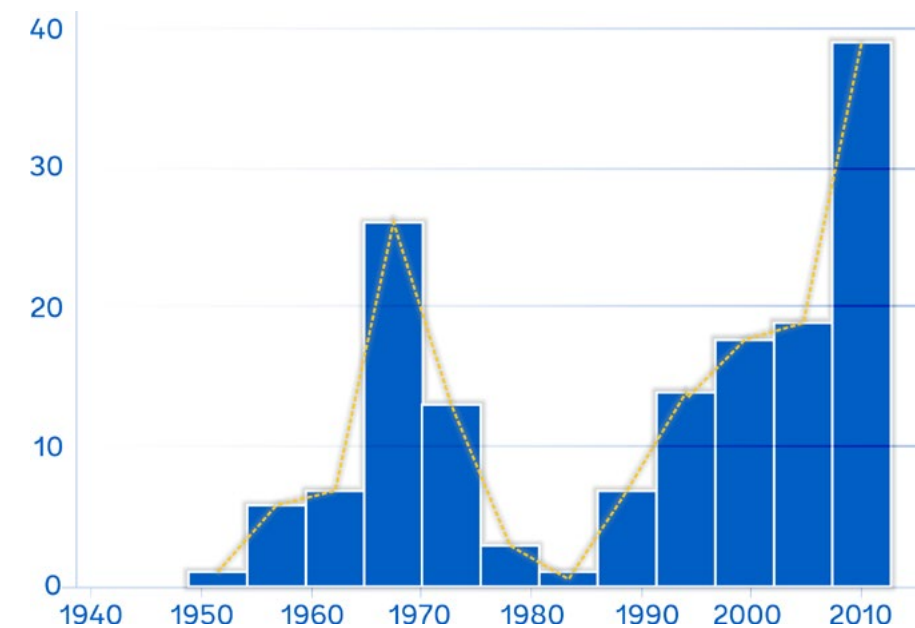
A recent OECD study⁶ looked at 263 metropolitan areas from OECD countries, to see whether these metropolitan areas had some form of governance structure in place and tried to identify the areas/sectors these governance structures focused on in their day-to-day activity. Sixty-eight percent of the analyzed metropolitan areas had governance bodies in place, with countries like France, the Netherlands, Portugal, Sweden, and Switzerland, having all their metropolitan areas with a dedicated governance body in place. Forty-eight of these 178 (27%) governance bodies have the right to regulate and pass local laws. With respect to the year the metropolitan governance bodies were created, there seems to be strong cyclicity – with a lot of governance bodies being created in the late 1970s, the 1990s, and around the new millennium.

⁴ See: Nunn S., Rosentraub M.S. 1997. Dimensions of Interjurisdictional Cooperation, Article in Journal of the American Planning Association

⁵ Heg, Klagge, Ossenbrugge. 2002. Metropolitan cooperation in Europe: Theoretical issues and perspectives for urban networking, article in European Planning Studies, Vol. 11, No. 2, 2003

⁶ OECD. 2014. The OECD Governance Survey: A Quantitative Description of Governance Structures in large Urban Agglomerations.

FIGURE 5.
Inception year of OECD metropolitan governance bodies



Source: OECD. 2014. *The OECD Governance Survey: A Quantitative Description of Governance Structures in large Urban Agglomerations*.

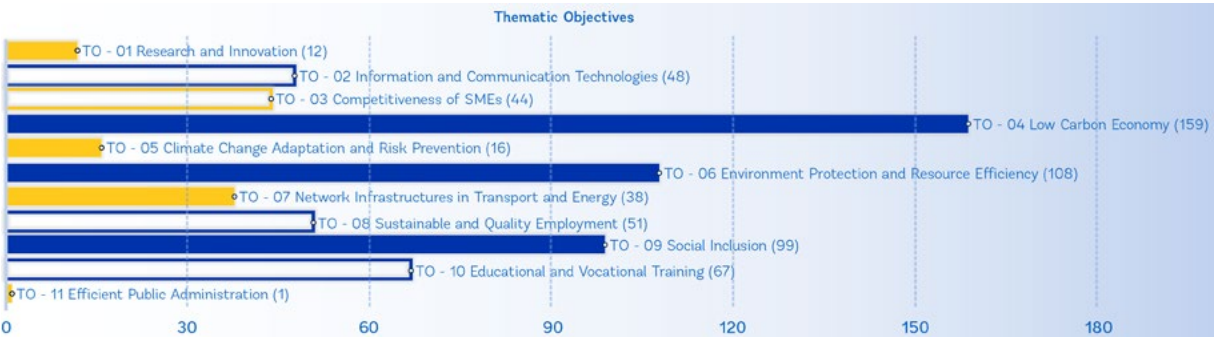
Given that across 21 OECD countries, there are clear periods when metropolitan areas were “in” and periods when metropolitan areas were “out”, indicates that the political, social, and economic context of the time, may have played an important role in their establishment. This should be a point of reflection for when new metropolitan governance structures are established, as they may partially be the product of a trend. Nonetheless, prior OECD research⁷ indicates that metropolitan areas that have a governance structure in place, have better socio-economic indicators than areas without such a governance structure in place, hence the renewed interest of the European Commission in cities and metropolitan areas (the 2021-2027 ERDF Policy has a clear focus on integrated urban development approaches), the next decade may see further interest in metropolitan development and management.

The European Commission’s Joint Research Center (JRC) has undertaken an inventory of integrated urban development strategies in the EU, which usually focus on multijurisdictional areas and has identified the key areas/sectors these strategies focus on. The Stratboard⁸ includes 191 strategies at the FUA level in 18-member states and points to an increased focus on low carbon economy, environment protection, resource efficiency, and social inclusion. The thematic objectives addressed by the 39 Article 7 Romanian cities (within the ROP Axis 4) included: 1) TO4. Shift towards a low-carbon economy; 2) TO6. Environment and resource efficiency; 3) TO9. Social inclusion, poverty and discrimination; 4) TO10. Education, training and vocational training. **However, only TO4 interventions related to urban mobility were addressed at the metropolitan / FUA level.**

⁷ OECD. 2013. *Regions at a Glance: Special Focus on Metropolitan Areas*.

⁸ STRAT-Board: Territorial and Urban Strategies Dashboard, <https://urban.jrc.ec.europa.eu/strat-board/#/where>

FIGURE 6.
Thematic focus of Sustainable Urban Development (SUD) and Integrated Territorial Investment (ITI) strategies currently implemented across Europe



Source: STRAT-Board: Territorial and Urban Strategies Dashboard, <https://urban.jrc.ec.europa.eu/strat-board/#/where>

Each of the EU Thematic Objectives includes a number of Thematic Areas, and a number of eligible activities. A full overview of these thematic areas and eligible activities is available online.⁹ The table below includes an allocation of funds for ITIs in Poland, the EU country with the largest SUD allocation for 2014-2020 (around 6.2 billion euros). A total of 24 functional urban areas (FUAs) in Poland have used the ITI tool in this programming period, and the table below includes the main areas they focused on.

TABLE 2.
Distribution of projects and budgets for Polish ITIs, in the 2014-2020 Programming Period

Thematic area	No. of projects	Value of projects in mil. Polish Zloty (1 EUR = 4.25 PLN)
Clean urban transport infrastructure and promotion thereof (including equipment and rolling stock)	157	3,579.7
Renovation of public infrastructure for the purposes of energy efficiency, demonstration projects and support measures	345	1,879.8
Rehabilitation of social infrastructure contributing to regional and local development	66	645.0
Cycling and walking paths	54	626.9
Housing infrastructure	40	483.3
Other reconstructed or modernized roads (motorways, national, regional, or local roads)	22	403.0
Access to employment for jobseekers and inactive people, including the long- term unemployed and those distant from the labor market, i.e. through local employment initiatives and support for worker mobility	136	394.0

⁹ See here: https://ec.europa.eu/regional_policy/en/information/legislation/guidance/

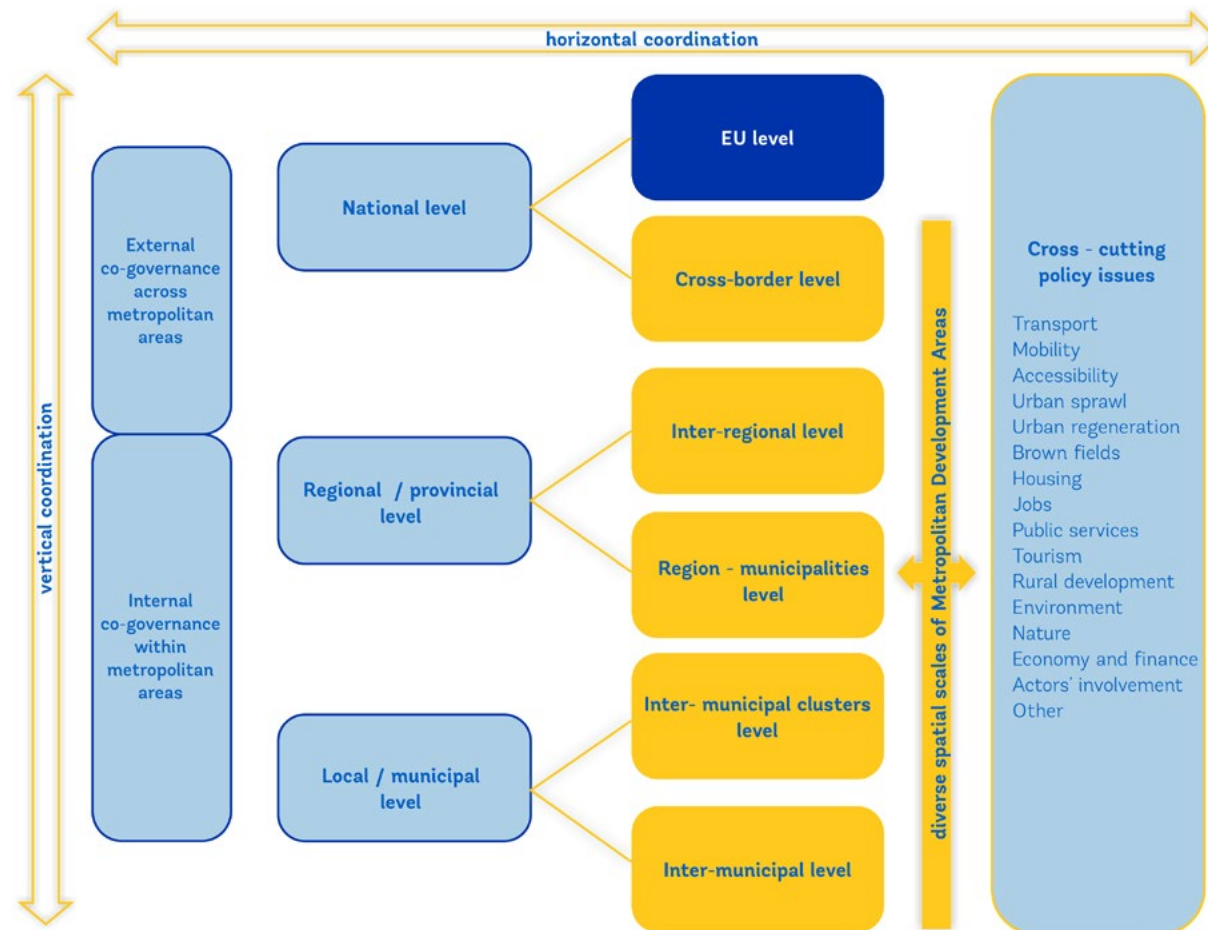
Thematic area	No. of projects	Value of projects in mil. Polish Zloty (1 EUR = 4.25 PLN)
Education infrastructure for vocational education and training and adult education	63	389.6
Infrastructure for early childhood education and care	89	389.0
Reducing and preventing early school leaving, ensuring equal access to quality early childhood education and to primary, lower secondary and upper secondary education, including formal, non-formal, and informal learning pathways to re-enter education and training	264	317.7
Business infrastructure for SMEs (including industrial parks and facilities)	23	263.3
Wastewater treatment	26	257.6
Improving the labor market relevance of education and training systems, facilitating the transition from education to employment and strengthening vocational education and training systems and their quality, including through mechanisms for skills forecasting, curriculum adaptation and design and development of learning systems through practical apprenticeship, undertaken in close cooperation with employers	120	240.5
Measures in the field of air quality	31	215.5
Educational infrastructure for school education (primary and secondary general education)	31	195.5
Intelligent transport systems (including introduction of demand management, toll collection systems, IT systems for monitoring, control and information)	6	191.0
Protection, development and promotion of public goods in the field of culture and heritage	38	187.9
Active inclusion, including to promote equal opportunities and active participation, and improving employability	90	170.0
Other railways	2	151.8
Facilitating access to affordable, sustainable and high-quality services, including health care and social services of general interest	106	147.7

Source: Wolanski, Michal et al. 2018. Evaluation of Implementation of the ITI Tool in the EU Financial Perspective for 2014-2020. Final Report for Government of Poland.

The European Spatial Observation Network (ESPON) also promotes interjurisdictional cooperation models, with a focus on the development of metropolitan areas. The ESPON SPIMA initiative (Spatial dynamics and strategic planning in metropolitan areas) promotes shared metropolitan governance as the way forward to address the demographic, social, economic and political challenges cities and their surrounding areas are facing. Different forms of shared governance / interjurisdictional cooperation already exist in the stakeholder areas (Vienna – Austria, Zurich – Switzerland, Prague and Brno – Czech Republic, Brussels – Belgium, Oslo-Akershus – Norway, Turin – Italy, Terrassa – Spain, Lille and Lyon – France). However, their effectiveness in the long term depends on the specific local context in each area, including the institutional frameworks and structures in place, the spatial planning practices and the capacity available for building durable and trust-based collaboration between different actors. Figure 7 below illustrates a model for shared metropolitan governance, showing potential directions and structures for horizontal and vertical cooperation, as well as suggesting topics for metropolitan development.

FIGURE 7.

Shared governance between traditional governmental levels (vertical) and across policy issues (horizontal)



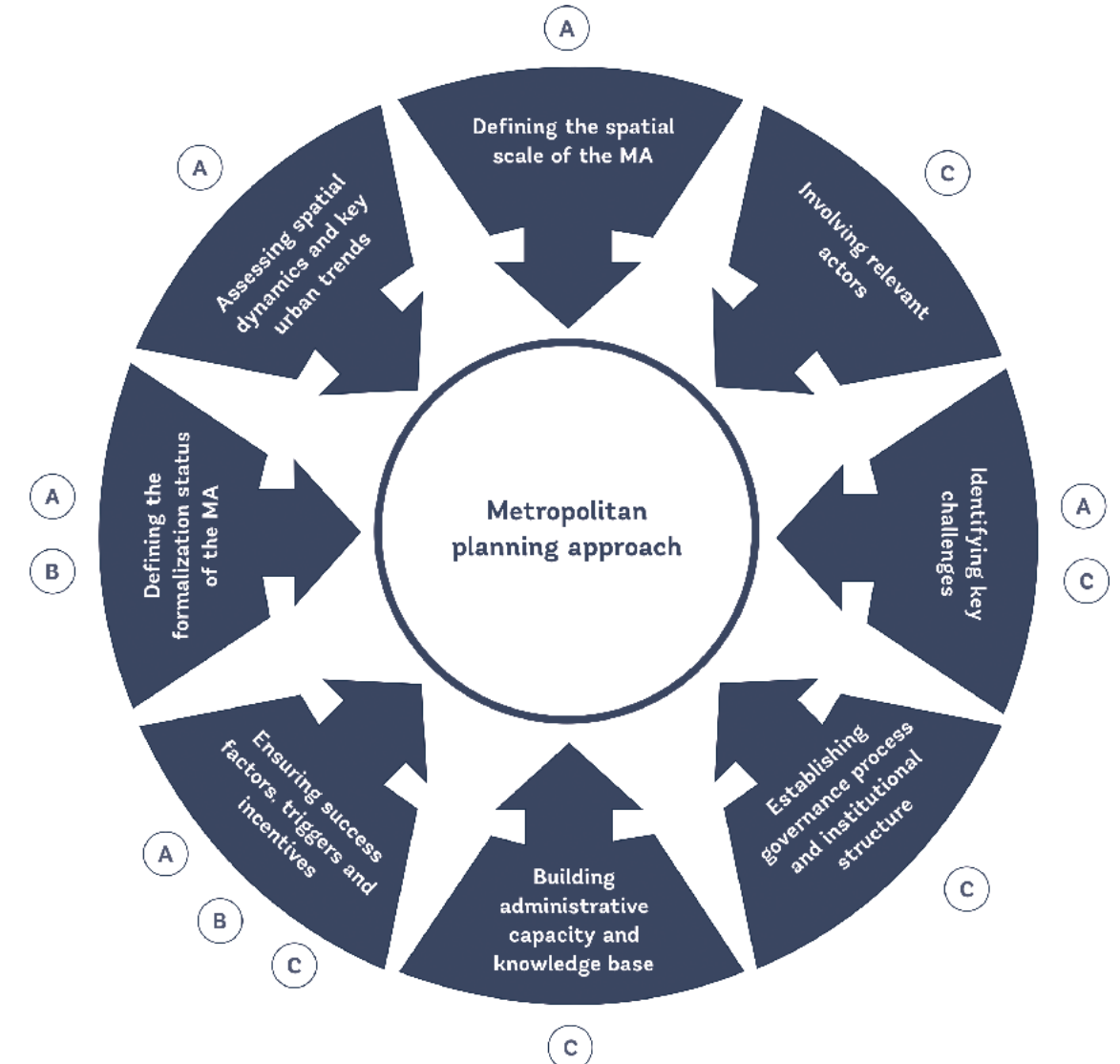
Source: ESPON.2018. SPIMA – Spatial dynamics and strategic planning in metropolitan areas

SPIMA also proposes a metropolitan planning approach embedding eight “action areas” (see Figure 8) that set different foci in strategic, statutory, and collaborative planning processes. Implementing these action areas may help to better understand the existing situation in the metropolitan areas, establish suitable governance process and support decision-making processes. The case study analysis showed that among the stakeholder areas there is relative progress made with regard to the assessment of current urban trends and identification of key challenges. The action areas that are less well-addressed relate to ensuring key success factors, incentives and triggers, the establishment of suitable governance models, and the involvement of relevant actors. These observations also apply to the general situation of metropolitan areas’ development in Europe,¹⁰ where difficulties were identified especially in the operationalization and maintenance of interjurisdictional cooperation.

¹⁰ See also: METREX. 2018. Looking at metropolitan areas as Laboratories of metropolitan governance

FIGURE 8.

Eight action areas for the implementation of the metropolitan planning approach



A - strategic planning processes, B - statutory planning processes, C - collaborative planning processes

Source: ESPON / [SPIMA] (2018)

**IDENTIFICATION OF
SECTOR/AREAS WHERE
CROSS-JURISDICTIONAL
PROJECTS ARE PLANNED,
IMPLEMENTED,
OR MANAGED**

ESPON SPIMA groups interjurisdictional challenges and dynamics in seven thematic categories:¹¹ demographics, spatial development, economy and finances, social welfare, transport, environment and quality of life, culture, and one crosscutting issue – institutional. Out of these challenges, several areas in which interjurisdictional cooperation can be identified:

Demographics	Population growth / decline Migration of population to suburban areas	Transport infrastructure	Ensuring an efficient transport infrastructure, mobility and accessibility Traffic congestion issues
Spatial structure and development	Suburbanization and urban sprawl Inefficient spatial planning process Relocation of businesses outside core area Pressure on land and land price imbalances (i.e. suburbs - core city) Missed opportunities for mutually beneficial developments between municipalities Need for multi-functional land use planning Achieving polycentric development Ensuring sustainable commuting patterns	Environment and quality of life	Environmental quality Regeneration of post-industrial areas Urban-rural conflicts of interests Nature and landscape preservation Energy Climate adaptation (floods risk etc.)
Economy and finances	Ensure affordable and good quality housing Economic stagnation Creating sustainable tourism opportunities Taxation systems as support for spatial development Economic growth and attractiveness	Cultural	Ensuring cultural vitality Accommodating multicultural communities Providing opportunities for the poorly educated Cultural heritage
Social welfare	Unequal job opportunities between different urban areas and among social groups Deprived communities in inner city Social segregation	Institutional	Need for multilevel collaboration Shared visions on strategic plans Gap between strategic planning and implementation of metropolitan development Dealing with intermunicipal/regional competition Internationalization

Source: ESPON SPIMA

¹¹ESPON SPIMA

Both the Territorial Agenda 2020 and 2020+ and the Urban Agenda for the EU acknowledge the need for interjurisdictional cooperation in functional urban areas. The Urban Agenda for the EU¹² provides concrete examples on how functional areas can support effective integrated approaches to sustainable development:

- The sustainable use of land and nature-based partnerships to promote FUA cooperation as a tool to diminish urban sprawl. This is to be achieved through improved cooperation between municipalities pursuing coordinated spatial planning and appropriate financial incentive systems at the level of FUA.
- Urban mobility policies for cities covering FUA and hinterlands.

The OECD, mentioned above, looked at 263 metropolitan areas, and for 178 areas that had a metropolitan governance body in place, it identified the key areas/sectors covered by the governance body.¹³ Annex 1 includes key areas/sectors covered by the 178 governance bodies. These sectors hint about the key sectors that could potentially be covered by interjurisdictional cooperation agreements in Romania, and they include:

- **Regional Development.** 81% of all analyzed governance bodies covered this area. The main activity covered is the promotion of the local economy, with a focus on attracting private investors, encouraging local entrepreneurship, promoting skills' development among the local labor force, and targeted support to for key economic sectors. It is worth mentioning that none of the metropolitan area Intercommunal development associations (IDAs) in Romania currently assume this function directly.
- **Transportation.** 78% of governance bodies work on transportation, focusing primarily on metropolitan public transport and the construction, modernization, and rehabilitation of roads. This is also the area that is most often identified as having a metropolitan/multijurisdictional dimension in Romania.
- **Spatial Planning.** 67% of governance bodies undertake metropolitan spatial planning. This is an area/sector that emerged, in the Romanian context, as being most needed for the proper development of metropolitan areas, in conjunction with the consolidation of spatial planning tools at the local level. Even in cases where one center city has a strong and well-enforced spatial plan, the lack of similar strong plans and enforcement in suburban and peri-urban areas, means that the metropolitan area still develops in a non-coordinated manner, with clear negative externalities for the center city (e.g. congestion, pollution, social exclusion, the creation of service deserts).
- **Solid Waste Management.** 35% of the 178 governance bodies, in the OECD study, dealt with this sector. In Romania, IDAs specialized in waste management, reuniting all TAUs and coordinated by the County Councils, have already been established. This has actually been a pre-condition for accessing EU funding for the waste sector,

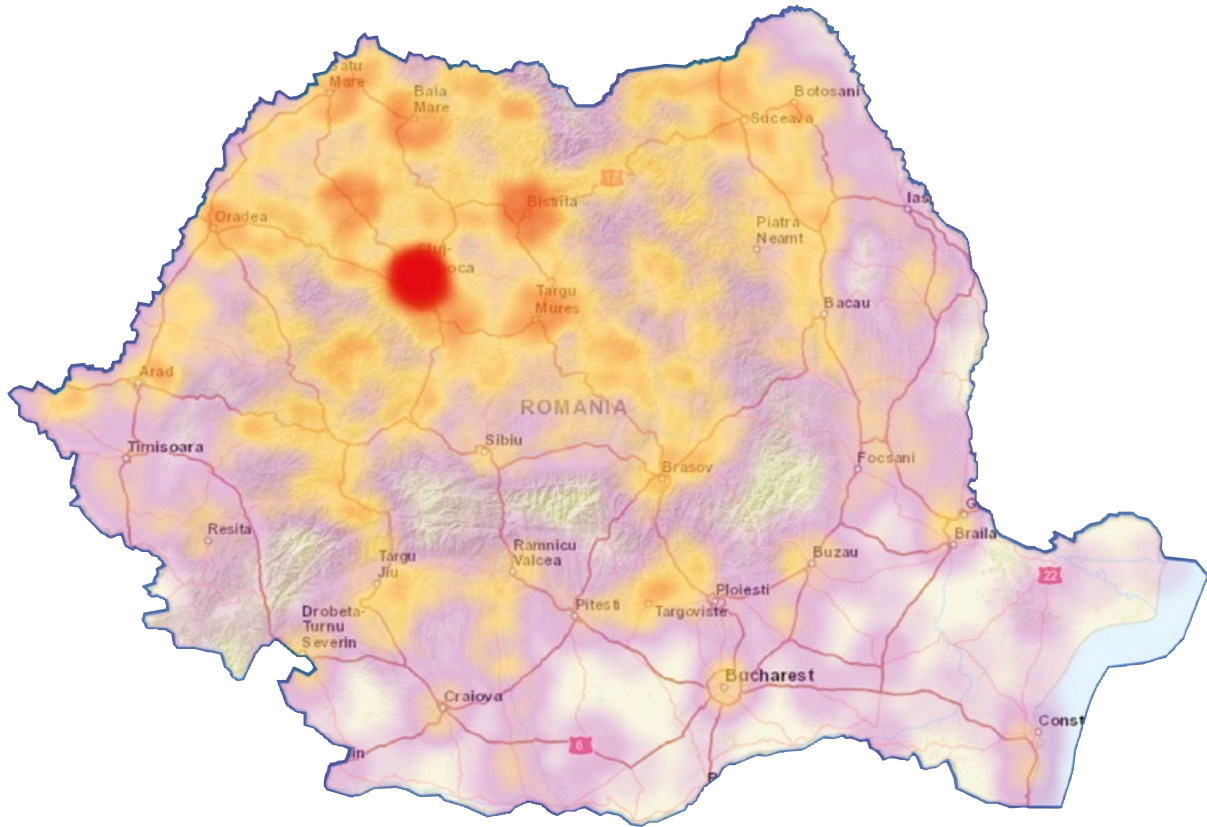
¹² European Commission. 2019. Urban agenda for the EU, Multi-level governance in action.

¹³ OECD. 2014. The OECD Governance Survey: A Quantitative Description of Governance Structures in large Urban Agglomerations.

starting with the previous programming period. As a result, most municipalities have delegated their legal competences in the field of waste collection, transport and elimination to IDAs, that further outsourced these services to private operators, covering different territorial clusters. In most cases, these clusters have been designed to overlap with the cities' functional areas.

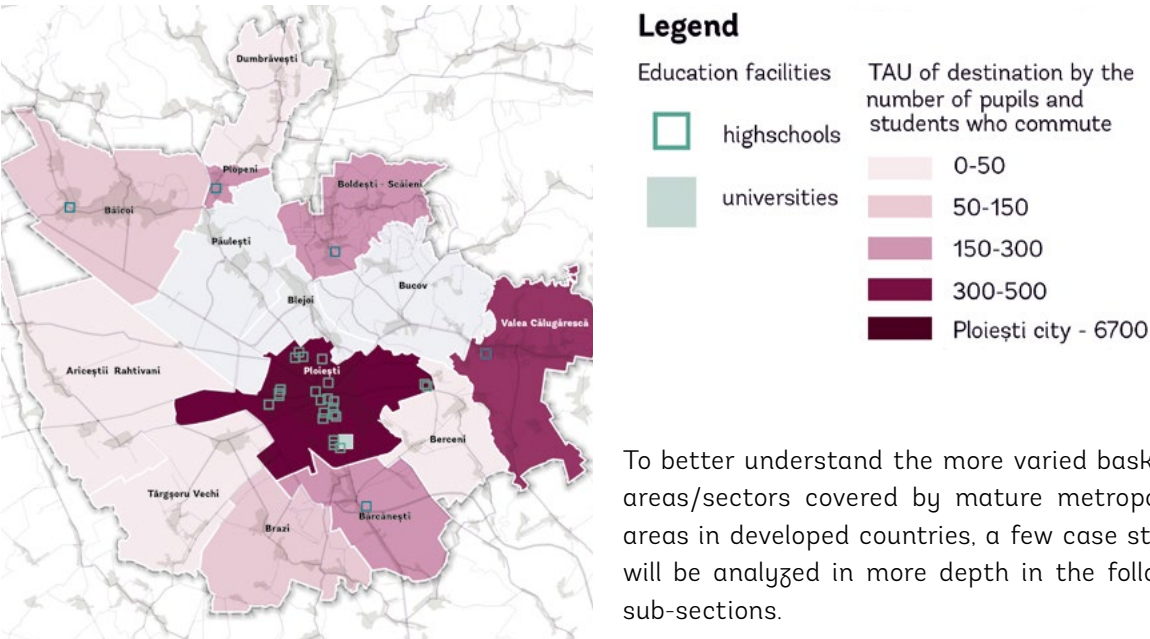
- **Water and Wastewater.** 35% and 26%, respectively, of governance bodies dealt with these sectors. In Romania, water and wastewater services are provided by regional water companies, usually covering all, or most localities, within an existing county. Some water and wastewater companies have extended their service area, however, beyond the boundary of the county in which they were originally created.
- **Culture and Leisure.** 29% of governance bodies are active in this area/sector. This is an area that is not commonly managed at the metropolitan level in Romania, although there is a definite need in this respect. For example, some of the main seaside resorts in Romania (e.g. Neptun, Olimp, Saturn, Venus, Jupiter, and Cap Aurora) are part of the Mangalia Territorial Administrative Unit (TAU) – a small town with 36,000 citizens, and hardly with the necessary budget to keep this massive tourist infrastructure in good shape. Consequently, some of the most prized seaside resorts in Romania have fallen into disrepair in recent years.
- **Energy.** 15% of governance bodies operate in this sector. This sector is also uncommon for Romanian interjurisdictional cooperation agreements, with production and distribution of energy handled by large private and public companies. However, as energy production is becoming more autonomous and localized, and with energy efficiency high on the EC's policy agenda, this may be a sector where localities will increasingly cooperate.
- **Health.** Healthcare is provided at the metropolitan level by a few metropolitan governance bodies in places such as Vienna, Hamburg, Nuremberg, Saarbrücken, Geneva, Eindhoven, Lisbon, Porto, and Malmö. Generally, however, it is unusual for such a service to be provided at the metropolitan level, despite the clear multijurisdictional impact of the sector. The sector is quite diverse and complex, with some small clinics only servicing a neighborhood, while some hospitals can have regional, national, and multi-national reach
- **Education.** Education is also provided by only a few metropolitan governance bodies, because of the varying territorial impact one can have in this sector. Thus, the Babeş-Bolyai University in Cluj has a national reach. At the same time, school children commute across jurisdictional boundaries to meet their educational needs (see map below with the number of pupils commuting within the Ploiesti Metropolitan Area). Moreover, with the rapid development of new settlements in the suburbs and peri-urban areas of dynamic cities in Romania, critical public infrastructure has been slow to follow. Thus, there are communities with several thousand new residents, but with no new schools, kindergartens, or nurseries, adding pressure to the existing social and transport infrastructure.

FIGURE 9.
The student catchment area of the Babes-Bolyai University in Cluj

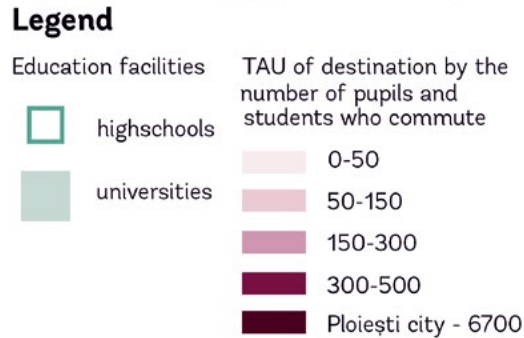


Source: UEFISCDI

FIGURE 10.
Number of pupils that commute for school in the Ploiesti Metropolitan Area



Source: Ploiesti Integrated Urban Development Strategy 2014-2020



To better understand the more varied basket of areas/sectors covered by mature metropolitan areas in developed countries, a few case studies will be analyzed in more depth in the following sub-sections.

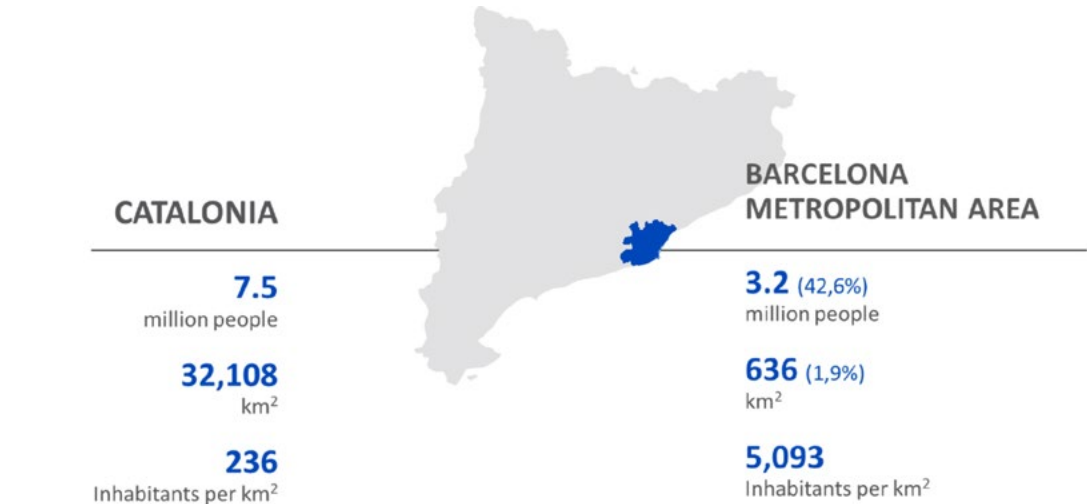
CASE STUDIES

Barcelona

General Information

The Barcelona Metropolitan Area is situated in Catalonia, in the northern part of Spain, comprised of 36 municipalities ranging from municipalities with less than 10,000 inhabitants to the city of Barcelona with more than 1,000,000 inhabitants. Covering a total surface of 636 km², the Barcelona Metropolitan Area has a total population of over 3.2 million people and a population density of 5,093 people/km². This area is the largest on the Mediterranean coast and one of the largest in Europe.

FIGURE 11.
Catalonia and Barcelona Metropolitan Area



Source: Àrea Metropolitana de Barcelona

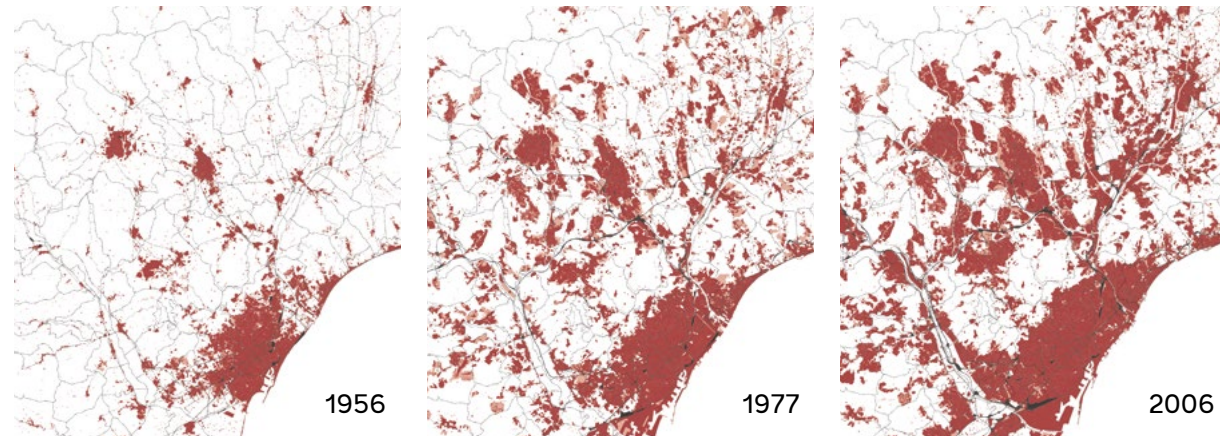
Institutional history

Starting from Ildefons Cerdà's innovative urban plan in 1859, which introduced the grid-iron pattern, the development of Barcelona grew rapidly, connecting the city to the surrounding towns which were incorporated by the city by the end of the century. The year of 1953 marked the establishment of the first metropolitan body, the Barcelona Town Planning Committee, which comprised of 27 municipalities.

After a series of changes in 2011, the Metropolitan Area of Barcelona was constituted as a public administration in accordance with Law 31/2010 passed by the Parliament of Catalonia, replacing the three existing metropolitan bodies until that date: the Union of Municipalities of the Metropolitan Area of Barcelona, the Environmental Agency, and the Transport Metropolitan Agency. Since then, the period 2011-2015 marked the first term of the metropolitan government, with a second one following for 2015-2019. The Barcelona Metropolitan Area is now considered a best practice in metropolitan governance for introducing a single institution for the coherent management of the territory.

FIGURE 12.

The evolution of the city of Barcelona and its surrounding territory



Source: Àrea Metropolitana de Barcelona

Organizational structure

The administrative territory of the Metropolitan Area of Barcelona (AMB) includes 36 municipalities that are organized under a governing body, the Metropolitan Council, which provides public services and infrastructure functions in the metropolitan area. It also has authority to adopt regulations and monitor implementation of public policies. The Metropolitan Council has a four-year term and is constituted by mayors and councilors from the 36 municipalities. It is comprised of several distinct bodies such as the Metropolitan Council, the President, the Executive Vice-President, the Vice-Presidents, the Governing Board, the Metropolitan Political Groups, as well as other bodies (the Council of Mayors, the Special Audit Commission and metropolitan Political Groups). In addition, the Metropolitan Council ensures that necessary resources are available for the implementation of metropolitan scale projects, while sharing competency with individual municipalities in a number of areas / sectors.

Planning system

The Spanish planning system is a hierarchical one, with different plans covering all administrative levels. A national spatial plan has never been elaborated. Other planning instruments have been used instead, including General Territorial Plans for autonomous regions, such as Catalonia (PTG – Plan Territorial General de Catalunya). These can be accompanied by Territorial Planning Guidelines such as Provincial Territorial Plans (PTP), for example, in the case of the partial Metropolitan Territorial Plan of Barcelona, and Sectoral Territorial Plans (PTS). Lastly, municipalities elaborate their own local plans (POUM) or they can collaborate to prepare a single plan, for example in the case of metropolitan areas (PDUM). The Metropolitan Area of Barcelona is responsible for preparing the Plan Director Urbanistic Metropolitan, a process that started in 2013 and has followed numerous steps from the active involvement of relevant stakeholders to the analysis of the local context, as well as the elaboration of the territorial diagnosis and of proposals.

Areas/sectors of multijurisdictional impact

The Metropolitan Area of Barcelona covers the following key areas/sectors:

- **Territory.** In terms of territorial development, the AMB covers responsibilities in urban planning, infrastructure, public space and housing, conducting activities regarding the elaboration of the Plan Director Urbanistic Metropolitan (PDUM), the design and maintenance of public places and coastal areas, the construction of public facilities, the development of transport, energy, ITC or green infrastructure, the implementation of smart city solutions, the development of projects for housing rehabilitation, the introduction of social housing rental scheme, as well as the enforcement of official general and fixed-priced protection schemes.
- **Transport and mobility.** The main responsibilities of the AMB in mobility focus on public transport, the fare system, and planning activities, including the direct management of the public transport system (busses, metro, taxis, and aero busses), the setting of fares according to the specific zoning for the surrounding territory of Barcelona, the implementation of sustainable transport (electric vehicles, bicycles, parking), as well as elaborating planning documentation such as the Metropolitan Urban Mobility Plan, urban mobility plans for municipalities, the Mobility Law and mobility studies.
- **Environment.** The AMB is responsible for the management of water, waste and the water cycle management at the metropolitan level, including the monitoring of water resource availability and consumption, the sanitation process (transport and treatment of wastewater), the management of water treatment plants, waste collection, the elaboration of the sustainability plan of the AMB, as well as environmental quality assessment, and the establishment of the Environmental Authority.
- **Social and economic development.** The social and economic sectors are dealt with both from a planning perspective, as well as from a development one. The AMB elaborates the Metropolitan Strategy, as well as other strategies and studies in the fields of land, economic development, mobility and transport, social cohesion, sustainability and telecommunications. The areas of social policy covered by the AMB include social emergencies, housing, tackling inequality, cohesion and coexistence, public space, together with fuel poverty. In terms of economic development, the AMB covers topics such as development areas (some of the most important development areas are El Prat Airport, the port, the sites of economic activities, the area of the Besòs power plant, the Maritime Platform of Montgat, and Parc de l'Alba), re-industrialization, the development of industrial parks and business services, new economies, as well as metropolitan tourism. There is also socio-economic transversality, and the AMB is also responsible for developing social and employment plans, setting metropolitan reference wage, encouraging employment insertion, and the collaboration with social agents.
- **International relations.** The main activities developed by the AMB are exchanging experiences and best practices with other cities throughout Europe and worldwide, contributing to discussions regarding urban and metropolitan issues on the international agenda, implementing international collaborative projects, establishing international networks, working with city councils, economic actors, civil society and the academic sector, and positioning Barcelona as a knowledge center on urban and metropolitan policy.

Examples of metropolitan projects and initiatives

The Metropolitan Area of Barcelona implemented numerous successful projects in various areas of interest. Some of them include:

- the elaboration of the Plan Director Urbanistic Metropolitan;
- the urban regeneration plan for the Roca industrial area;
- the development of infrastructure and services in relation to the Llobregat River, for example by designing and creating public spaces (e.g. Parc de la Solidaritat or underground / suspended pathways in Badalona, Gavà, and Cerdanyola del Vallès), by creating cycling connections to the Avenida Diagonal (e.g. Esplugues de Llobregat), and by the transformation of major roads into urban boulevards (e.g. the C-31 between Besòs and Montgat, the B-23 between Sant Joan Despí to Barcelona, or the C-245)
- the metropolitan program of action to improve the natural and urban landscape (PSG), which consists of the contribution of the AMB with 60-75% of the total budget for activities regarding the river areas, the improvement of degraded areas, the integration within the local landscape of road, energy, and services infrastructure, and the management of forest areas with high risk of being affected by fire.

Conclusions

The Metropolitan Area of Barcelona is considered a best practice example in metropolitan governance due to its organizational model that provides administrative power to a single authority responsible for metropolitan development. This has enabled the AMB to be responsible for a great variety of areas with multijurisdictional impact, implementing and conducting numerous initiatives varying from planning activities (elaborating urban planning documents, as well as integrated and sectoral strategies and studies) and the development and management of major metropolitan infrastructure and services (such as water and waste management, public transport, and the development of the areas in the proximity of the Llobregat river), to smaller scale/local activities (including the design and maintenance of public spaces and coastal areas, and the construction of public facilities), collaborative initiatives with local municipalities and international activities aimed at promoting the AMB activity on European and global scale and attracting new opportunities.

Locating cross-jurisdiction planning capacity and authority, and project conceptualization, design, financing and implementation in a single authority has demonstrable benefits for coordinated cross-jurisdiction implementation.

Bordeaux

General Information

The Bordeaux Métropole, located in southwest of France, includes 28 municipalities and is one of the 10 metropolises of France. With a total population of 749,595 inhabitants, the Bordeaux Métropole is the 5th largest urban agglomeration in France. Within its 570 km² there are approximately 387,000 housing units of which 80% are privately owned, while 20% represent social housing.

Institutional history

The association between Bordeaux and surrounding municipalities started in 1966 under the name "Communauté urbaine de Bordeaux" and is one of the first four urban metropolitan communities created directly by the French Parliament. Since then, multiple laws aiming to strengthen intermunicipal cooperation were passed, while also pursuing the fusion of small municipalities. In 2015, under the territorial organization law of the French Republic, the Bordeaux Métropole was created based on the former urban community. The MAPTAM law (Loi de modernisation de l'action publique territoriale et d'affirmation des métropoles) gave more power to metropolitan agglomerations and remade their statute and the way in which the metropolitan council is formed. Also in 2015, under the reorganization of French regions, Bordeaux became the capital of the Aquitaine region, which is the result of merging former Poitou-Charentes, Limousing and Aquitaine regions.

FIGURE 13.
The Bordeaux Metropolitan Area



Organizational structure

The administrative structure of the Bordeaux Métropole is the Metropolitan Council, which is made up of 105 councilors. These are proportionally (number of municipalities and number of inhabitants) selected from the council members of the 28 municipalities that form the metropolitan community. The Metropolitan Council elects a president that embodies the executive power and a vice president. Under the lead of the president and the vice president, seven thematic directions (Direction Générale) handle metropolitan or communal services: transport, quality of life, capitalization of the territory, public finances, informatic systems, general administration, and territory. The yearly budget (1.685 million euros in 2018) is from the following revenues: public services (10.9%), taxes (67.4%), donations from municipalities (18.43%), and other (3.23%).

Planning system

At the national level, schemes for collective services (SSC) refer mostly to policies at the national level or investments of national interest. For regions (where?) spatial development plans are developed – Regional Sustainable Spatial Development Perspective (SRADDT). At the metropolitan level, SCoT (Scheme of Territorial Coherence) replaced the SDAU (Schéma Directeur d'Aménagement et d'Urbanisme) (Municipal Masterplan) to ensure coherent spatial development. At the local level, zoning is controlled by the PLU (Local Urban Plan) which includes both strategy and regulation and is directly linked to the Plan de Déplacements Urbains (PDU).¹⁴ Recently, the Sustainable Development Plan (PADD) was introduced as a new planning tool, mostly concerned with including sustainable development into the PLU (Local Urban Plan).

Areas/sectors of multijurisdictional impact

Metropolitan competences refer to four pillars: 1. Mobility, 2. Economy, 3. Housing and urban planning and 4. Quality of life.

- In terms of urban mobility, Bordeaux Métropole is in charge of metropolitan public transport, major infrastructure, and road signage.
- Bordeaux Métropole supports economic development initiatives and is also responsible for the international promotion of the territory and its economic activities.¹⁵ Another important responsibility of the Bordeaux Métropole is related to the management and development of business parks. Several flagship projects like the Bordeaux-Euratlantique Innovation Park are already under implementation. Finally, digital public services are also managed at the metropolitan level. With approximately 250 employees, the General Direction for Informatic Systems manages most digital public services at metropolitan level, while also providing support to local authorities.
- Planning, and in some cases, the implementation of residential developments is the responsibility of the Bordeaux Métropole. Urban operations, such as the development of new residential areas like Braçça, Ginko, or Quais de Floirac are managed at the metropolitan level. Recently, the Bordeaux Métropole has become responsible for implementing the "City Policy", a partnership to reduce inequalities between neighborhoods in the peri-urban area and improve living conditions by targeting interventions where they are most needed. The target areas are composed of 14 municipalities, 21 neighborhoods with a total of 60,000 inhabitants. The implementation of these local, sometimes bottom up projects, is co-financed from the ERDF and the ESF.
- Technical infrastructures or services, like heating, water sanitation, and waste disposal are also managed at metropolitan level. In addition, some of the regions natural heritage is also managed by the Bordeaux Métropole. In terms of planning, the Bordeaux Métropole recently developed the Bordeaux Métropole Plan, which was approved in July 2017.

¹⁴ Similar to the already well know Sustainable Urban Mobility Plan (SUMP).

¹⁵ There is even a discussion of developing a RIS 3 (Regional Innovation Strategy) at metropolitan level, even if this planning instrument has been designed by the EC for NUTS 2 regions.

Examples of metropolitan projects and initiatives

- The Jacques Chaban-Delmas Bridge and the Simone Veil Bridge;
- Tramline to Bordeaux Airport¹⁶;
- Braçça a new eco-district with affordable housing options;
- Campus Metropolitan – a campus oriented towards education, research and development in health; and
- Bordeaux-Euratlantique - a park for environmental intelligence hosting green growth businesses.

It is important to note that the Bordeaux Métropole finances all its projects from revenues as mentioned above.

Conclusions

In general, the systematic improvement of the French administrative system, without forcing a major administrative reform (i.e. creation of a new administrative tier – regional or metropolitan) is an approach to be appreciated and considered for supporting interjurisdictional cooperation. The Bordeaux Métropole is a good example as the association has gone through all phases of metropolitan governance supported by the French legal framework. Thus, the Bordeaux Métropole, represents a mature and consolidated association with a strong joint vision, identity, and clear understanding of both horizontal and vertical cooperation. Also, the Bordeaux Métropole represents a good example of how to strengthen the metropolitan level while keeping the local autonomy of the institutions involved.

Regionalverband Saarbrücken

General Information

The German state of Saarland is divided into five districts and the Regionalverband Saarbrücken (Regional Federation of Saarbrücken) is one that was created in 2008 as part of an administrative reform. Since 1974, the local authority had been called Stadtverband Saarbrücken. The Regionalverband is by far the largest district in the Saarland. With approximately 330,000 inhabitants, one third of the population of Saarland lives there. The Regionalverband Saarbrücken is the economic center of Saarland, but also deals with a host of challenges associated with urban agglomerations.

¹⁶ The Bordeaux tram extension was one of the first projects to be started under the "Communauté urbaine de Bordeaux". The aim was counter the sprawling trend of the suburbs by ensuring adequate high capacity public transport and thus generating transit-oriented development. The main planning tools that made this possible were an urban mobility master plan that was afterwards replaced by a SUMP (Plan des Déplacements Urbains)

Institutional history

As part of a territorial reform in 1974, the city of Saarbrücken was joined with the District of Saarbrücken, to form a city association – the Regionalverband. The cities and municipalities in today’s regional association are very different, ranging in size from 8,000 inhabitants to almost 180,000 inhabitants. Over its 40-year history, the Regionalverband has assumed more and more responsibilities. For example, in 1984 the then Regionalverband took over the provision of youth welfare services for the city of Völklingen and the Saarbrücke in 1993. Between 2008 and 2011, the Regionalverband took over social services provision for all ten local and regional authorities.

FIGURE 14.
The State of Saarland and the Regionalverband Saarbrücken



Organizational structure

The administrative territory of the Regionalverband Saarbrücken includes 10 cities and communities. The Regionalverband mayor is directly elected by the citizens of the ten cities and communities from the county of the Regionalverband for a ten-year term. This election took place for the first time on June 7, 2009. The Regionalverband mayor is, without requiring a separate vote, the chair of the Regionalverband, the Regionalverband Committee, the specialized committees and the Cooperation Council. S/he is the legal representative of the Regionalverband and head of the administration. If s/he is unable to attend, s/he will be represented by one of the volunteer aldermen.

The Regionalverband committee is a smaller version of the Regional assembly and consists of 15 members. The Regionalverband committee prepares all the matters that the Regional assembly has to decide on. The Regional assembly has 45 members. They are elected by the citizens of the ten affiliated cities and communities. Their term of office is five years. The Regional assembly decides on all municipal affairs of the Regionalverband.

Planning system

The German planning system is very decentralized, with significant powers given to states and localities. In accordance with Articles 8 through 16 of the Federal Spatial Planning Act, state governments are responsible for elaborating spatial plans for their entire territory (state-wide area plan) and regional plans for particular areas. Based on the Federal Construction Law (1960), as well as the Code of Construction (1986), local governing bodies have to formulate a *F Plan* (elaborated at a scale of scale of about 1:10,000, outlining zoning regulations, and being binding for the administration that elaborates it) and a *B Plan* (a construction guidance plan, at the scale of about 1:500, which is binding for private actors). The federal Spatial Planning Act requires that F and B Plans be in conformity with the regional plans.

The Regionalverband Saarbrücken has the mandate to prepare the spatial plan for the region, through the Cooperation Council. The Cooperation Council sits beside the mayors and the local councilors of the constituent localities. The Cooperation Council decides on the land use plan and the landscape plan that the Regionalverband establishes for its ten constituent localities. In addition, the Council covers issues pertaining to economic development, public transport, and the coordination of leisure, sports and recreational activities.

Areas/sectors of multijurisdictional impact

The Regionalverband Saarbrücken covers the following key areas/sectors:

- **Work and social affairs.** The job center in the Regionalverband has 540 employees and is responsible for approximately 37,000 people in more than 20 communities. The job center is run by the Employment Agency Saarland and the Regionalverband Saarbrücken. It provides social benefits, unemployment benefits, and support for finding a job. At the same time, it is the point of contact for employers that seek to fill job vacancies.
- **Youth and family.** The services offered by the Child and Youth Welfare Services range from early help during pregnancy to child daycare, educational assistance, and support in the transition to school or work, as needed by a growing number of families. Child protection, combating the effects of child poverty, help for young refugees, and respect for diverse family forms and world views are some of the other topics covered. There are around 250 employees.
- **Education.** The Regionalverband Saarbrücken is one of the largest educational institutions in secondary education, vocational education, and support schools, in southwest Germany, and thus responsible for a regionally balanced educational offer. The tasks of the school board are carried out by the school administration office. The Building Authority is responsible for the construction, maintenance, and modernization of school buildings.
- **Regional Planning and Economic Development.** The Regionalverband Saarbrücken is responsible for spatial and landscape planning for its territory. It ensures an orderly urban development of the greater region and formulates goals and measures for the protection and careful use of nature and landscapes. The 30-member Cooperation Council decides on planning objectives. Members include the head mayor of the Regionalverband, locality mayors, and members of the local councils for the ten cities and communities. Their decisions are bound by the instructions of the city or local councils.

- **Tourism and Culture.** Tourism is an important income generator for the region. Together with the City Marketing and Tourismus Zentrale Saarland (TZS), the Regionalverband develops tourism infrastructure and cultural programs. Examples include the cross-border cycling network *Vélo Visavis*, the establishment of hiking trails, the adventure route Baroque-street Saar-Palatinate, and the implementation of uniform touristic signposting system.
- **Health.** The health department is responsible for the health of the people in the Regionalverband Saarbrücken. It acts as a supervisory entity, playing a controlling role, while also supporting, coordinating and helping with socio-medical issues. It acts as the counseling center in the following fields: the social psychiatric service and senior counseling, pregnancy, conflict, counseling and family planning, the counseling center for AIDS and sexual health, addiction counseling and prevention, etc. The employees of the care support centers provide assistance to people who prefer to live in their own home for as long as medically possible.
- **Continuous Education.** The Regionalverband responds to the needs of citizens in areas of study such as history, philosophy, creativity and art, health education, literature, music, or languages. The adult education center of the Regionalverband covers a wide range of educational opportunities. The educational program includes around 1,500 events and courses per semester. With more than 30,000 people participating in offered courses and events, this is one of the largest adult education centers in the nation and one of the largest providers of education in southwest Germany.

Examples of metropolitan projects and initiatives

Some good examples of multijurisdictional projects include:

- Economic development - the Saarland Thermal Bath: the Regionalverband Federation was involved from the start, along with a considerable share in the project company. The baths are a tourism magnet, attracting visitors from across the border in France.
- A number of cross-border projects have been implemented, such as the "Warndt Weekend" and the "Vélo SaarMoselle".
- Tourism and culture - The cultural forum of the Regional Federation stands for originality and creativity, with a number of events such as "Sunday at the castle", "Street Theater Days", "Summer Scene", or "Culture for Kids".

Conclusions

The key take-away for Romanian authorities is that successful interjurisdictional cooperation mechanisms can be created even for relatively smaller localities, enabling economies of scale and more efficient service provision. It is also an interesting example of interjurisdictional cooperation, focusing primarily on soft areas/sectors, such as continuous education, youth and family, education, and health. Often, interjurisdictional cooperation agreements are primarily designed for the development of infrastructure and provision of utilities. The Regionalverband Saarbrücken is an example that such agreements can respond to a wider palette of multijurisdictional needs.

Brainport Region Eindhoven

General Information

Brainport (Brainport Region Eindhoven) is located in the southeast Netherlands, a region famous for its "DNA of cooperation"¹⁷ and innovation. Brainport benefits from its geographic position and European accessibility, only 100 km from Leuven (Belgium) and Aachen (Germany) and approximately 450 km away from Paris and London. Brainport is one of the three pillars of the Dutch economy, along with Amsterdam and Rotterdam, and its economic capacity is crucial to the international competitiveness of the country.

Brainport Region Eindhoven encompasses 21 municipalities and 757.000 inhabitants (30% living in Eindhoven), accounting for around 4% of the total Dutch population, while contributing with 19% to the total national investments in private R&D and 44% of the patents in the country.

FIGURE 15.
Brainport Region Eindhoven



Institutional history

The emergence of Brainport Eindhoven is a result of close collaboration between the local governments, high-tech industries and knowledge institutions in the past two decades, with the main aim to strengthen the regional economy. The collaboration was triggered by the economic crisis in the late 1980s and early 1990s. The Stadsregio Eindhoven (SRE, Eindhoven City Region), municipalities, business, and knowledge institutions joined forces to recover from the economic downturn. SRE is a regional organization consisting of Eindhoven and Helmond cities and 19 surrounding municipalities, which created a joint fund to strengthen the economic structure of the region and set up the Stimulus program¹⁸ in 1995. The success of the program fostered broad acceptance of cooperation between government, academia, and industry as the basis for regional development and the creation of an innovative milieu. Hence, since the early 2000s, the governance framework of the region has been developing based on a triple-helix model. The Horizon Programme was the first joint agenda built by local governments, knowledge institutions and the business community, and was followed by the establishment of the Brainport Foundation in 2005. The Foundation brought together representatives of all three sectors, working together to determine the development strategies for Brainport Eindhoven NV. The advisory committee board of the foundation includes representatives of the government, business sector and knowledge institutions and acts as a think-tank for the Brainport Foundation and Brainport Development NV.

¹⁷ Horlings. 2013. Leadership, governance and place in the knowledge economy: the case of Brainport Eindhoven in the Netherlands. Paper for the Regional Studies Association European Conference 2013: "Shape and be Shaped: The Future Dynamics of Regional Development"

¹⁸ Based on the success of the program in 1994-1996 and 1997-1999, Stimulus Program Management has grown from a southeast Brabant organization to an implementation organization for the expenditure of the regional structural funds from the ERDF for the entire southern Netherlands (<https://www.stimulus.nl/over-stimulus/>)

The Brainport Development Agency is the implementation body for the regional strategy defined by the Brainport Foundation. Unlike other commercial services and consultancies, as a triple helix-governed development agency, Brainport Development Agency is able to offer several free services to new arrivals: practical assistance in areas such as tax structures, incentives and permit procedures, confidential and personalized support, such as insight and data on location and site selection, introducing corporate investors to networks and service suppliers in business, regional government, consultants, academic institutions and other relevant stakeholders.

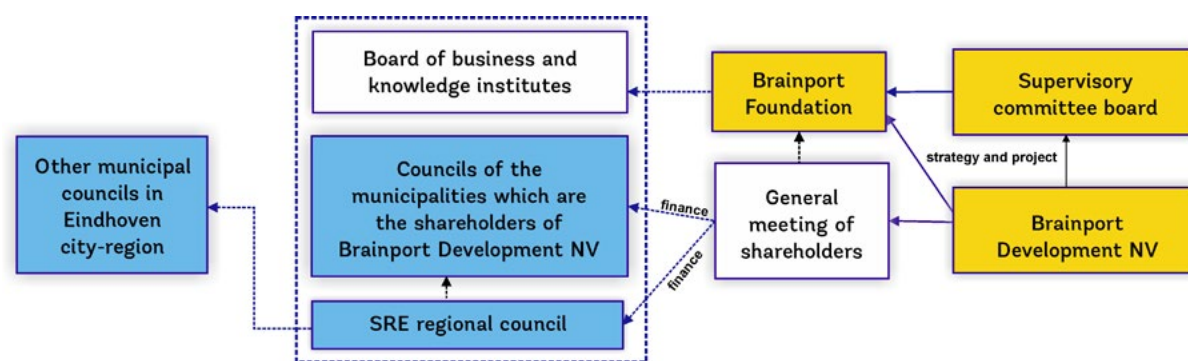
Finally, cluster development has played an important role in the regional development strategy and there are several umbrella organizations that play coordinating and cluster management roles, supporting the regional innovation ecosystem: the Design Cooperation Brainport, Automotive Technology Campus, and the high tech open supply chain Brainport Industries.

According to the Brainport 2020 strategy,¹⁹ the regional institutional framework is planned to shift from Triple Helix to Multi Helix, so that it should develop to involve citizens, customers, consumers, investors, designers, artists and corporations in decision making and regional and local development.

Organizational structure

The Brainport Region Eindhoven is an example of voluntary cooperation between local governments, academia, research institutions and the business sector. The Brainport Foundation is the governing body constituted of founding institutions. It determines the development strategies of Brainport Development NV and appoints the Supervisory Committee Board. The Foundation's representatives on the board include: the executive committee of SRE, mayors of the shareholder municipalities, presidents of research institutes, CEOs of high-tech firms and/or chairpersons of local business associations. The main responsibility of the committee is to set up the strategic development agenda for the improvement of the regional economic structure and international competitiveness. As mentioned, implementation of these strategies is undertaken by the Development Agency.

FIGURE 16.
Accountability Arrangement of Brainport organizations



Source: Huang, Wei-Ju. 2015. Accountability and Relational Governance: The Case of Brainport Eindhoven, The Netherlands. AESOP 2015 Congress, Prague

¹⁹ Brainport Eindhoven, 2017 <https://brainporteindhoven.com/wp-content/uploads/2018/01/Welcome-to-Brainport-2017.pdf>

The cooperation between the 21 municipalities in Brainport takes place on a voluntary basis and the metropolitan region has no legal powers. In order to reflect democratic legitimacy, the powers and decision-making authority – including in terms of planning, belong to and are retained by the municipalities. However, in order to reflect the importance of cooperation, the local governments players are represented in the triple helix of Brainport by the Eindhoven Metropolitan City Region (SRE).

Aside from providing funding to the Brainport Development NV through SRE, larger municipalities (e.g. Eindhoven, Helmond, Veldhoven, Best) have been providing additional funding directly to the agency, in order to gain the position of municipal shareholders and to be engaged in the decision-making processes. Funding from the local governments contributed to covering the basic operational expenses of the development agency.

Due to its flexible structure, Brainport Development NV has also attracted funding from additional sources, including the EU, national government, provincial government, municipalities and private sectors.

Brainport Development NV has to render financial accountability to its shareholders. Any strategy, action plan or project that needs funding must be agreed by the SRE and the municipal shareholders.

In terms of scope and initiatives, Brainport Development NV stimulates and develops regional and (inter)national projects and programs, promotes Brainport Region Eindhoven at home and abroad, facilitates regional industry through business advice and funding, start-up provision, business accommodation and business centers, and monitors regional trends. It also supports many bottom-up initiatives with external project owners.

Planning system

The Dutch planning system has undergone a phase of fundamental change, especially since the introduction of the new Spatial Planning Act (WRO) in 2008. The general aim of this transition has been to accelerate planning processes and to decentralize planning responsibilities. According to the WRO, spatial planning decisions are made at the national, regional, and local levels, through the spatial visions (policy papers) of the government, provinces, and municipalities, which describe expected spatial developments, as well as how these developments will be directed or implemented. The Spatial Vision on Infrastructure & Spatial Planning (SVIR) states priorities and issues of national interest (e.g. improving accessibility), while the provincial spatial visions focus on provincial interests, such as landscape management, urbanization, and the preservation of green spaces. Spatial planning policy and its implementation are often shaped at the municipal level.

The cooperation and development of the Brainport Region Eindhoven is not explicitly linked to the planning system. However, the branding of the "brainport" and the directions for regional economic development and quality of life embedded in the Brainport strategy are reflected by the planning documents in force or under development. For example, the National Policy Strategy for Infrastructure and Spatial Planning²⁰ mentions Brainport as one of the three "urban regions with a concentration of key sectors", alongside Amsterdam (airport) and Rotterdam (port). At the same time, the provincial and the regional plans were supposed to include at their core the economic development to a region with international charisma, a good infrastructure, development of the central area focused on the knowledge axis A2 (highway with knowledge-based industry on both sides), the focus on "brainport" Eindhoven, and the development of the public transport system.²¹

²⁰ Summary National Policy Strategy for Infrastructure and Spatial Planning, available at: <https://www.government.nl/topics/spatial-planning-and-infrastructure/documents/publications/2013/07/24/summary-national-policy-strategy-for-infrastructure-and-spatial-planning>

²¹ JOINING FORCES. Metropolitan governance & competitiveness of European cities - "Governance in Strategic and Spatial Planning at City Region Level". EINDHOVEN. 2008

Areas/sectors of multijurisdictional impact

The strategy and activities of Brainport Development Agency are clustered around four main enablers for regional growth that can be considered areas for multijurisdictional impact: people, technology, business, basics, and international.²²

- **People - a high-quality, adaptive workforce potential** - Human capital investment is a key enabler for Brainport. Ensuring enough well-educated professionals and knowledgeable workers is essential for the economic growth of the region. Hence, talent attraction and retention, both from home and abroad, is a priority. Moreover, as the competencies demanded by companies and knowledge institutions are always changing, competencies like entrepreneurship, research, and design as taught in Brainport are becoming increasingly vital. With the rapid tempo of societal changes, it is essential for all the actors in education and the employment market to boost their capacity to adapt. Brainport provides children, students, and employees in the region ongoing education so that they always have the right knowledge and capacity to adapt, and thus be permanently employable in the resident businesses and industries.
- **Technology - unique technology and open innovation position** - The region is characterized by a very strong position in the latest technologies, system integration, and social innovation, and excels in the technology disciplines of high-tech systems, materials and data science. Private spending on R&D and numbers of patents has been at a very high level internationally for many years. To encourage companies to continue performing in R&D in the region, it is essential to ensure that public R&D is given a strong boost. To this end, lobbying is to be intensified in the national and European governments. The region has also been profiling and promoting internationally, communicating their unique technological and manufacturing competencies along with the quality of the open innovation campuses and institutes in detail, in order to attract foreign investors and companies.
- **Business - Brainport is the perfect place for tech start-ups and growing companies** - Brainport is seeking to be among the top 20 startup ecosystems. To this end, Brainport Development supports each year around 1,000 start-ups that generate 200 highly promising technology companies. The approach includes strengthening entrepreneurial skills, increasing the start-ups international visibility, improving the match between demand and supply of capital, and reinforcing start-up networks. Particular focus is provided to growth companies, whereby the experience of the top technology companies in the region (Philips, ASML, NXP, DAF, VDL Group, FEI Company) can be used for both inspiration and development power. Also, growth is happening by stimulating the cooperation of a unique network of industrial suppliers (Brainport Industries) and through the specific support of industry clusters.
- **Basics - better international accessibility, a top business climate, and an attractive image** - An international region should be a top-quality place to work and live. A priority is the alignment of the amenities and activities in Brainport, such as culture and sports, to provide world class opportunities. On the other hand, the conurbation strength and urban

²² Brainport Development NV. 2016. available at: <https://brainporteindhoven.com/wp-content/uploads/2018/01/Welcome-to-Brainport-2017.pdf>

network of Brainport can be further enhanced by improving the links with neighboring regions in the South of the Netherlands, with the two other pillars of the Dutch economy – Amsterdam and Rotterdam, as well as with economic hotspots across the border. International accessibility will gain a further boost from the growth of business-related destinations from Eindhoven Airport.

- **International collaboration with high tech and design ecosystems worldwide** - Collaboration between government, research, and industry has brought Brainport international visibility and collaboration opportunities with other successful regions. The international profile of the region is also supported by the international orientation and operation of the residing companies and knowledge institutions. This applies to the export of products and services, as well as to alliances with innovation partners and the recruitment of global talent. Brainport is looking to attract more foreign investment to strengthen the ecosystem and boost employment. To this end, partners from the region have united in the Brainport International Programme, thereby intensifying relationships with high tech hotspots in Belgium and Germany, and building a network with Asian, American, and other knowledge regions that can help enhance Brainport's position in terms of knowledge and economy.

Examples of metropolitan projects and initiatives

Several programs are in operation to ensure that Brainport Eindhoven remains a competitive industrial center:

- the Brainport 2020 strategy, which aims to position the area as one of Europe's top three strong economic regions;
- awareness raising programs to draw attention to the many innovative developments in the region: e.g. the second edition of the Dutch Technology Week in 2013;
- programs aimed at attracting international workers from the sector; and
- measures to promote technical studies and professions among young people.

Over the years, Brainport Development NV has developed key partnerships and has attracted funding from various sources, including European programs for territorial cooperation. Some key projects and programs in this regard include:

- Week of Innovative Regions in Europe 2016 - the 7th edition of the European Commission's Week of Innovative Regions in Europe (WIRE) - The conference of the Directorate-General Research & Innovation served as a prime event under the flag of the Dutch EU Presidency in 2016. The conference provided a platform for policy makers, national and regional authorities, knowledge institutions and enterprises from all over Europe to have an in-depth discussion on research and innovation practices and challenges throughout the European regions – with a focus on open innovation practices, including possibilities in the current EU funding programs and those beyond 2020.
- Flemish-Dutch cross border (Interreg) project Werkingzicht (Jan. 2018 – Dec. 2020) - Cross-border bridges strike the labor market. The project aimed for an improved labor

mobility across the Flemish-Dutch border and a better match between demand and supply of work in border regions. Werkingicht is working with data and visualization mechanisms to provide target group-oriented, directly applicable customized information about cross-border labor market for job seekers, employers, educational institutions, governments and intermediaries.

- Brainport Clusters Program - In 2015, Brainport Development started to implement a more structured cluster approach in order to better focus its activities and to further increase its significance for the business sector. There are several clusters being developed within the program, aiming to become self-sufficient and independent. Moreover, Brainport Development is setting up a learning network of cluster managers, in order to enhance their skills and stimulate cross-cluster cooperation within the region. The region is also involved in promoting and shaping the cluster approach at national level.
- Singularity University Eindhoven – Eindhoven hosts the first Singularity University location outside the US, that opened in May 2016. Singularity University is a global learning and innovation community using new technologies to tackle the world's biggest challenges. Eindhoven joined a community that includes entrepreneurs, corporations, global nonprofits, governments, investors, and academic institutions in more than 127 countries. With over 5,000 impact initiatives, the community is driving positive change in the areas of health, environment, security, education, energy, food, prosperity, water, space, disaster resilience, shelter, and governance.

Conclusions

Brainport Region Eindhoven shows a success model for voluntary cooperation that fostered economic development and competitiveness. The analysis of Brainport's cooperative approach and innovative governance framework highlights a number of key success factors: true, shared and cooperative leadership to design and implement place-based solutions, unlimited administrative or geographical borders, focus and continuity in strategy. An important aspect of its success is the role of the public sector as enabler (providing part of the funding, taking part in decision making), while encouraging the businesses and knowledge institutions to participate both in strategy design and implementation, leading to sound solutions, innovation and economic vitality.

For Romanian cities, an important lesson is that strengthening the economy structurally is/ could be an important field of interjurisdictional and cross-sector cooperation, which could be approached by sectorial strategies or plans. Although the case study looks at an innovative and developed region, some of the approaches for fostering the development of the knowledge economy, entrepreneurship and human resources are transferable and should be considered (adapted at the appropriate scale), especially given the funding opportunities in these fields in the post-2020 programming period. Nevertheless, even in an innovative and developed region as Brainport, basic factors such as accessibility, quality of living, and urban image are strategically important.

The Brainport case also demonstrates partnerships across government and between government, the private sector and knowledge institutions underpinned by a bold economic development vision while retaining certain powers and functions, such as spatial planning, within government.

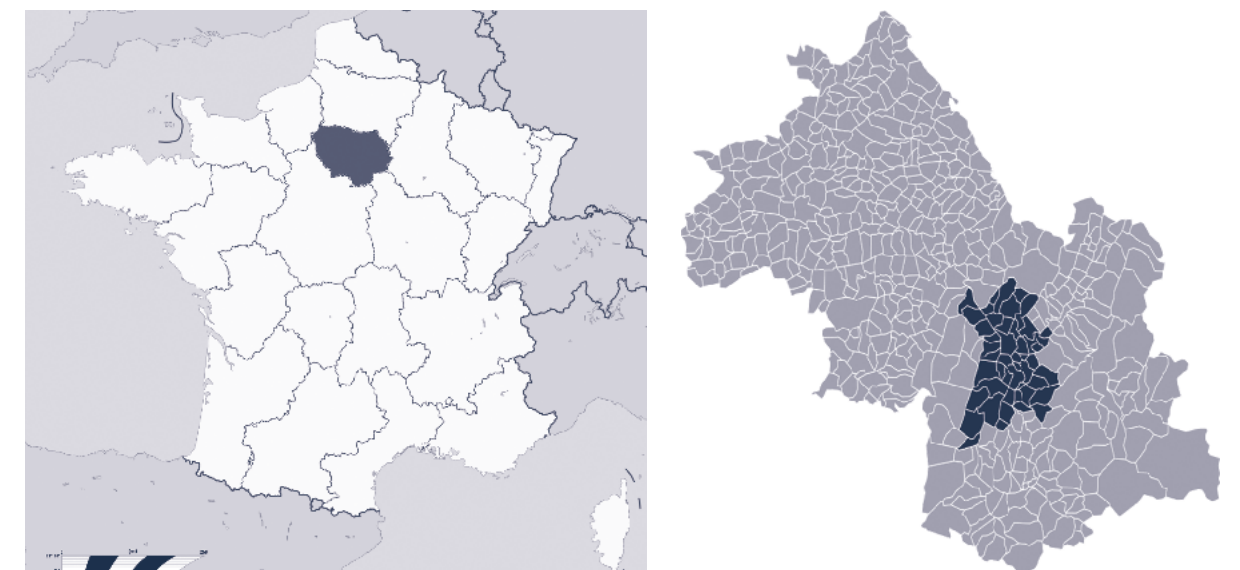
Grenoble-Alpes

General Information

Grenoble-Alpes Métropole is a metropolitan area with an intercommunal structure centered on the city of Grenoble, situated in eastern France, in the Isère Department, part of the Auvergne-Rhône-Alpes region. It consists of 49 municipalities, 444,100 inhabitants and 221,400 jobs which cover a total surface of 546 km² with a population density of 814 people/km².²³ Grenoble-Alpes Métropole is the largest intercommunal structure in the Auvergne-Rhône-Alpes region after Lyon metropolitan area which is a territorial authority with a particular status.

FIGURE 17.

The Isère Department and Grenoble-Alpes Métropole



Institutional history

Grenoble-Alpes Métropole was created in 2015, succeeding the community agglomeration of Grenoble-Alpes Métropole after the MATAM law (Loi de modernisation de l'action publique territoriale et d'affirmation des métropoles) was introduced in France. The process of creating the association between the city of Grenoble and its surrounding municipalities started in 1966 with the establishment of SIEPURG (Intercommunal Syndicate of Studies of the Problems of Urbanism in the Grenobloise Region) by 23 municipalities. This structure evolved over the years, passing several milestones such as the adoption of the status of agglomeration community in 2000, the expansion to 27 municipalities in 2004 and to 49 municipalities in 2014, as well as changing its status to a metropolis of approximately 450,000 inhabitants on January 1, 2015.

²³ Source: Grenoble-Alpes Métropole, L'Agence d'Urbanisme de la Région Grenobloise, 2017, Baro'Métropole. Grenoble-Alpes Métropole & 13 métropoles à la loupe. Analyse comparée des situations métropolitaines 2017

Organizational structure

The administrative structure of Grenoble-Alpes Métropole consists of 124 councilors that form the Metropolitan Council. They are part of all 49 municipalities in the metropolitan area and are elected differently during municipal elections, according to the municipality's size: citizens vote for their metropolitan advisors in municipalities with more than 1,000 inhabitants or the newly elected municipal councilors designate their representatives in communities with less than 1,000 inhabitants. The Metropolitan Council meet monthly to debate and adopt decisions on the actions of the metropolitan region. Other metropolitan bodies and forms of organization are the Metropolitan Office, six thematic commissions (the Commission for Development and Attractiveness, the Social Cohesion Commission, the Sustainable Territory Commission, the Resources Commission, the Mobility Commission and the Commission for Public Services for Environment and Infrastructure), the Mayors' Conference and well as other regional conferences.

Planning system

The French planning system provides a series of documents and plans that apply at regional, metropolitan and local level. First of all, the Scheme of Territorial Coherence (SCoT) sets the main development directions both for the entire urban region of Grenoble (consisting of 273 municipalities), as well as for the metropolitan area. In addition, the Sectoral Scheme sets the main development orientations for areas such as territorial structure and organization, economy, housing, mobility and the environment, while the Project for Planning and Sustainable Development (PADD) reunites all the public policies at metropolitan level. Grenoble-Alpes Métropole has also elaborated a series of sectoral documents such as the Local Housing Plan (PLH), the Plan for Urban Mobility (PDU), or the Plan for Air, Energy and Climate. At local level, the main planning instruments are the Local Urban Plan (PLU) and the Sustainable Development Plan (PADD), which are accompanied by other sectoral documents.

Areas/sectors of multijurisdictional impact

Grenoble-Alpes Métropole covers the following key areas/sectors:

- **Waste management** - Grenoble-Alpes Métropole is responsible for waste prevention, collection of residual and recyclable waste, sorting and recovery of waste, management of waste stations, as well as information and communication on the sorting and prevention of waste.
- **The water cycle** - Grenoble-Alpes Métropole is responsible for monitoring the catchment protection perimeters, producing, distributing, and guaranteeing the quality of drinking water, managing the water infrastructure, guaranteeing the protection of water resources, elaborating studies for the network development, as well as organization and management of contracts, subscriptions and billing. In addition, it is responsible for operating, maintaining and monitoring the network and treatment plants for wastewater, for controlling the renewal and maintenance of fire poles for fire protection and for flood protection.
- **Energy transition** - Grenoble-Alpes Métropole is responsible for creating a public energy pole with the concessionaires for power distribution, gas, and district heating, the elaboration of the energy management scheme, supporting the process of public and private housing renovation for an increased energy efficiency, as well as for supporting the development of renewable energy.

- **Mobility** - Grenoble-Alpes Métropole is responsible for the financing, building, and organizing of the public transport network as part of the SMTC authority for public transport, elaborating the Plan for Urban Mobility (PDU), implementing the "Metropolis appeased" initiative whose main measure is to organize areas where the speed is limited to 30 km/h, developing and implementing the cycling policy (which contains actions regarding the creation of the cycling network, the diversification of the parking offer or the development of the Métrovélo service), as well as for reducing automobile congestion (through actions such as the development of soft means of transport, the implementation of an action plan for sustainable urban logistics or the creation of park-and-ride facilities).
- **Roads and public spaces** - Grenoble-Alpes Métropole is responsible for the management of all roads in the metropolitan area, the maintenance of accessories and furniture for public spaces and roads, the development of skills of other public actors (regarding snow removal, public lighting, urban cleanliness, maintenance of green spaces etc.), and the elaboration of the General Metropolitan Road Regulation, as well as of the guide for the development of public space and roads.
- **Housing** - Grenoble-Alpes Métropole is responsible for the elaboration of the Local Housing Plan (PLH) and its monitoring system, as well as for the support systems of the metropolis in the production of social housing, the improvement of the existing public and private park and the acquisition of property.
- **Urban Planning** - Grenoble-Alpes Métropole is responsible for the elaboration of the Local Intercommunal Urban Plan (PLUi) which will define the rules of construction and land use, as well as for offering services to municipalities regarding the issuing of planning authorizations. It also holds the pre-emptive rights which allows it to develop the territory according to its major objectives and the general interest.
- **Environment** - Grenoble-Alpes Métropole is responsible for developing metropolitan plans for environment management such as the Plan for Air, Energy and Climate or the plan for protection of the biodiversity, for the management of several natural areas or support offered to local municipalities for management and maintenance of roads and public spaces.
- **Social inclusion** - Grenoble-Alpes Métropole is responsible for developing and supporting solidarity actions such as urban renewal projects, the territorial social cohesion fund or actions to fight against discrimination.
- **Economy** - Grenoble-Alpes Métropole is responsible for offering guidance to the business sectors in areas regarding the start of a new business, relocation of offices, accessing grants and funding, innovation, recruitment, access to public markets or organization of events.
- **Guidance** - Grenoble-Alpes Métropole offers guidance to local stakeholders in numerous areas related to waste management, economic development, energy, mobility, water and sanitation, tourism etc.

Examples of metropolitan projects and initiatives

Over the years, Grenoble-Alpes Métropole implemented numerous major metropolitan projects and programs which cover all the areas of multijurisdictional impact mentioned before. Some of these projects are:

- “Cœurs de Ville, Cœurs de Métropole” is a program dedicated to the enhancement and development of the most attractive municipalities in the metropolitan area by an integrated approach regarding the enhancement of the quality of public spaces, support for local manufacturers or the development of public transport and of alternative means of transport.
- “Portes du Vercors” regards the development of a mixed area in the municipalities of Fontaine and Sassenage comprising housing, economic activities, commercial and business centers, as well as public spaces.
- “Metropolis appeased”, an initiative that promotes the implementation of 30 zones in 45 out of 49 municipalities.
- “Chronovélo” regards the development of the major cycling network in the metropolitan area.
- “Biomax” is a new cogeneration installation aimed at improving the metropolitan infrastructure for power and heat supply.

Conclusions

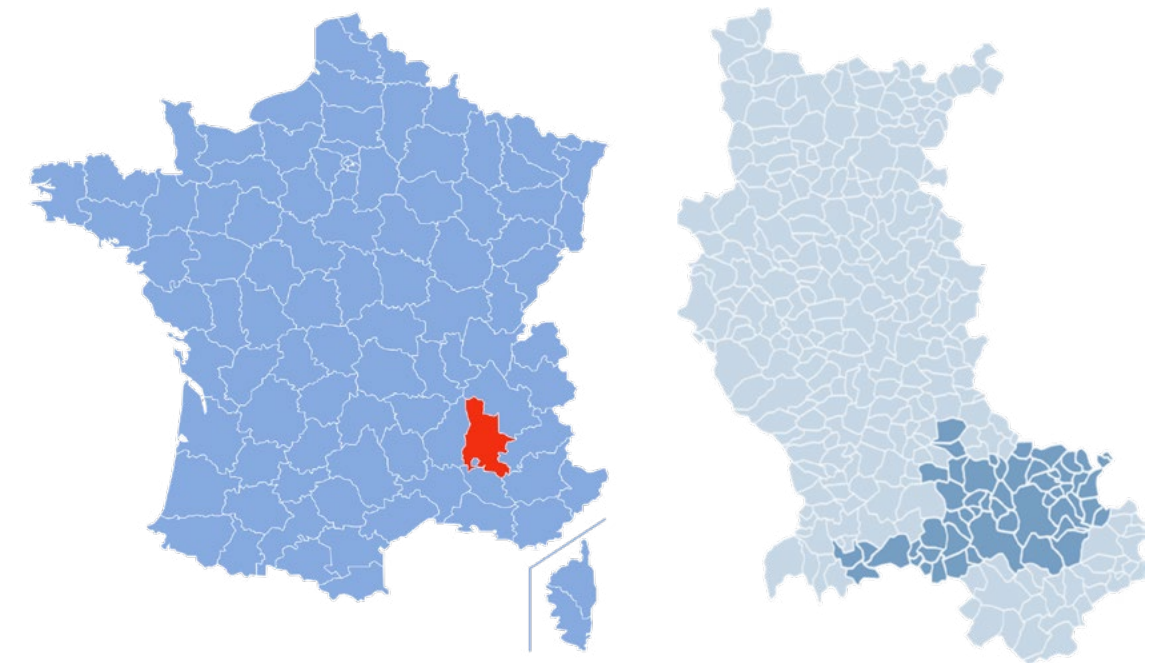
All in all, Grenoble-Alpes Métropole is a very good example of metropolitan management that can be considered a best practice due to its long-term development which enabled the intercommunal organization to extend its support system towards local municipalities and its responsibilities. Nowadays, Grenoble-Alpes Métropole has numerous competences that provide the opportunity for developing a general framework for providing public services, strategic planning activities, guidance and the development of major metropolitan projects and programs.

Saint-Étienne Métropole

General Information

Saint-Étienne Métropole is a French intercommunal structure situated in the Loire Department, part of the Auvergne-Rhône-Alpes region. This is the second largest metropolitan area in the region, after Grenoble-Alpes Métropole, with a population of 404,859 inhabitants, a total surface of 723 km² and a population density of approximately 560 people/km². Saint-Etienne Métropole is recognized as the national capital of design with the city of Saint-Étienne being the only French city labelled “Design City” by UNESCO and the largest Le Corbusier heritage in Europe, located in Firminy.

FIGURE 18.
The French Metropolitan Areas and Saint-Étienne Métropole



Institutional history

The institutional history of Saint-Étienne Métropole starts in 1995 when 22 municipalities associated in a communauté de communes centered on the city of Saint-Étienne. It followed a gradual continuous extension to 25 municipalities in 1996, 27 municipalities in 1999, 34 municipalities in 2001, 43 municipalities in 2003, 45 municipalities in 2013, and a total of 53 municipalities in 2017. The total number of inhabitants enabled it to evolve into a communauté d'agglomération in 2001, a communauté urbaine in 2016, and in 2018, a metropolitan area of more than 400,000 inhabitants. These are the various forms of intercommunal association in France that enable communities to collaborate on a series of sectors according to the size of the agglomeration.

Organizational structure

In terms of organizational structure, the metropolitan area is represented by the President, while the General Direction of Services implements the decisions of the elected officials and organizes the services provided by the metropolitan area. This is accompanied by four divisions (poles) led by a Deputy Chief Executive Officer and a delegated management that cover various areas of interest. The pole in charge of the attractiveness and the sustainable development of the territory is responsible for actions regarding economic development, higher education, research, innovation, entrepreneurship, sustainable development and energy, sport and leisure, design management, as well as tourism and culture. The pole in charge of urban development focuses on territorial planning, construction, heritage, transport and mobility. The pole in charge of territorial action and proximity coordinates the activities regarding roads, waste management, drinking water, sanitation, rivers and major infrastructure works. Lastly, the pole in charge of resources manages finances, human resources, public procurement, legal affairs, documentation, and the information system.

Planning system

Saint-Étienne Métropole is developed following the principles of numerous planning documents according to the French planning system. For example, the Scheme for Territorial Coherence (SCoT) represents the common sustainable development plan for the region of Sud Loire, comprising four intercommunal structures: Saint-Étienne Métropole together with Loire Forez, the Pays de Saint-Galmier and the Monts du Pilat. At metropolitan level, the Local Intercommunal Urban Plan (PLUi) is being elaborated at the moment and will set the development strategy of the metropolitan area. In addition, a series of sectoral planning documents have also been created to guide the actions at the metropolitan level such as the Plan for Urban Mobility (PDU), the Inter-Campus Travel Plan (ICPP) that coordinates the mobility of 20,000 students and 3,000 employees in seven institutions of higher education, the Local Plan for Insertion and Employment, the Local Housing Plan (PLH), the Territorial Plan for Energy and Climate or the Plan for the Protection of the Atmosphere (PPA). At local level, Saint-Étienne Métropole coordinates the elaboration of Local Urban Plans (PLU) by the municipalities.

Areas/sectors of multijurisdictional impact

Saint-Étienne Métropole covers the following key areas/sectors:

- **Environment** - Saint-Étienne Métropole is in charge of waste management including the prevention, collection, sorting, recovery and treatment of waste, as well as water services regarding the drinking water supply, sanitation, flood protection and the management of dams.
- **Mobility** - Saint-Étienne Métropole is responsible for the development of the public transport network (including the pricing and investment policies, the transport infrastructure, major projects in the field of public transport, school transport, the accessibility of public transport and intermodality), the implementation of facilities for car-sharing, carpooling and electric cars, as well as the promotion of alternative means of transport.
- **Spatial planning** - Saint-Étienne Métropole is responsible for the elaboration of metropolitan planning documents and the coordination of local ones, as well as for the development of equipment of community interest in the shape of local projects in every municipality with the aim of promoting the local design and cultural values (public spaces, cultural routes, cultural centers, etc.) In addition, Saint-Étienne Métropole is in charge of all the roads in the metropolitan area with the exception of rural roads and it promotes a rich and dynamic agricultural economy through actions regarding the development of short circuits, the protection of agricultural land and the development of agri-environmental practices.
- **Housing, employment, integration and accessibility** - Saint-Étienne Métropole conducts various actions regarding urban renewal, housing rehabilitation, the implementation of employment / insertion policies, the development of deprived neighborhoods and the fight against discrimination.

- **Smart-City** - Through the "Smart Metropolis 2015-2020" Program Saint-Étienne Métropole aims to coordinate the provision of digital services to its inhabitants in fields such as education, public transport, public spaces, or sports.
- **Education and research** - Saint-Étienne Métropole is involved in various actions regarding the launch of innovative initiatives for students (such as the student pass, the students welcome desk or the organization of the Forum for Higher Education), the modernization and creation of higher education campuses, the support for technology transfer initiatives, and the creation of science centers.
- **Design** - Saint-Étienne Métropole is a major promoter of local design by conducting research on design issues, informing all audiences about the advantages of design, guiding companies in developing knowledge on the subject of design, organizing the International Design Biennale in Saint-Étienne, as well as supporting municipalities in improving local heritage by incorporating a design approach or in creating public space furniture that also offers new services and uses.
- **Culture, sport and leisure** - Saint-Étienne Métropole is in charge of managing / creating major cultural facilities (for example, the Museum of Modern and Contemporary Art or The Zenith of Saint-Étienne Métropole), the implementation of the "City of Design" initiative, or the development of the outdoor interpretation program at the Le Corbusier Site in Firminy.

Examples of metropolitan projects and initiatives

Some of the most important projects conducted by Saint-Étienne Métropole include:

- The extension of the third tramway line which will link Châteaueux SNCF train station and its business district with the multimodal pole of La Terrasse;
- The development of Châteaueux, the most important business center of Saint-Étienne, through actions of urban renewal, construction of new amenities or the development of public transport;
- The transformation of Colonel Marey Street into an urban boulevard;
- The development of Manufacture Planie Achille, the creative district of Saint-Étienne, through the creation of and support for creative institutions;
- The project of urban redevelopment of Novaciéries in the municipality of Saint-Chamond from a previous industrial site to a mixed and sustainable neighborhood;
- The project of urban restructuring of the Pont-d'Ane-Monthieu district as a major point of entrance in the city of Saint-Étienne; and
- Métrotech is a tertiary green park, a business campus dedicated to creating and promoting exchanges between companies.

Conclusions

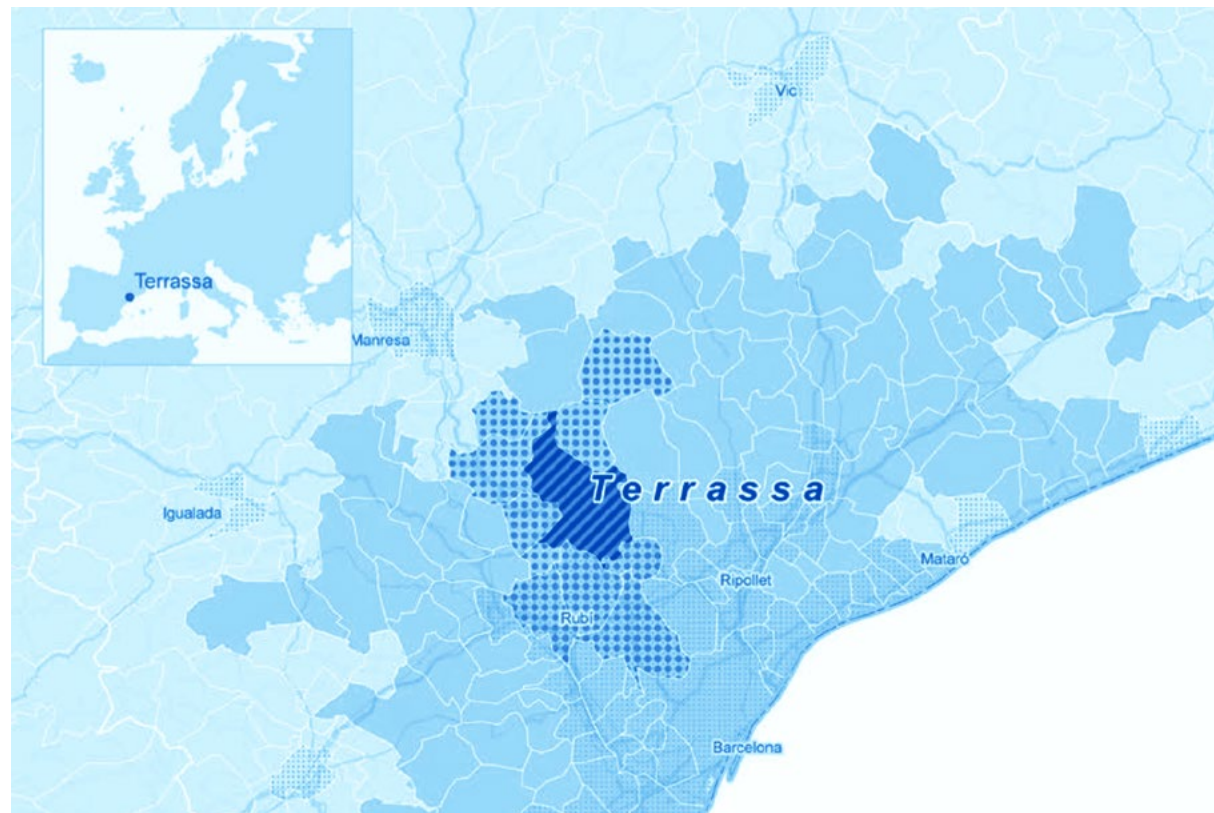
Saint-Étienne Métropole is another very good example of French intercommunal association, a case that highlights the advantages of intermunicipal cooperation and of delegation of competences according to the territory's size and capacity to coordinate public services and initiatives. The strengths of metropolitan cooperation in the case of Saint-Étienne Métropole include the provision of a higher level of expertise concentrated at metropolitan level rather than dispersed at local level, the authority of municipalities that is preserved by their inclusion in the decision-making process, and last but not least, the promotion of local assets by creating a strong metropolitan identity.

Terrassa

General Information

The metropolitan area of Terrassa is located in the autonomous region of Catalonia, Spain, in the historical county El Vallès. The over 584 km² territory is also part of the Barcelona Metropolitan Area and the interdependencies between Terrassa and Barcelona in terms of jobs, population commuting patterns and metropolitan services are defining factors for the interjurisdictional cooperation within the Terrassa metropolitan development area.

FIGURE 19.
Relation between Functional Urban Area of Barcelona, Metropolitan Urban Area and the Metropolitan Development Area of Terrassa



Source: ESPON.2018. SPIMA – Spatial dynamics and strategic planning in metropolitan areas

The metropolitan development area of Terrassa encompasses 11 localities (Terrassa, Castellbisbal, Matadepera, Rellinars, Rubí, Sant Cugat del Vallés, Sant Llorenç Savall, Sant Quirze del Vallés, Ullastrell, Vacarisses and Viladecavalls), and over 438,000 inhabitants (2014²⁴), out of which approximatively half live in Terrassa. The territory is considered a functional urban area, with the 11 municipalities cooperating based on a voluntary agreement / association. The metropolitan area is not formally recognized by the national government.

Institutional history

Terrassa has a central role in the second industrial / economic ring of Barcelona Metropolitan Area and was one of the engines of Catalonia's industrial development. Following the industrial decline and economic transformation of the region, Terrassa has recovered and developed as a local center attractive both for residential functions, as well as for innovation, attracting new residents as well as migrants – which generated specific challenges.

The metropolitan cooperation dates back to the 1990s and since then several agreements have been established between the mayors of the 11 municipalities, based on common interests and the idea of shared governance, that would help achieving synergies and benefits by joint planning and provision of services between municipalities. Over time, collaboration areas have included European integration, waste management, transport and security.

The Terrassa Metropolitan Area joined the EUROCITIES²⁵ network as a full member in 2009, cooperating and exchanging experiences with major European cities as part of the working groups on city branding and international economic relations, cohesion policy and structural funds, creative industries, culture and young people, employment, entrepreneurship and SMEs, innovation, metropolitan areas, safe and active travel, urban agenda for the EU, and water.

Organizational structure

The metropolitan area of Terrassa is considered a functional urban area and has no unified political or administrative structure or a common budget. It is an intermunicipal informal association of municipalities, combining a mix of users and functional cooperation areas within the Vallès Occidental County. In relation with EUROCITIES and setting a joint policy agenda – including territorial planning issues, the 11 municipalities are organized, as indicated in Figure 20. However, the structure above does not apply to or limit cooperation in other areas – for example economic cooperation is significantly based on clustering (sectoral clusters, university cluster, transversal cooperation, and big clusters).

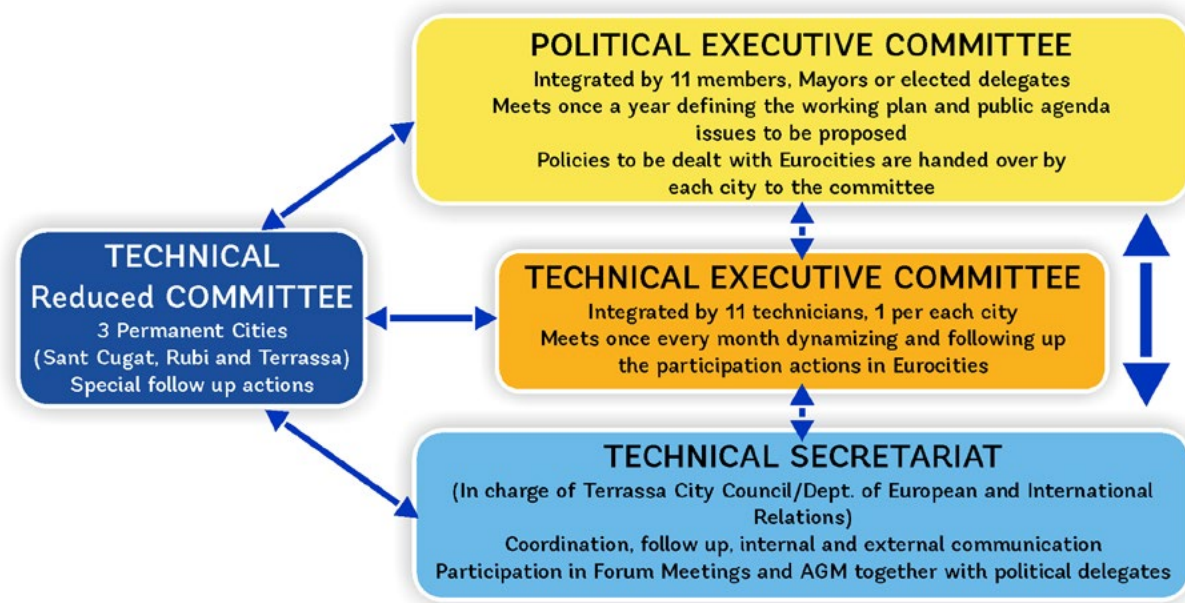
Planning system

In terms of statutory planning, the metropolitan level in the case of Terrassa is not regulated, as the territory is only considered a functional urban area and has no administrative powers. There is also no territorial development plan in force for the Terrassa metropolitan area, and urban planning in the 11 municipalities is based on the Pla d'Ordenació Urbanística Municipal (POUM, the urban municipal plan) of Terrassa and on the general plans of each of the other 10 municipalities. This leads to a fragmentation in spatial planning and the necessity for coordination.

²⁴ ESPON.2018. SPIMA – Spatial dynamics and strategic planning in metropolitan areas

²⁵ http://www.eurocities.eu/eurocities/about_us

FIGURE 20.
Terrassa Metropolitan Area management structure



Source: Chicón, J. 2014. Terrassa Metropolitan Area. In: Seminar EUROCITIES, Terrassa, 4 April 2014.

As mentioned before in the Barcelona case study, the Spanish planning system is a hierarchical one, with plans applying to all administrative levels. The Barcelona Metropolitan Territorial Plan (PTMB), approved in 2010, is the closest to Terrassa metropolitan area in terms of territorial level. It includes the regions Alt Penedès, Baix Llobregat, Barcelonès, Garraf, Maresme, Vallès Occidental and Vallès Oriental, with an area of 3,236 km² and comprising 164 municipalities. The PTMB proposes the reinforcement of a polycentric metropolitan territory articulated from both the central city of Barcelona and a set of main centers located beyond the central agglomeration, referred to as the cities of the Arc Metropolità (Metropolitan Arch). These include Terrassa, alongside Mataró, Granollers, Sabadell, Martorell, Vilafranca del Penedès and Vilanova i la Geltrú and are foreseen to strengthen their centrality and area of influence.

Areas/sectors of multijurisdictional impact

Multijurisdictional cooperation is one of the strategic directions for the development of the Terrassa metropolitan area, but the impact of cooperation is still rather weak, due to its informal character and the overlapping with cooperation processes within the larger Barcelona Metropolitan Area:

- Barcelona Metropolitan Area coordinates **territorial development-related issues such as water, transport, social housing, infrastructure projects and strategic planning** for its 36 participant municipalities;

- Terrassa authorities coordinate **urban and economic development** for its smaller region to the north of Barcelona. Overall, the association needs a clear metropolitan planning approach, setting the framework and rules for the cooperation and envisioning the future development and management of the challenges generated by post-industrial transition, planning inefficiency, waste management, transport, and immigration;
- The three smaller cities defining the **Catalonia Innovation Triangle** (Sant Cugat, Cerdanyola, and Rubí) have pooled their resources by linking the joint strengths of their industrial production capacity, technical university and a cluster of business headquarters to coordinate developments along the region's outer ring road.

Specific areas/ sector of multijurisdictional impact in the metropolitan area of Terrassa include:

- **Innovation, employment and economic development** - Terrassa City Council, through Foment de Terrassa SA, the Municipal Agency for Economic and Social Development, supports innovation and economic development and implements the strategic objectives on economic and social policies. The focus of this formation is on employment issues, including (1) employment through increasing individual capacities in job orientation and information, education for employment and training, and local mediation with employers (incl. targeted measures for vulnerable groups – disabled citizens, women and migrants; (2) employment through self-employment, through technical support for the creation and consolidation of small companies' projects.
- **Building social capital and accommodating migrants** – an important challenge is the improvement of the social relations within the communities; these have worsened, among others, as a result of economic crisis, political changes, and immigration (i.e. immigrants from Africa and South America).
- **Spatial development and participation** - as an urban center with a metropolitan character, impacting the ten municipalities in its surroundings, Terrassa faces the challenges of shared vision and coordination in the spatial planning process. Some initiatives have already been started in the field of urban regeneration (including neighborhood planning) and the involvement of civil society and academics. The next step is to develop a clear strategy on spatial development and to enhance the metropolitan territory's identity. The area aims at a compact and sustainable model that will favor urban rehabilitation and renovation processes, on the one hand, and the preservation of ecological connectivity and efficiency of the agro-forestry areas, on the other.
- **Urban and metropolitan mobility** - an emergent problem of the Terrassa metropolitan territory is the outdated internal traffic system, which does not correspond to the current needs of mobility and accessibility. Municipalities cooperate on projects to improve mobility and connectivity (e.g. building/ modernizing transport infrastructure).
- **Health** – Terrassa is a metropolitan health center, fostering the development and cooperation between academia, research, preventive and rehabilitation activities, social, and health care.
- **International cooperation** – the participation in European networks and projects and organization/ attraction of international events in order to consolidate the metropolitan area's position.

The cooperation in most of the fields above is fragmented. But, depending on the opportunities and projects, municipalities within Terrassa metropolitan area also cooperate more strategically, based on collaboration agreements, in the fields of **public transport, waste management, maintenance of public facilities, police**.

Examples of metropolitan projects and initiatives

Terrassa has been developing as an innovative and attractive metropolitan area, and several key projects with territorial impact have been developed or initiated over the last years, including:

- Ronda del Valles Quart Cinturó is one of the main infrastructures planned in the Metropolitan Region of Barcelona. Originally conceived as a road infrastructure to absorb vehicle traffic between France and the rest of the corridors to the interior of the peninsula (corridor towards Zaragoza and Madrid and the Mediterranean corridor), is now configured as a metropolitan corridor to serve the municipalities of El Vallès;
- Orbital 40 Science and Technology Park promotes the economic and social development of Terrassa and the improvement of its business competitiveness, through the creation of an optimal environment for the development of R&D activities and knowledge and technology transfer to innovative industries. It is a partnership between Terrassa City Hall, Leitat Technological Center, and the Technical University of Catalonia (UPC);
- The Professional Campus of Vallparadís – matching professional capacities with official recognition (titles) and employers' demands;
- The Audio-Visual Park of Catalonia PAC (in the former Hospital del Tòrax), over 45,000 sqm available room;
- ESADE Creapolis – the first international center of innovation to practice “Open & Cross Innovation”, to support the local companies and innovation ecosystem.

Conclusions

Terrassa shows that cooperation is relevant for smaller functional urban areas, even as part of a larger polycentric metropolitan system such as Barcelona. What is remarkable is the complementarity between the metropolitan interactions and fields of cooperation at different territorial levels. While it could be argued that the voluntary, sometimes on-off or project-based cooperation model within Terrassa metropolitan area provides the flexibility for that, the case study also emphasizes the need for continued coordination, especially from the spatial planning and public services provision point of view, in order to plan and implement key interventions at metropolitan level. The Terrassa case study also shows that the successful implementation of collaboration agreements, generally for the provision of public services (public transport, waste management, maintenance of public facilities, and police) can kickstart metropolitan development.

KEY PUBLIC SERVICE SECTORS COVERED BY ROMANIAN MUNICIPALITIES

According to Law 215/2001 on Local Public Administration, the sub-national territorial administrative units (TAUs) in Romania include counties, municipalities, towns, and communes – with the possibility to form interjurisdictional cooperation agreements between each of these TAUs. In practice, a variety of such interjurisdictional cooperation agreements already exists, taking the following forms: single-purpose Intercommunal development associations (e.g. water & wastewater, solid waste management; multi-purpose IDAs (e.g. metropolitan areas); project-based partnerships; program-based partnerships (e.g. Local Action Groups, Community-Led Local Development).

Knowing the areas/sectors where these sub-national TAUs have a mandate, can also help identify the types of areas/sectors that could potentially be subject to interjurisdictional cooperation agreements. Thus, local councils cover, by law, the following areas/sectors:

- Education;
- Social services for child protection, people with disabilities, the elderly, families, and other people or groups at social risk;
- Health;
- Culture;
- Youth;
- Sport;
- Public order;
- Emergency situations;
- Environment protection and rehabilitation;
- The conservation, restauration and valorization of historical and architectural patrimony, parks, public gardens, and natural preserves;
- Urban planning/development;
- Citizen registry;
- Public roads and bridges;
- Public utilities: water and wastewater, natural gas, solid waste management, district heating, public lighting, and public transport;
- Emergency services such as mountain rescue, lifeguard, or first aid;
- Socio-community management activities;

- Social housing and other housing units in the ownership or management of the TAU;
- The valorization, for the benefit of the local community, of natural resources within the administrative boundaries of the TAU;
- Other public services as mandated by law. [Annex 4 includes a comprehensive overview of all public services, where sub-national TAUs have a competence, and a reference to the pieces of legislation that mandate the provision of these services.]

County councils cover, by law, the following areas/sectors:

- Education;
- Social services for child protection, people with disabilities, the elderly, families, and other people or groups at social risk;
- Health;
- Culture;
- Youth;
- Sport;
- Public order;
- Emergency situations;
- Environment protection and rehabilitation;
- The conservation, restoration and valorization of historical and architectural patrimony, parks, public gardens, and natural preserves;
- Citizen registry;
- Public roads and bridges;
- Public utilities of county importance, and supply of natural gas;
- Other public services as mandated by law. [Annex 4 includes a comprehensive overview of all public services, where sub-national TAUs have a competence, and a reference to the pieces of legislation that mandate the provision of these services.]

It should be noted here though, that in several cases competences are shared with the Central Government (e.g. education, social protection, health, public order, culture, sports, emergency situations, housing etc.), or with other sub-national TAUs (e.g. water and wastewater).

The next section will discuss the areas/sectors with potential multijurisdictional impact, for which interjurisdictional cooperation agreements may be considered. It should be noted that in certain areas/sectors (e.g. water and wastewater, solid waste management), interjurisdictional cooperation agreements are already the norm. Similarly, in other areas/sectors (e.g. public transport provision), interjurisdictional cooperation agreements have become increasingly common.

THE FRAMEWORK FOR INTERJURISDICTIONAL COOPERATION IN ROMANIA

The establishment of interjurisdictional cooperation and planning at the metropolitan level in Romania has already gone through two exercises during the last two programming periods. Conclusions drawn from experience in recent years show that metropolitan areas have not developed on the basis of an integrated strategic planning approach, except for the seven growth poles (Braşov, Cluj-Napoca, Constanţa, Craiova, Iaşi, Ploieşti, and Timișoara), where access to community and national funding was conditioned by the existence of strategic documents dedicated to the entire referenced territory.

With respect to the legal framework, the main laws defining metropolitan areas, metropolitan territory, and intercommunity development associations in Romania are law number 215 / 23.04.2001 of the local public administration, law number 350 / 06.07.2001 on spatial planning and urbanism and law number 351 / 06.07.2001 regarding the approval of the National Territory Plan - Section IV - The Network of Localities. The development associations, including the metropolitan ones, are regulated by Governance Ordinance number 26/2000. From a chronological point of view, the metropolitan area and metropolitan territory were defined with the entry into force of laws numbers 350 / 06.07.2001 and 351 / 06.07.2001, when the delimitation mode and their characteristics were established at a conceptual level.

<p>Metropolitan area - the area established on a voluntary basis between major urban centers (Capital of Romania and first ranking municipalities – in total 12 cities: Buchare, Bacău, Braşov, Brăila, Galaţi, Cluj-Napoca, Constanţa, Craiova, Iaşi, Oradea, Ploieşti, and Timișoara) and urban and rural localities in the immediate area, at distances of up to 30 km, between which relations have developed (<i>Law No. 351 / 06.07.2001 on the approval of the National Territory Plan - Section IV - Localities Network</i>)</p>
<p>Metropolitan territory- the area around large urban agglomerations, delineated by specialized studies, which creates mutual relations of influence in the field of communication, economic, social, cultural and urban infrastructure. As a rule, the metropolitan territory limit exceeds the administrative limit of the locality and may exceed the boundary of the county to which it belongs. (<i>Law No. 350 / 06.07.2001 on Spatial Planning and Urban Planning</i>)</p>

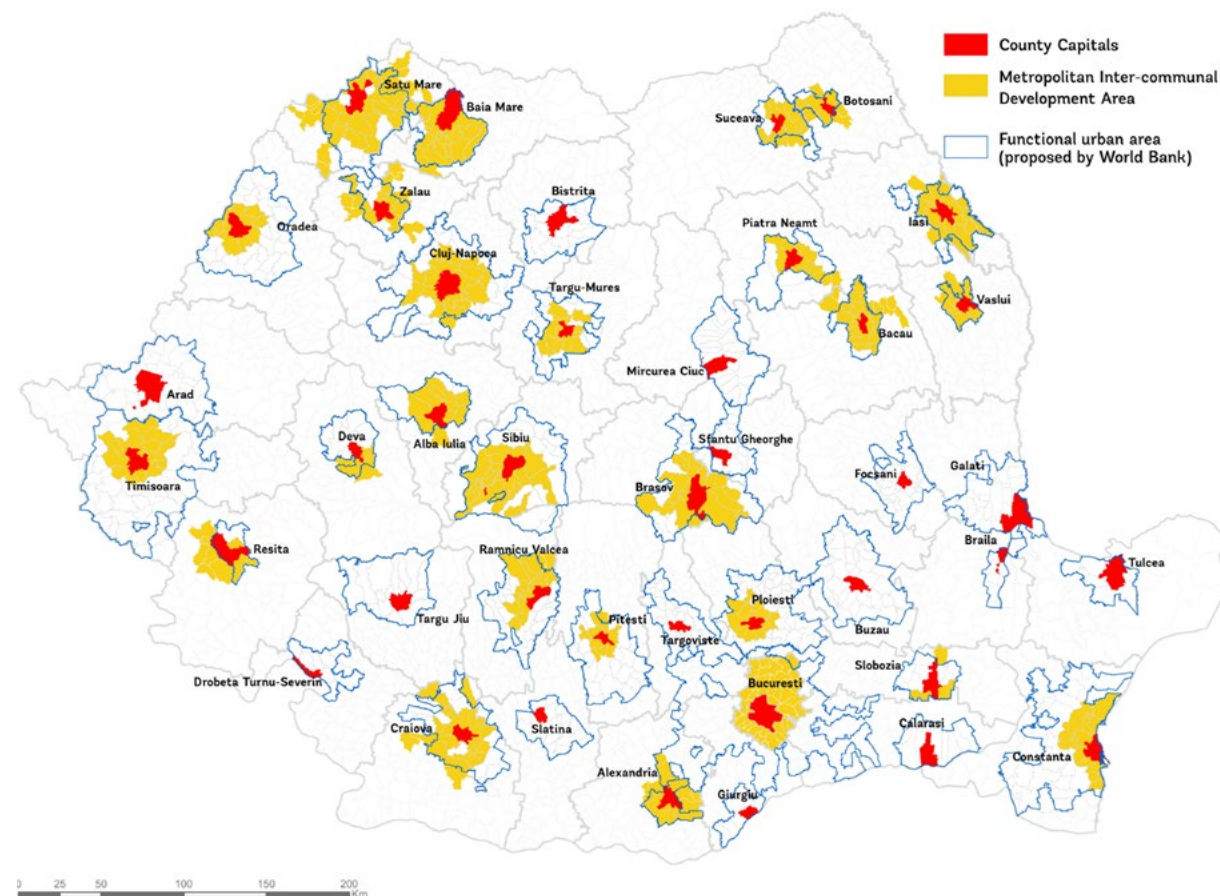
Depending on the range of services and activities assumed by the metropolitan IDAs, the basic legislative framework includes Law no. 51/2006 on community public utilities services, Law no. 273/2006 regarding local public financing, Law no. 3/2003 on the administration of local public and private assets, Law no. 213/1998 on public property, Law no. 326/2001 regulating communal management services, Law no. 92/2007 on local public transport services and Law no. 7/1996 regarding the cadaster and land registration or Governance Ordinance no. 39/2018 on PPP. Annex 4 includes a more comprehensive overview of the relevant legislation in this respect.

The first metropolitan area in Romania was established in 2004 around Iași, with the support of the GRASP (Governance Reform and Sustainable Partnerships) program funded by USAID. The Iași Metropolitan Area Association was established as a metropolitan association (association of partners in a nonprofit organization). Two years later, the institutional framework was also clarified at the national level, with the first mentioning of the organization of metropolitan areas as forms of association with legal personality, promoting the concept of intercommunality for the development of projects, and initiatives that target an enlarged territory and require cooperation from of the territorial administrative units involved. Over the years, several metropolitan areas have been established in Romania. Annex 2 includes a list of the active metropolitan areas.

Intercommunity Development Associations - legal cooperation structures of private law, set up under the law by the administrative territorial units for the joint development of projects of zonal or regional interest or the joint provision of public services

Metropolitan area - the intercommunity development association established based on a partnership between the capital of Romania or the I rank municipalities and the administrative-territorial units located in the immediate area (Law No. 215 / 23.04.2001 of local public administration - updated version, 06.07.2006)

FIGURE 21.
Metropolitan (established) and Functional Urban Areas (proposed) in Romania



Source: The World Bank

In 2008, the financial and planning framework for the designation of the growth poles and the urban development poles was outlined through the Government Decision no. 998 / 27.08.2008, with priority given to investments from the programs with EU and national funding. Thus, for the 2007-2013 programming period, each of the seven growth poles (Braşov, Cluj-Napoca, Constanţa, Craiova, Iaşi, Ploieşti, and Timişoara) were constituted as metropolitan areas and established a form of metropolitan cooperation and developed Integrated Urban Development Plans (PIDU) in order to benefit from the structural funds through the Regional Operational Program. This principle has also been applied in the current programming period with the seven growth poles having to elaborate Integrated Urban Development Strategies (SIDUs) addressing the entire metropolitan/ functional area territory, while the other 32 eligible cities had the option to choose if the strategy will cover only their administrative territory or the metropolitan / functional one. However, the eligible ERDF funding for the strategic interventions has been directed mainly towards the core city (except for urban mobility interventions where metropolitan public transport could be established). This approach led to limited interjurisdictional cooperation, encouraging cities to focus on their own projects. Nevertheless, there are examples that show the need for cooperation was understood and measures were taken to focus on cross-jurisdictional projects – e.g. the rehabilitation of the Iaşi – Dancu (Holboca) tram line.

Finally, the latest recent legislative amendment aiming to establish metropolitan areas in Romania dates from 2011 and refers to lower-rank municipalities. This was developed through laws no. 215 / 23.04.2001 and 351 / 06.07.2001 allowing county seats to establish metropolitan areas. However, this reference has not been incorporated in to all the existing legal provisions regarding metropolitan areas.

In order to ensure balanced development of the territory around the capital of Romania and the first ranked municipalities or the county seats, the basic administrative-territorial units in these areas may associate with each other in a voluntary partnership in order to establish metropolitan areas. (Law No. 351 / 06.07.2001 on the approval of the National Territory Plan - Section IV - Network of Localities - Consolidated form starting with 15.12.2018)

Nevertheless, the concept of a Functional Urban Area, which can serve as a starting point for interjurisdictional cooperation in urban areas, was studied both by ESPON and OECD (and later the EU-OECD functional urban area definition), based on defining cities and their commuting areas. While this concept hasn't yet been taken up in the Romanian legislation, the delineations proposed by the World Bank, based on the OECD definition, were included into the guidelines of the Axis 4 of the Regional Operational Programme (ROP) and were considered for the development of Integrated Urban Development Strategies during the current programming period.

Some metropolitan areas have experienced territorial expansion and joint projects in recent years. In other cases, there have been numerous impediments to the implementation of cross-jurisdictional projects. Moreover, with the establishment of sectoral, stand-alone, intercommunity development associations for the provision of public services at the territorial level (e.g. waste management, public transport, or public utilities) some metropolitan IDAs have reduced the number of areas/sectors covered. In essence, sectoral IDAs have taken over some of the responsibilities of metropolitan IDAs.

Regarding the activity of the metropolitan areas in Romania, the establishment of Intercommunal development associations has contributed to the development of the territory they represent, ranging from local interventions in some territorial administrative units to projects dedicated to a larger territory. Such actions included:

- Involvement in strategic planning processes, such as: integrated urban development strategies and plans (SIDU and PIDU), metropolitan development strategies, local development strategies of component territorial units, other strategies, studies and sectoral plans (e.g. Sustainable Urban Mobility Plans - SUMP, tourism development strategies, etc.) or metropolitan territorial plans;
- Projects to increase the administrative capacity and development of human resources with external financing during the programming periods 2007-2013 and 2014-2020 through sectoral operational programs, such as POSDRU (Operational Program Human Resources Development), PODCA (Administrative Capacity Development Operational Program) or POCA, including the initiatives of the Federation of Metropolitan Areas and Urban Agglomerations of Romania (FZMAUR) to support the members of the Federation;
- Attraction of other national and foreign external funding (for example, through the National Cultural Fund Administration, EEA Grants, etc.) for local interventions in cultural, environmental, mobility, social, urban regeneration, etc.
- Participation as partners in transnational cooperation projects within the framework of numerous programs such as Interreg Danube, Interreg Europe, Horizon 2020, URBACT, South East Europe Transnational Cooperation Program, Erasmus +, etc.
- Involvement as partners in cross-border cooperation projects with settlements in the neighboring countries for the provision of public services.
- Studies and guides for the development of public services.
- Strategies and plans for the development of settlements.
- Establishment of consultative councils focusing on areas of metropolitan interest such as economic development and tourism;
- Involvement in the management and development of public services, e.g. public transport;
- The administration of NATURA 2000 protected sites;
- Provision of technical and financial support (e.g. revolving funds) to their members to prepare and implement public investment projects; and
- The preparation of feasibility studies and other technical and economic documents related to the implementation of public investment projects of common interest.

Thus, metropolitan areas in Romania have the potential to play an important role in multijurisdictional cooperation and the management of the territories they represent. They have the potential to plan for, and support a balanced development of the territories, and to coordinate and monitor development. In this context, it is timely and necessary to further develop a solid framework for multijurisdictional cooperation. The framework should clarify and strengthen the position of existing metropolitan areas with growth potential. It would also align their scope and attributions *vis-à-vis* their members' and with other intercommunity development initiatives. This will avoid overlapping and dilution. Developed metropolitan areas benefit from specialized human resources and an already developed knowledge base that should be capitalized on.

MULTIJURISDICTIONAL AREAS/SECTORS THROUGH THE LENS OF SUB-NATIONAL ADMINISTRATIONS AND CITIZENS IN ROMANIA

The World Bank, together with the Romanian National Federation of Metropolitan Areas and Urban Agglomerations (FZMAUR), undertook a unique engagement of sub-national administrations and citizens at the beginning of 2019, to identify a list of priority projects with multijurisdictional impact, for the urban areas of Bucharest and the 40 county capitals. As part of “Your City’s Priorities Campaign”, individual letters were sent to (i) the city halls of Bucharest, (ii) the 40 county capitals in Romania, (iii) the 40 county councils, and (iv) to the 40 prefectures. The letter asked for a list of up to 10 projects with multijurisdictional impact of critical importance for their respective urban area. In addition to the potential of multijurisdictional impact, the projects had to respect three criteria:

- Be included in an existent strategy or plan – at the local, county, or national level.
- Have a minimum value, adjusted to the financial capacity of each core city (i.e. at least 10% of the estimated capital investment budget for 2014-2023).
- Not have secured funding.

Virtually all sub-national administrations contacted (city halls, county councils, prefectures) sent project lists. Moreover, many of the sub-national administrations sent, of their own initiative, joint project proposals.

The lists of strategic multijurisdictional projects received from sub-national administrations were subsequently included in the largest public surveying campaign of its kind in Romania – *Your City’s Priorities Campaign*. Between January 22, 2019 and March 22, 2019, citizens of the urban areas of Bucharest and the 40 county capitals were asked to rank the projects for their respective community. Over 150,000 people accessed the survey, and over 100,000 people voted. The map below shows the distribution of votes across urban areas.

In addition to identifying a number of strategic projects for all of the major urban areas in Romania, the campaign also managed to identify the key areas/sectors that, in the view of sub-national administrations, should be organized at the multijurisdictional level. Asking sub-national administrations to identify up to 10 projects with multijurisdictional impact, also helped identify the areas/sectors that require the intervention of the national level or interjurisdictional cooperation agreements. Annex 3 includes the list of strategic multijurisdictional impact projects for the urban areas of Bucharest and the 40 county capitals, as chosen by sub-national administrations and ranked by citizens.

The table below includes an overview of the areas/sectors with the highest number of proposed projects, as well as the cumulated value of projects by area/sector. Through the voting there appears to be a clear dominance of transport-related interventions, as well as health infrastructure and business infrastructure.

The data was also used to identify the preference of different types of urban areas for multijurisdictional projects. The table below, thus includes a break-down of the areas of most interest in Bucharest and the 40 county capitals in Romania. Bucharest has needs beyond those of smaller cities – including the extension of the metro network, the development of the R&D ecosystem in Măgurele, and the integrated urban regeneration of the capital’s large historic center.

All of the cities had a preference for multijurisdictional interventions in the transport sector, with an over-representation and a higher diversity among larger cities (e.g. the Ghimbav Airport for the Brasov urban area, the metropolitan train in the Cluj area, and the development of the port in Constanța). Larger urban areas also had a stronger preference for health infrastructure, which also was ranked high by their citizens.

FIGURE 22.
Urban areas and votes received under “Your City’s Priorities Campaign”

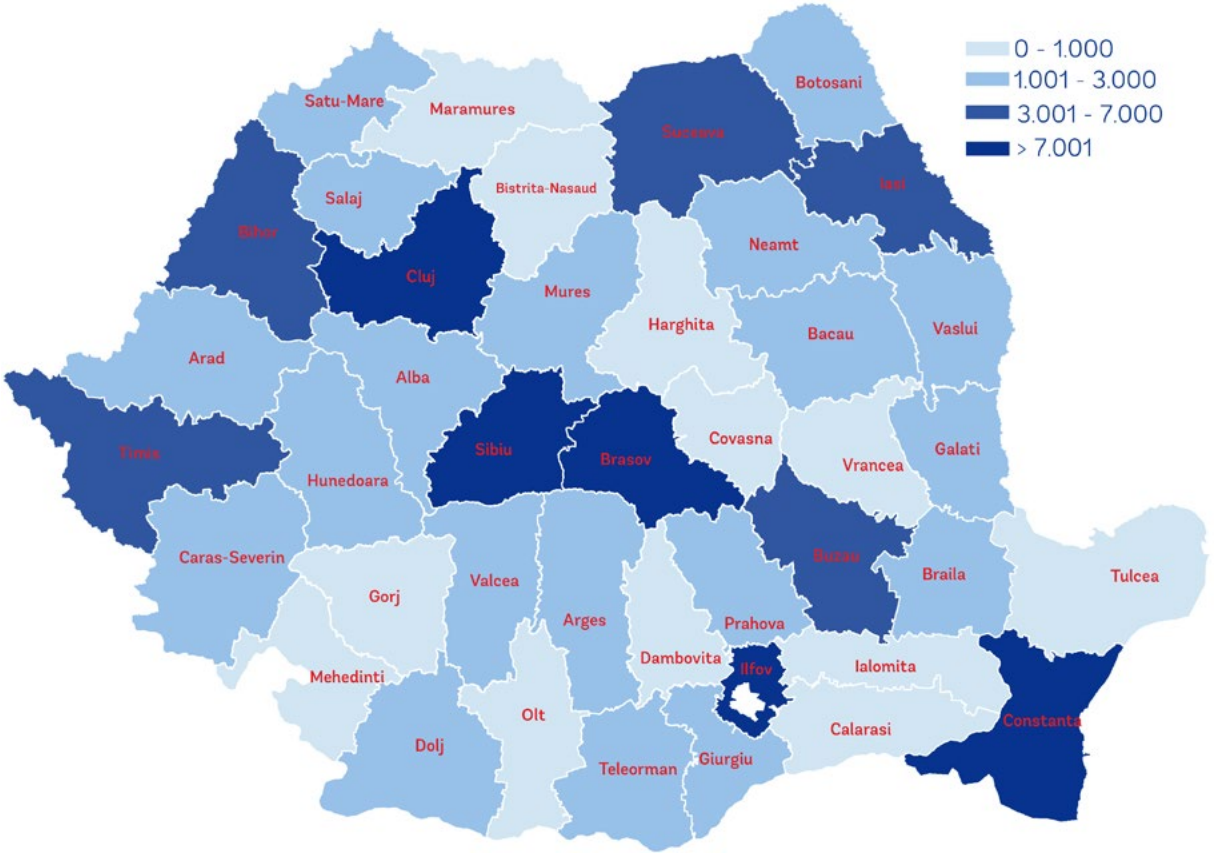


TABLE 3.
Areas/sectors with multijurisdictional impact, of greatest interest to sub-national administrations in Romania

Area / sector	Number of proposed projects	Cumulated value of projects (million euros)	Area / sector	Number of proposed projects	Cumulated value of projects (million euros)
Road	58	€5.427	Railway Station	7	€153
Bypass	33	€2.669	Overpass	7	€90
Railway	32	€11.060	District heating	5	€89
Health Infrastructure	26	€3.703	Water transport	5	€614
Business infrastructure	22	€346	Non-motorized transport	3	€61
Sports infrastructure	21	€389	Educational infrastructure	3	€105
Airport	17	€2.057	Underpass	3	€112
Highway	17	€24.471	Solid waste management	2	€61
Expressways	15	€6.128	Social Infrastructure	2	€21
Tourist infrastructure	15	€454	Public administration	1	€5
Cultural infrastructure	14	€377	Bus Station	1	€6
Intermodal transport link	12	€259	Public lighting	1	€6
Natural patrimony	12	€282	Administrative infrastructure	1	€5
Urban regeneration	11	€479	Water and wastewater	1	€5
Public transport	11	€232	Research infrastructure	1	€15.000
Port	9	€1.277	Gas infrastructure	1	€10
Parking	8	€89	Housing	1	€5
Bridge	8	€828	Metro	1	€7.526

Smaller urban areas had a higher preference for business infrastructure projects, cultural and recreational infrastructure, and tourism infrastructure.

No.	AREAS / SECTORS WITH MULTIJURISDICTIONAL IMPACT	TRANSPORT INFRASTRUCTURE								ENERGY AND COMM. INFRASTRUCTURE			ECONOMIC DEVELOPMENT				URBAN REGENERATION			UTILITY INFRASTRUCTURE					
		1. Highways, expressways, roads and bypasses 2. Passages, bridges, drains, grooves, locks, etc. 3. Rail network and railway stations 4. Airport – passengers and cargo 5. Water body and touristic / commercial port 6. Pontoon (tourism) 7. Intermodal transport link 8. Public transport/bus stations								1. Natural gas distribution network 2. Electricity distribution network 3. Internet networks / connections in public buildings and spaces			1. Industrial / business parks 2. Logistical parks 3. Expositional / trade halls 4. Research/innovation center				1. Buildings, squares, plazas, parking areas / structures 2. Parks, gardens, green areas, brownfields 3. Market / fair grounds			1. Water and wastewater 2. District heating 3. Solid waste management					
		1	2	3	4	5	6	7	8		1	2	3	1	2	3	4	1	2	3	1	2	3		
		I	NORTH-EAST REGION																						
		1	Iași																						
		2	Bacău																						
		3	Botoșani																						
		4	Piatra Neamț																						
		5	Suceava																						
6	Vaslui																								
II	SOUTH-EAST REGION																								
7	Brăila																								
8	Buzău																								
9	Constanța																								
10	Galați																								
11	Focșani																								
12	Tulcea																								
III	SOUTH-MUNTENIA REGION																								
13	Pitești																								
14	Călărași																								
15	Târgoviște																								
16	Giurgiu																								
17	Slobozia																								
18	Ploiești																								
19	Alexandria																								
IV	SOUTH-WEST OLTENIA REGION																								
20	Craiova																								
21	Târgu Jiu																								
22	Drobeta Turnu Severin																								
23	Slatina																								
24	Râmnicu Vâlcea																								
V	WEST REGION																								
25	Arad																								
26	Reșița																								
27	Hunedoara/Deva/Simeria																								
28	Timișoara																								
VI	NORTH-WEST REGION																								
29	Oradea																								
30	Bistrița																								
31	Cluj-Napoca																								
32	Baia Mare																								
33	Satu-Mare																								
34	Zalău																								

[illegible]

**POTENTIAL AREAS/SECTORS
FOR INTERJURISDICTIONAL
COOPERATION IN ROMANIA**

The report has provided a number of international examples with areas/sectors that are commonly part of interjurisdictional cooperation approaches. It also discussed key attributes of sub-national Romanian authorities, and some of the areas/sectors that sub-nationals in Romania perceive as having a multijurisdictional dimension. In what follows, the report builds on this analysis and details the areas/sectors that could be the subject of interjurisdictional cooperation approaches for the 2021-2027 Programming Period. The section will be split in two; the first listing areas/sectors that could be considered for interjurisdictional cooperation (see Table 3 below), and the second, a more in-depth discussion of the areas/sector that are the best candidates for interjurisdictional cooperation approaches. The areas/sectors discussed in more depth were chosen because they:

1. respond to the largest stated needs of sub-national administrations in Romania;
2. are commonly under the mandate of Western metropolitan areas; or
3. have commonly been included in integrated urban development strategies, for EU SUD funds accession).

TABLE 5.
Potential areas/sectors for interjurisdictional cooperation in Romania

Area/sector of intervention	Potential interventions / measures suitable for multijurisdictional arrangements	Eligibility for EU funding in the 2021-2027 programming period	Eligibility for state budget -funded programs
Administrative capacity	Territorial, strategic and financial planning	ERDF	PUG
	- Metropolitan urban plans		
	- General urban plans		
	- SUMPs		
	- IUDSs		
	- Public policies and program-based budgeting		
	- Green cadaster		
	Human resources in local administration	ESF	INA ANFP
	- Competencies building and training (e.g. Public procurement)		
	- Project implementation units		
	Management and administrative processes and tools	ERDF	No
	- One-stop shops for citizens and companies		
	- Quality management standards, procedures		
	- Urban/metropolitan authorities		
Transport	Public transport	ERDF + CF	No
	- Subway extension		
	- Metropolitan railway systems		
	- Extension and rehabilitation of tram lines		
	- Extension/modernization of public transport stations/terminals		
	- Bus Rapid Transit systems		
	- E-ticketing		
	- Electric public transport fleet		
	Multi-modal transport	CF	No
	- Intermodal freight transport infrastructure		
	- Park & rides / Bike & rides		
	- Intermodal passenger terminals		
	Non-motorized transport and e-mobility	ERDF	AFM
	- Bicycle lanes and bike sharing systems		
	- Pedestrian and shared-space areas		
	- Charging stations for electric vehicles		
	Accessibility	CF + ERDF	PNDL
	- Roads and bypasses		
	- Traffic management systems		
Climate change and risk management	Risk mitigation	CF + ERDF	MDRAP
			Apele Romane
			ANIF
	- Consolidation of seismic-risk buildings		
	- Flood protection measures		
	- Landslide protection measures		

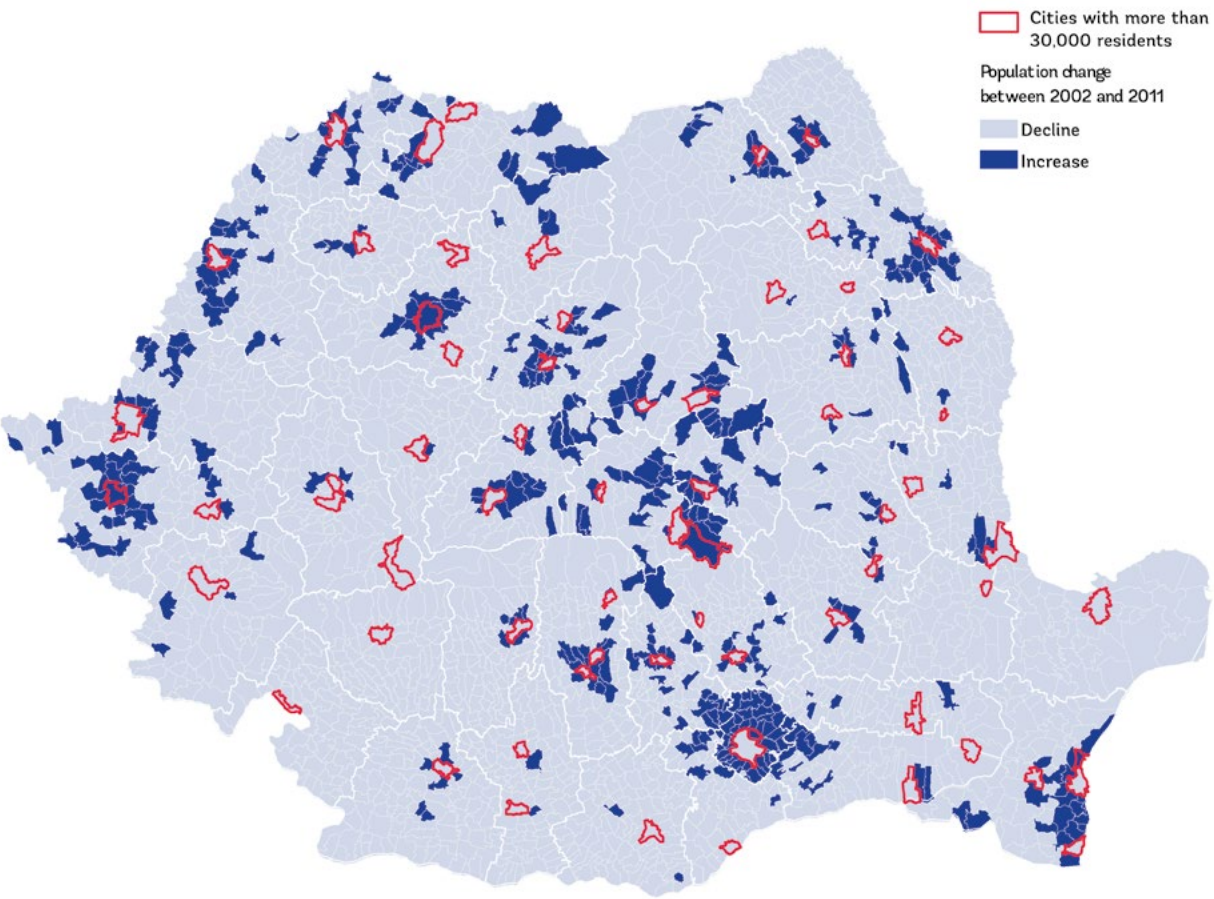
Area/sector of intervention	Potential interventions / measures suitable for multijurisdictional arrangements	Eligibility for EU funding in the 2021-2027 programming period	Eligibility for state budget -funded programs
	Emergency response	ERDF	No
	- Investments in professional and voluntary emergency situation services (buildings, equipment, training)		
	- Development of integrated multi-risk intervention centers		
	- Mountain and sea rescue centers		
Low carbon and energy efficiency	Energy generation, transmission and distribution	CF + ERDF	MDRAP
	- Modernization of district heating systems, including co-generation		
	- Use of renewable energy for public building		
	- Smart metering and energy consumption monitoring		
	- Extension of energy and gas distribution networks		
	Energy efficiency	ERDF	MDRAP
	- Energy efficient public lighting		
Education	Basic education	ERDF	PNDL MEN
	- Nurseries and kindergartens		
	- Schools		
	- High-schools		
	Technical and vocational education	ERDF	MEN
	- Campuses for vocational training		
	Special education	ERDF	MEN
	- Special educational facilities		
	Higher education	ERDF	MEN
	- Campuses for higher education		
Health	Medical infrastructure	ERDF	MS / PNDL
	- Building regional emergency hospitals;		
	- Investments in municipal emergency hospitals and units		
Environment and biodiversity	Waste management	CF	AFM
	- Promotion of separation at source waste collection		
	Water and wastewater	CF	PNDL / AFM
	- Extension of water and wastewater infrastructure to areas not covered by Regional Water and Wastewater Masterplans		
	Biodiversity	ERDF + EARDF	No
	- Implementation of management plans for NATURA 2000 areas		
	Brownfields	ERDF	No
	- Public and private brownfields for other functions		
Social inclusion and employment	Social services	ESF + ERDF	MMFPS
	- Social and healthcare daycare centers and services for vulnerable groups		
	- Home care for vulnerable groups		
	- Protected homes for vulnerable groups		
	Marginalized and disadvantaged communities	ERDF ESF	No

Area/sector of intervention	Potential interventions / measures suitable for multijurisdictional arrangements	Eligibility for EU funding in the 2021-2027 programming period	Eligibility for state budget -funded programs
	<div>- Integrated measures for addressing marginalized neighborhoods</div> <div>- Integrated renewal measures for communist districts / collective housing</div> <div>- Integrated renewal measures for new residential area lacking basic infrastructure</div>		
	Housing	ERDF	ANL Prima Casa
	<div>- Affordable housing</div> <div>- Social and emergency housing</div>		
	Employment	ESF	ANOFM
	<div>- Youth employment (competence development and evaluation, employment services, internships etc.)</div> <div>- Access to the labor markets for informal workers and unemployed (training, employment services, social economy etc.)</div> <div>- Social economy</div>		
R&D and innovation	R&D	ERDF	PNCDI
	<div>- Support for public R&D infrastructure</div> <div>-Support for R&D partnerships between companies and public bodies</div>		
	Knowledge and technology transfer	ERDF	No
	- Public and private innovation and technology transfer infrastructure and services		
Digitalization	Broadband	CF	No
	<div>- Extension of broadband infrastructure</div> <div>- Public Wi-fi hotspots</div>		
	E-public services	ERDF + CF	No
	- Implementation of e-governance, e-health-learning, e-culture tools		
	IT&C private sector	ERDF	Start Up Nation
	- Support for the IT&C companies and clusters		
Cultural heritage and tourism	Leisure infrastructure	ERDF	CNI
	- Public leisure facilities		
	Tourism resources	ERDF	MT
	<div>- Valorization of natural tourism resources</div> <div>- Development of health tourism</div> <div>- Basic infrastructure for tourism areas</div> <div>- Tourism marketing and promotion</div>		
	Cultural heritage	ERDF	MC
	<div>- Historic centers</div> <div>- Monuments of national importance</div>		
Competitiveness	SMEs and entrepreneurship	ERDF + ESF	Start Up Nation
	- Support infrastructure and services for SMEs		

Strategic, spatial, and economic planning

Looking at how major cities in Romania have developed in recent years, it is clear that better coordination is needed with respect to strategic and spatial planning. While the population of Romania has been decreasing, from around 23 million in 1990 to around 20 million currently, some localities (primarily the suburbs and peri-urban areas of large and dynamic cities) have registered population growth (see map below). Of the 1.1 million people that migrated to the functional urban areas (FUAs) of Bucharest and the 40 county capitals, 47% settled in peri-urban areas of the FUA, outside the center city. Neither individual spatial plans (PUG) nor zonal plans (PUZ), or ad-hoc development decisions have any measures to retard suburbanization. It will be difficult to redress the ad-hoc development patterns of the past 30 years and any attempts to redress this have to be holistic and multisectoral. To turn the tide on this trend requires ensuring that future urban/metropolitan development is more efficient and sustainable through supporting more compact, high density development.

FIGURE 23. Localities with population growth between 2002 and 2011



Source: National Institute of Statistics

Metropolitan strategies have already been developed by most governments of large cities in Romania (e.g. Integrated Urban Development Plans for the 2007-2013 Programming Period or Integrated Urban Development Strategies for the 2014-2020 Programming Period). Metropolitan spatial plans can either be normative (which would require them to be mandated by law), or directive (e.g. simple masterplans that do not require separate legislation). In either case, several models can be considered, as listed below:

- Development of a metropolitan territory through the development of the central core, and the attainment of a territorial continuity between localities;
- Development of a metropolitan territory containing functions dispersed in each of the localities;
- Development of a metropolitan territory through the development of suburban localities as secondary centers;
- Development of a metropolitan territory linearly, following development corridors between localities.

Metropolitan spatial planning

Challenges in demographic and socio-economic patterns deeply influence spatial development patterns and the urban-rural relationship. The increasing demand for a new quality of public services, infrastructure, and space puts pressure on administration and planning in general, and spatial planning in particular. The metropolitan areas in Romania are in various stages of development, presenting different features according to the spatial location, such as access to transport infrastructure, demographic characteristics, and the economic mass of the city core, proximity of cultural and natural values. The political commitment and local administration capacity to formulate and implement projects with added values at the regional level are in various stages of development.

The metropolitan space is heterogeneous. However, the goal of the partner local authorities is to improve the spatial coherence. The spatial development policies should focus on increasing mobility and competitiveness of the core city of the metropolitan area, the parity access to infrastructure, and knowledge within the metropolitan area of the management of the natural resources and cultural heritage.

Metropolitan economic planning

Urban economic development dynamics are rarely confined to administrative boundaries. As indicated in the *Magnet Cities* report, over two million people in Romania commute for work across jurisdictional boundaries, every day. Moreover, 27% of firm revenues generated by the functional urban areas of Bucharest and the 40 county capitals are generated outside the center city. Thus, economic development patterns have clear cross-jurisdictional dynamics, requiring proper interjurisdictional tools for:

- Workforce training (e.g. vocational education);
- Providing support to start-ups and encouraging entrepreneurial activities (e.g. with the help of a metropolitan revolving fund); and
- Attracting investors to the area.

Roads and bypasses

This is the one area where sub-nationals would most likely want to undertake interjurisdictional cooperation. Connective infrastructure is critical for helping urban areas become more competitive, by allowing people easier access to opportunities, and by better connecting these areas to markets. Roads fall into three main categories in Romania: 1) European and National Roads, managed by the National Government; 2) County Roads, managed by county councils; 3) Local Roads, managed by local administrations.

European and National Roads

European and National Roads are normally planned, designed, constructed, and managed, by the national government. However, often planning at the National level does not match local priorities and needs. As such, there are cases when sub-national government entities have gotten involved in the design of these roads. For example, the Oradea Metropolitan Area has developed the technical documentation for the road connecting the city of Oradea and several localities within the Oradea Metropolitan Area, to the planned A3 Highway (see figure 24 below). Similarly, the city of Cluj has tendered the technical documentation for the South Bypass, which will also benefit the Florești Commune in the Cluj Metropolitan Area, and the Cluj International Airport (managed by the Cluj County Council).

County Roads

For the 2014-2020 Programing Period, county councils that wanted to access EU funds for the rehabilitation/modernization/construction of county roads under Axis 6 of the ROP 2014-2020 had to agree that the routes of regional importance that will be financed. Thus, the county councils from each region (see map below) decided together on a number of Priority 0 county roads that would help improve connectivity at the regional level.

The Priority 0 projects financed under Axis 6 of the ROP 2014-2020 (identified jointly by the county councils in each region) were cross-jurisdictional, connecting two or more counties together.

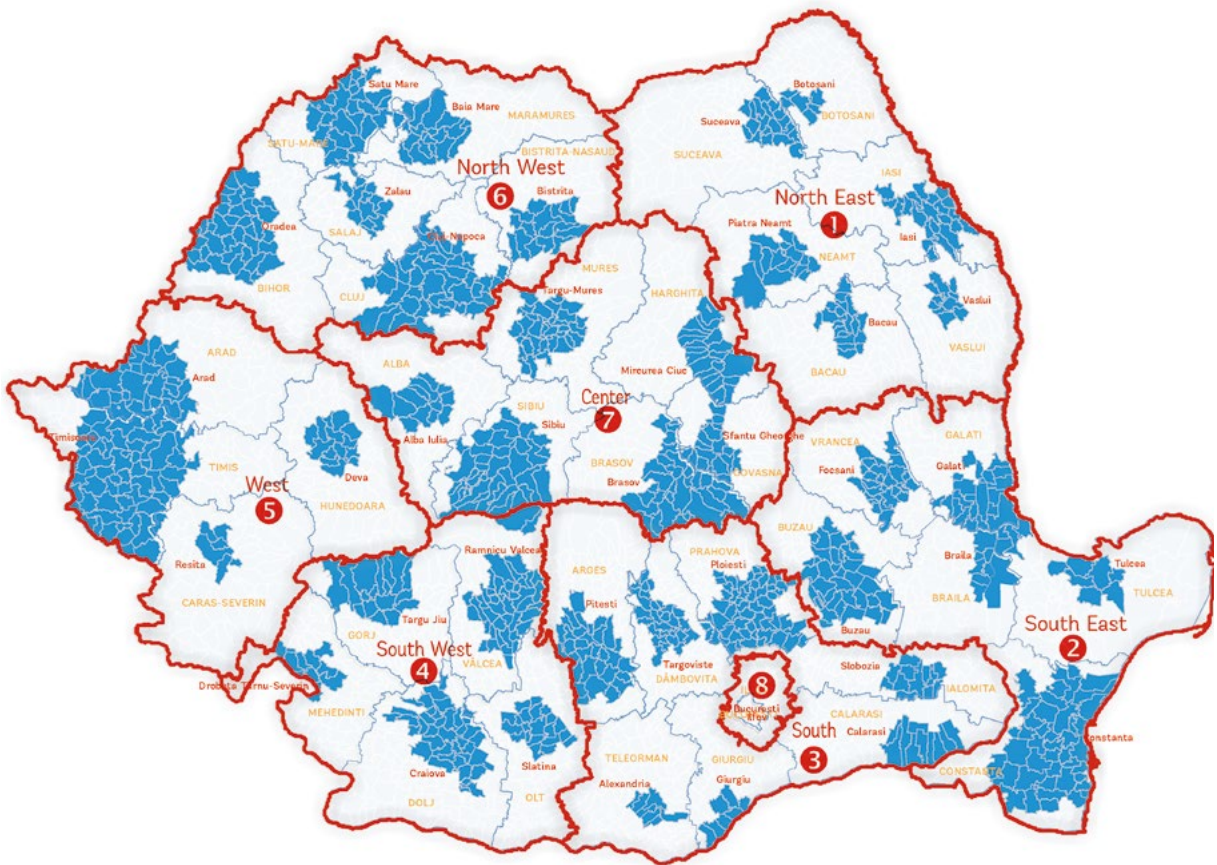
While this approach was new during the 2014-2020 Programming Period, there is evidence that even for the 2007-2013 Programming Period, counties have jointly undertaken cross-jurisdictional road development projects (see map below). Several counties have proposed projects that crossed at least two jurisdictions and have coordinated planning and implementation.

FIGURE 24. The Metropolitan Road designed by the Oradea Metropolitan Area



Source: bihon.ro

FIGURE 25.
The NUTS 2 regions in Romania, and constituent counties (NUTS 3)



Local Roads, including underpasses, overpasses, bridges

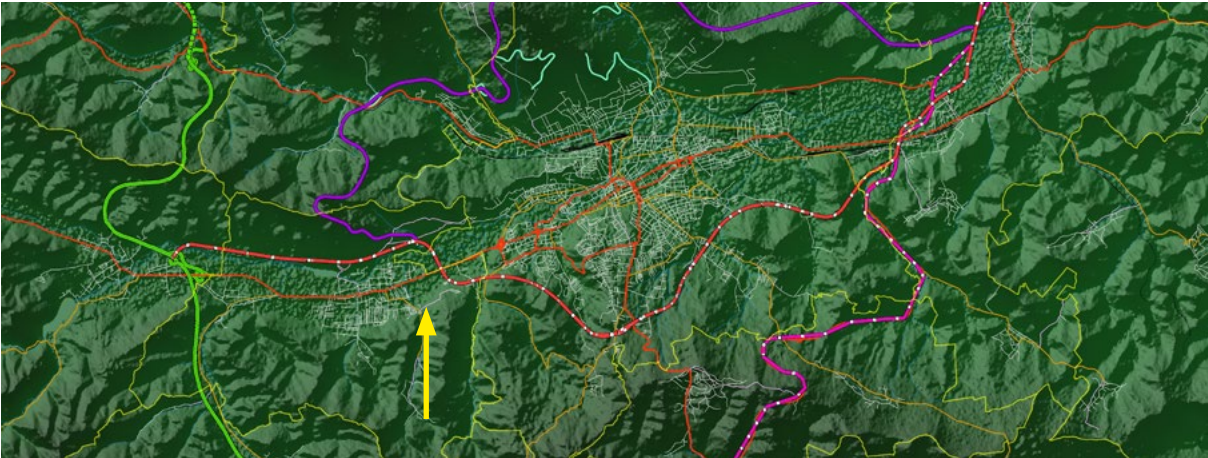
With the main urban areas are undergoing a rapid suburbanization process, there is an increased need for the coordination of road development at the metropolitan level. For example, the stretch of road sections between the city of Cluj-Napoca and the Florești Commune (the fastest growing commune in Romania and now the largest rural settlement in the country, with roughly 50,000 residents) has one of the highest traffic flows and incidences of traffic accidents. In the absence of additional connector roads between Florești and Cluj-Napoca, all of the commuter traffic between the two localities is concentrated on National Road 1 (see map below). The proper coordination of road development at the metropolitan level would require proper spatial planning at the metropolitan level, as discussed further down.

FIGURE 26.
County Roads financed from the ROP 2007-2013



Note: In red, the map includes the TEN-T Road Network
(highways and expressways – in thick red; and European and national roads in thin red)

FIGURE 27.
Road network in the Cluj urban area



Note: Yellow arrow indicated National Road 1, connecting Cluj-Napoca to Florești

Public transport

Cities, including Romanian ones, are characterized and enabled by mobility and this is directly correlated with economic growth. In most large and dynamic cities, a large share of the employed workforce moves across jurisdictional boundaries. Enabling the seamless movement of people requires efficient metropolitan public transport systems.

Metropolitan public transport systems, which are becoming increasingly common in Romania, have both economic and social benefits. As the figure below highlights, the localities in Prahova County that had the highest share of commuters, also had the highest Local Human Development Index in the county showing an interesting correlation between proximity to opportunities (enabled by good public transport) and improved HDI.

It is clear that at least for the large cities in Romania, public transport systems (subway system, trams, trolleys, buses, rail, stations, contact infrastructure, fleet, depots, etc.) need to be designed, developed, and managed at the metropolitan level. For the 2021-2027 Programming Period it is important to consolidate the progress already made in the sector, and to identify ways of developing it further.

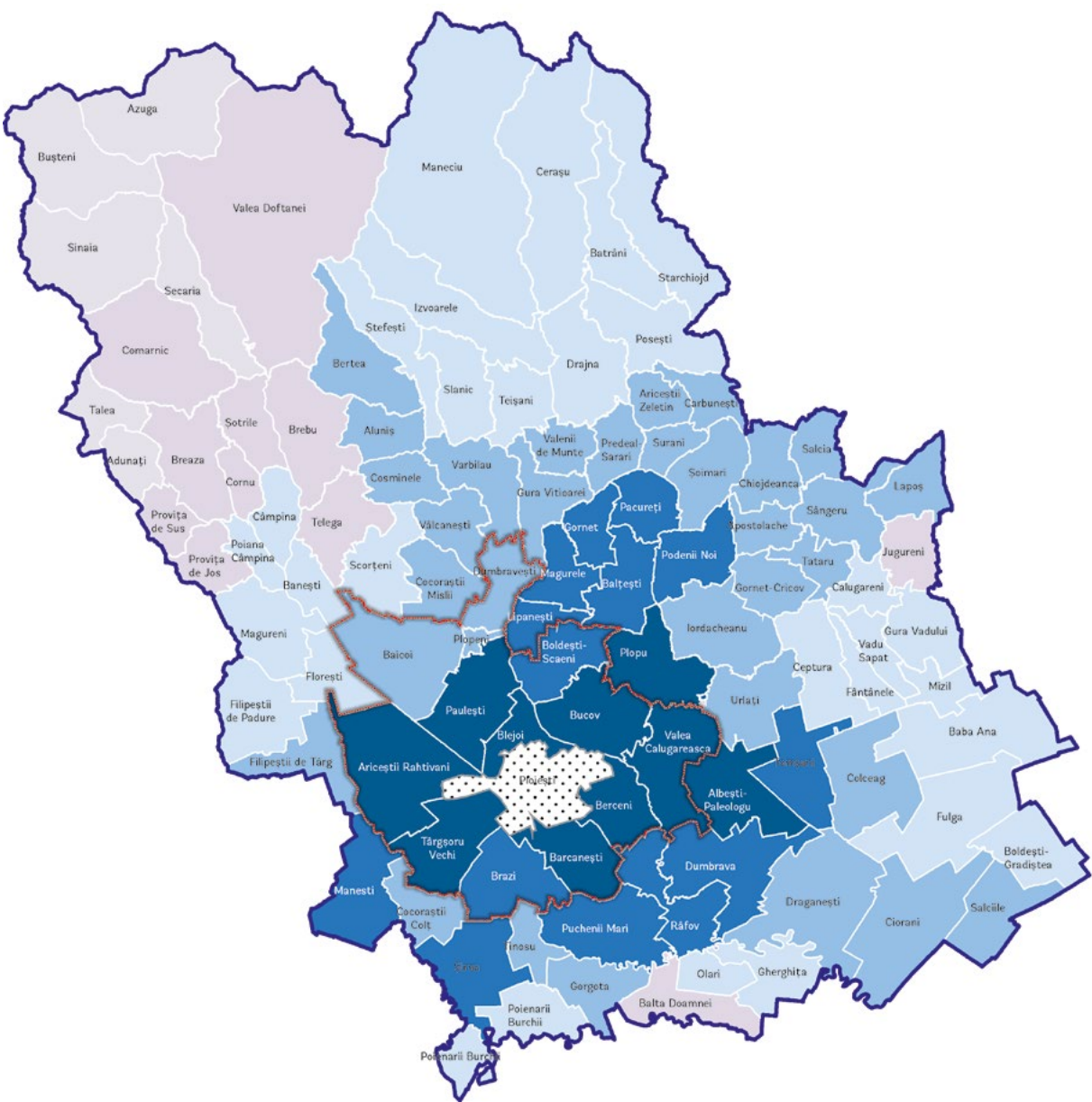
TABLE 6.
Commuter dynamics in the urban areas of Bucharest and the 40 county capitals

Cities	Population in 2011		Employed People in 2011		Number of Commuters in 2011	
	Municipality	FUA	Municipality	FUA	Municipality	FUA
Bucureşti	1,883,425	2,703,015	1,001,430	1,354,658	252,462	330,793
Constanţa	283,872	546,900	143,018	219,753	37,799	52,749
Timişoara	319,279	508,037	174,862	236,703	42,469	52,014
Ploieşti	209,945	506,213	115,986	213,284	45,159	68,786
Cluj-Napoca	324,576	470,939	173,354	215,275	40,462	49,726
Braşov	253,200	455,830	133,870	202,138	33,233	50,880
Iaşi	290,422	414,869	142,439	193,830	32,048	36,341
Craiova	269,506	380,641	128,387	171,052	20,454	24,926
Piteşti	155,383	348,981	90,481	183,206	32,093	59,657
Galaţi	249,432	339,408	111,072	151,776	15,437	17,786
Oradea	196,367	336,538	106,896	154,595	25,276	34,658
Arad	159,074	296,981	91,166	131,041	25,721	32,304
Sibiu	147,245	270,064	85,825	124,109	23,156	30,664
Buğău	115,494	258,137	66,137	111,139	20,546	24,731
Târgu Mureş	134,290	251,523	75,442	110,199	22,489	29,949

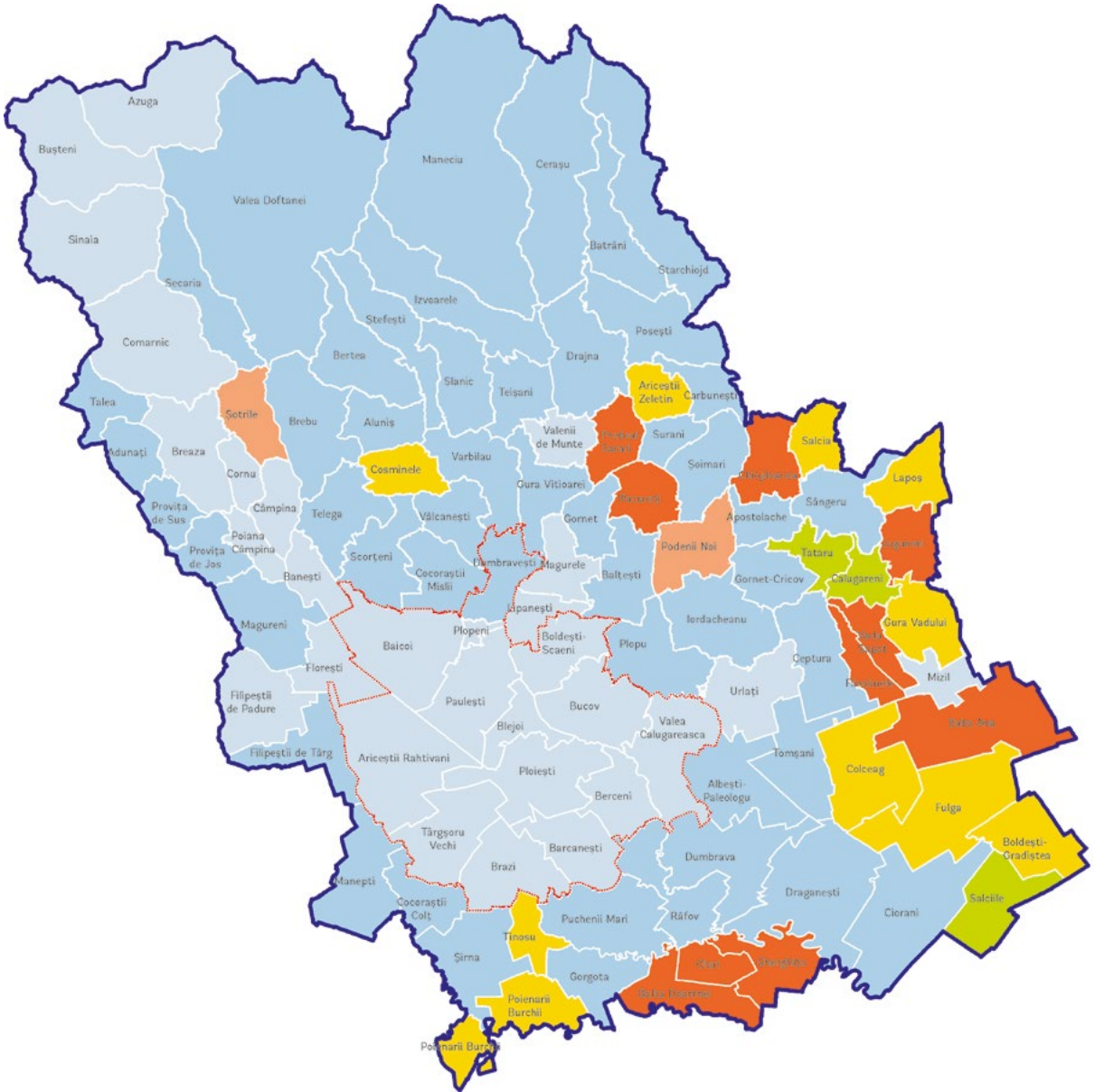
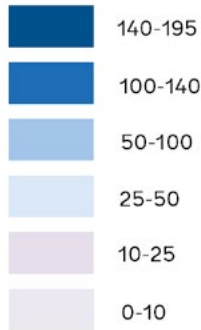
Cities	Population in 2011		Employed People in 2011		Number of Commuters in 2011	
	Municipality	FUA	Municipality	FUA	Municipality	FUA
Râmnicu Vâlcea	98,776	233,497	55,641	106,795	17,393	24,268
Bacău	144,307	228,656	74,835	108,638	18,367	20,733
Baia Mare	123,738	215,129	64,456	91,812	16,322	19,000
Târgovişte	79,610	210,410	47,737	99,872	21,076	28,890
Brăila	180,302	196,818	70,490	76,422	6,267	11,162
Satu Mare	102,411	195,584	55,703	77,998	13,089	16,006
Suceava	92,121	182,955	49,271	85,310	15,176	17,799
Focşani	79,315	172,530	42,463	77,227	13,279	16,558
Deva	61,123	158,650	36,234	76,433	13,325	22,074
Piatra Neamţ	85,055	148,011	39,964	66,598	9,704	16,044
Târgu Jiu	82,504	144,618	42,807	67,396	11,373	13,774
Slatina	70,293	132,789	40,384	63,374	9,471	10,529
Botoşani	106,847	129,276	45,675	56,509	5,958	6,423
Bistriţa	75,076	126,860	44,383	64,419	10,270	12,063
Drobeta Turnu Severin	92,617	120,762	42,400	56,541	6,410	8,915
Alba Iulia	63,536	113,461	37,216	54,331	11,368	14,751
Călăraşi	65,181	104,323	30,544	43,774	5,874	6,748
Miercurea Ciuc	38,966	97,627	24,389	42,672	9,036	11,231
Tulcea	73,707	94,092	37,304	70,114	5,721	6,371
Zalău	56,202	90,073	29,780	41,931	5,831	7,502
Sfântu Gheorghe	56,006	84,341	26,399	36,307	4,953	6,281
Reşiţa	73,282	81,091	29,328	33,375	3,218	3,399
Giurgiu	61,353	80,932	25,317	33,276	4,452	4,848
Vaslui	55,407	80,861	26,687	39,929	4,705	5,161
Sloboşia	45,891	80,570	23,300	33,639	5,268	6,311
Alexandria	45,434	70,409	23,215	31,766	5,625	6,311
TOTAL	7,100,570	11,662,401	3,706,287	5,276,216	922,335	1,203,116

Data Source: Romanian National Institute of Statistics

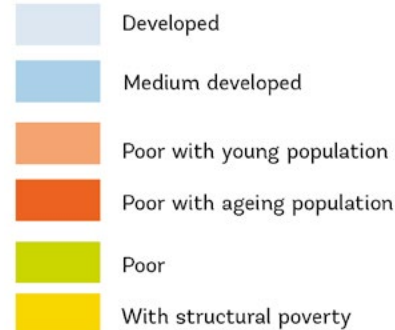
FIGURE 28.
The easier it is to access opportunities, the better the social outcomes



Legend
(number of commuters per 1000 persons)



Legend

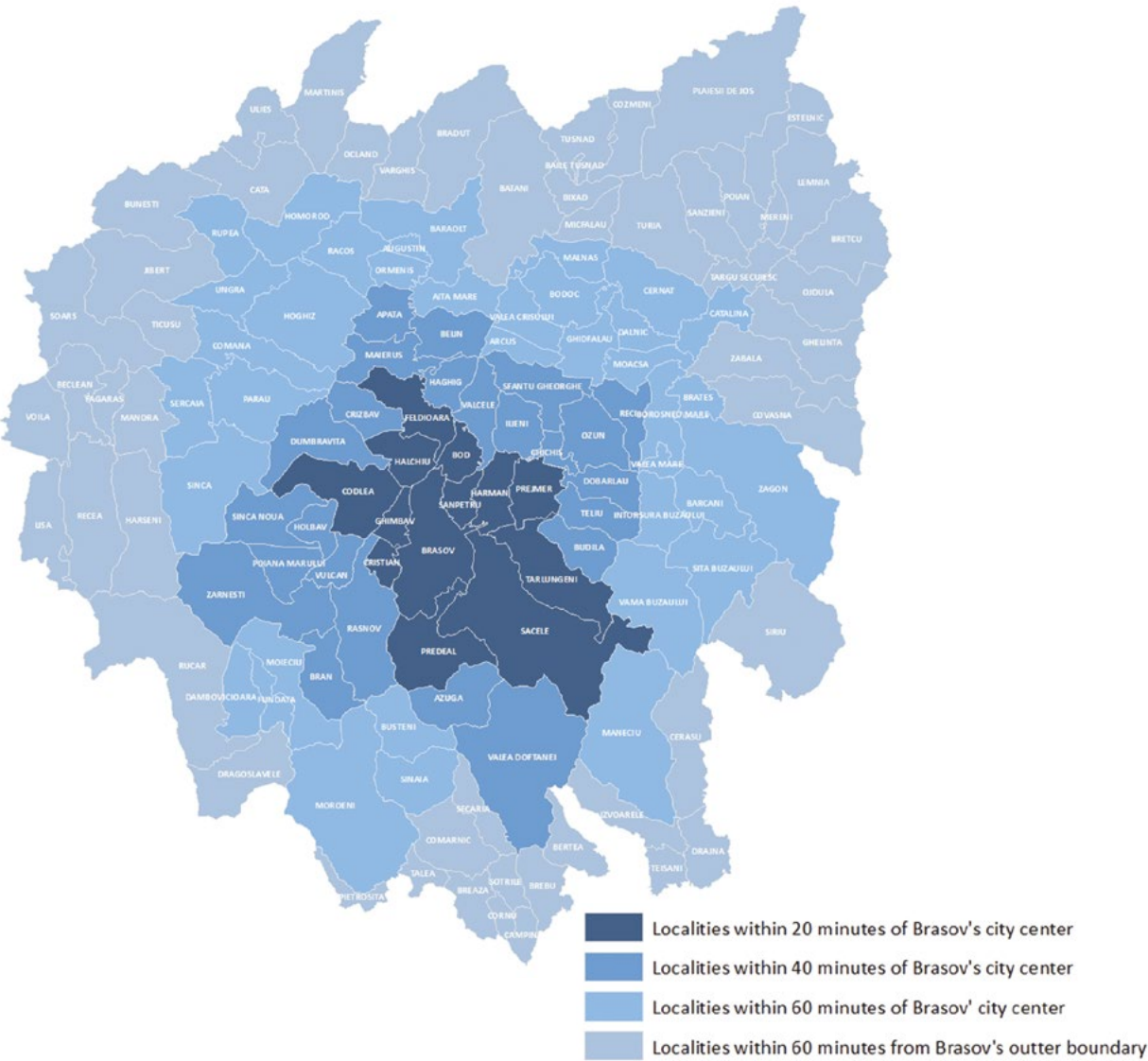


Airport infrastructure

Airports are by nature regional in reach and benefits. Large airports usually have a large catchment area. For example, the World Bank undertook a survey to determine the attractiveness of the planned Braşov Airport, looking at a catchment area of around an hour by car. Around 450,000 of people in this catchment area will likely use the airport, with a higher share of potential users among those living closer to the airport (see figure below).

Airport infrastructure in Romania is developed and managed either by county councils or the central government. County councils often lack the resources to properly maintain and run these airports. Often, such infrastructure is managed by regional governments (as is the case in Poland), if regional governments are in place. Without a regional administrative tier, it is important to identify solutions for engaging several benefiting jurisdictions in the development and upkeep of airport infrastructure. At a minimum, the county residence and the county council could both have a stake in such infrastructure.

FIGURE 29.
Potential users of the planned Braşov airport, in the one-hour catchment area



Climate change adaptation, risk prevention, and management

Climate change has material effects on cities and their residents. Moreover, the causes and impacts of climate change or disasters often do not follow administrative boundaries, and as such most often requires multijurisdictional approaches. Romania, in line with the assumed policy of the EU, is committed to address climate change challenges and has made significant strides in this respect (it has already achieved most of the Europe 2020 Sustainability Indicators). Moreover, together with the World Bank, Romania has started an ambitious disaster risk management program, focusing both on the national and local levels, anchored on technical support and actual investments in retrofits. In light of this focus, it is likely that for the 2021-2027 Programming Period, climate change and urban resilience measures will feature prominently in a number of integrated urban development strategies.

The development of emergency response infrastructure and capacity has already been implemented at a multijurisdictional level for the 2007-2013 Programming Period, covering the eight regions in Romania. Flood protection measures, planned for the 2021-2027 Programming Period, will also most likely be done through interjurisdictional cooperation agreements, and the same is true for other adaptation and mitigation measures to climate change.

Health infrastructure

Depending on the size and specialization of the health infrastructure, the population serviced comes from a much broader area than the locality where the hospital is located. For the 2014-2020 Programming Period, there were plans to build three regional hospitals (Iaşi, Craiova, and Cluj-Napoca) with EU funds, but progress has stalled. Other cities or counties have expressed interest in building new health infrastructure with their own funds. For example, the city of Braşov commenced a partnership with EBRD to develop a regional hospital. While the hospital will be built with funds of the Braşov, the beneficiaries of the infrastructure will come from a much larger area.

Going forward, it is pertinent for localities/counties that manage health infrastructure to identify ways in which the facilities' operating could be shared with other sub-national administrations that benefit, directly or indirectly, from it.

Educational infrastructure

Depending on the level, all educational infrastructure has multijurisdictional impact. Universities, for example, have much larger catchment areas than the municipality where they are located. But even lower level educational units have multijurisdictional impact. In search of good schools, students and parents often commute over jurisdictional boundaries. Usually, cities with a larger and more diverse educational offering tend to attract students from significant distances. Figure 9 indicates that even for cities with a more modest educational offer, there is plenty of commuting. For example, over 6,700 students and pupils commute to the city of Ploiești daily to take advantage of the city’s educational offering. Other localities in the metropolitan area are also direct beneficiaries.

In fact, most large and/or dynamic urban areas in Romania face a common challenge. As suburban and peri-urban areas have grown rapidly, housing more and more people (particularly young families), there has been a very poor, and in most cases non-existent response in the development of new educational infrastructure in these suburbs. Thus, in localities where the population has grown from 2,000-3,000 people to 20,000-30,000 people, there have been almost no investments in new nurseries, kindergartens, schools, or high schools. In essence, families in these suburban and peri-urban areas have to either commute to a school in the core city, or they have to resort to administrative tricks, such as registering their domicile to an address in the core city, to access the educational offering in the core city.

This is clearly a sector where interjurisdictional cooperation approaches are needed in Romania, with a focus on: 1) identifying the proper solutions for educational facilities with low enrollment (e.g. reconversion); 2) developing new educational infrastructure (e.g. with the help of a metropolitan revolving fund, fueled by the core city and with suburban localities as the prime beneficiaries); 3) improving children’s access to schools (e.g. a metropolitan bus transport system).

Social inclusion, poverty, and discrimination

Social inclusion interventions are usually targeted and focus on a well-defined area within a locality. As such, it may seem that they do not have an interjurisdictional dimension. However, the externalities of poverty, exclusion, and inequality, rarely remain contained to a well-defined area, and most often spill over jurisdictional boundaries (e.g. begging, vulnerability to disease), requiring interjurisdictional approaches. For the 2014-2020 Programming Period, urban areas in the EU had two major interjurisdictional tools to address social inclusion issues: 1) ITIs (with many integrated urban development strategies focusing on social inclusion issues); 2) CLLDs (which require cooperation between various actors to achieve a common goal). An analysis of marginalized communities in Romania (see table below), indicates that urban marginalization follows more of a metropolitan dynamic, with a large share of marginalized communities living on the urban fringes.

TABLE 7.
Number of marginalized people

Urban Area	Core City	FUA	Urban Area	Core City	FUA
București	14,890	49,963	Cluj-Napoca	3,660	4,766
Brașov	1,279	24,592	Bistrița	1,681	4,726
Constanța	2,201	15,752	Brăila	4,643	4,643
Iași	1,531	10,709	Vaslui	1,846	4,482
Oradea	1,262	10,496	Călărași	1,394	4,155
Târgu Mureș	3,070	10,343	Râmnicu Vâlcea	1,107	3,971
Ploiești	5,130	8,564	Botoșani	3,122	3,788
Baia-Mare	5,631	8,487	Piatra Neamț	1,734	3,633
Bușău	3,363	8,253	Târgoviște	2,538	3,400
Satu-Mare	1,882	7,653	Drobeta-Turnu Severin	2,419	3,374
Arad	4,109	7,459	Timișoara	731	3,368
Focșani	779	6,752	Miercurea Ciuc	588	2,715
Suceava	1,047	6,693	Reșița	2,634	2,634
Craiova	2,826	6,414	Târgu Jiu	1,582	2,362
Sfântu Gheorghe	3,525	5,731	Slatina	1,266	2,318
Galați	4,725	5,715	Zalău	777	2,260
Bacău	1,977	5,356	Alexandria	1,685	2,193
Sibiu	602	5,304	Slobozia	1,032	1,880
Pitești	409	5,038	Alba Iulia	816	1,327
Tulcea	5,018	5,018	Giurgiu	1,083	1,083
Deva	1,130	4,974			

Data source: World Bank

Energy efficiency

Energy efficiency was one of the large areas/sectors of focus of the EU for the 2014-2020 Programming Period, and it is likely to remain the same for the 2021-2027 Programming Period. Energy efficiency interventions do not necessarily rank high among the needs of sub-national administrations in Romania (maybe with the exception of the thermal insulation of apartment blocks), but this is likely to be an important sector of local focus, because of the EU funds available. Given the integrated urban development approaches throughout the EU in the 2014-2020 Programming Period (see Annex 5), it is likely to again find energy efficiency interventions in the integrated urban development strategies for the 2021-2027 Programming Period. Local administrations in Romania could complement such interventions, by establishing **metropolitan revolving funds**, which would enable poorer localities and private actors (e.g. households, firms) to easily access financing for energy efficiency interventions.

Environmental infrastructure

The European Commission indicates that cities should offer their citizens at least 26 square meters of green space per capita. As the table below highlights, very few cities in Romania meet this indicator. In many cases, the only way to create additional green space and new recreational infrastructure (e.g. bike trails) is by looking at nearby jurisdictions. Obviously, easy access (e.g. good public transport connections, or connections to network of bike paths) to this green infrastructure will be paramount.

TABLE 8.
Square meters of green space per capita

Locality	2000	2015
Baia Mare	15	141
Miercurea-Ciuc	15	46
Bistrița	11	43
Craiova	34	39
Suceava	30	35
Călărași	20	29
Satu Mare	14	27
Bacău	9	27
Oradea	7	26
Cluj-Napoca	10	25
Alba Iulia	5	24
București	25	24
Iași	14	24
Vaslui	5	23
Slobozia	31	23
Piatra Neamț	16	22
Alexandria	20	22
Botoșani	20	21
Slatina	11	21
Reșița	18	21
Râmnicu Vâlcea	10	20

Locality	2000	2015
Deva	18	20
Zalău	14	20
Brăila	13	19
Pitești	16	18
Buzău	11	18
Galați	30	18
Drobeta-Turnu Severin	18	17
Timișoara	15	16
Târgu Mureș	11	15
Constanța	18	15
Sibiu	15	14
Târgoviște	7	14
Sfântu Gheorghe	8	14
Ploiești	10	13
Focșani	7	9
Giurgiu	4	9
Tulcea	7	9
Târgu Jiu	6	7
Arad	15	7
Brașov	5	6

Source: National Institute of Statistics

Moreover, environmental dynamics rarely follow administrative boundaries. Pollution in one area can easily spill over to another area, and it is important for local administrations to have the interjurisdictional tools needed to address environmental challenges and dynamics, with a consideration to:

- Promotion of measures to prevent environmental damage, in order to protect health and improve living conditions;
- Environmental preservation for the benefit of multiple jurisdictions; and
- Use of environmental impact assessments for investments.

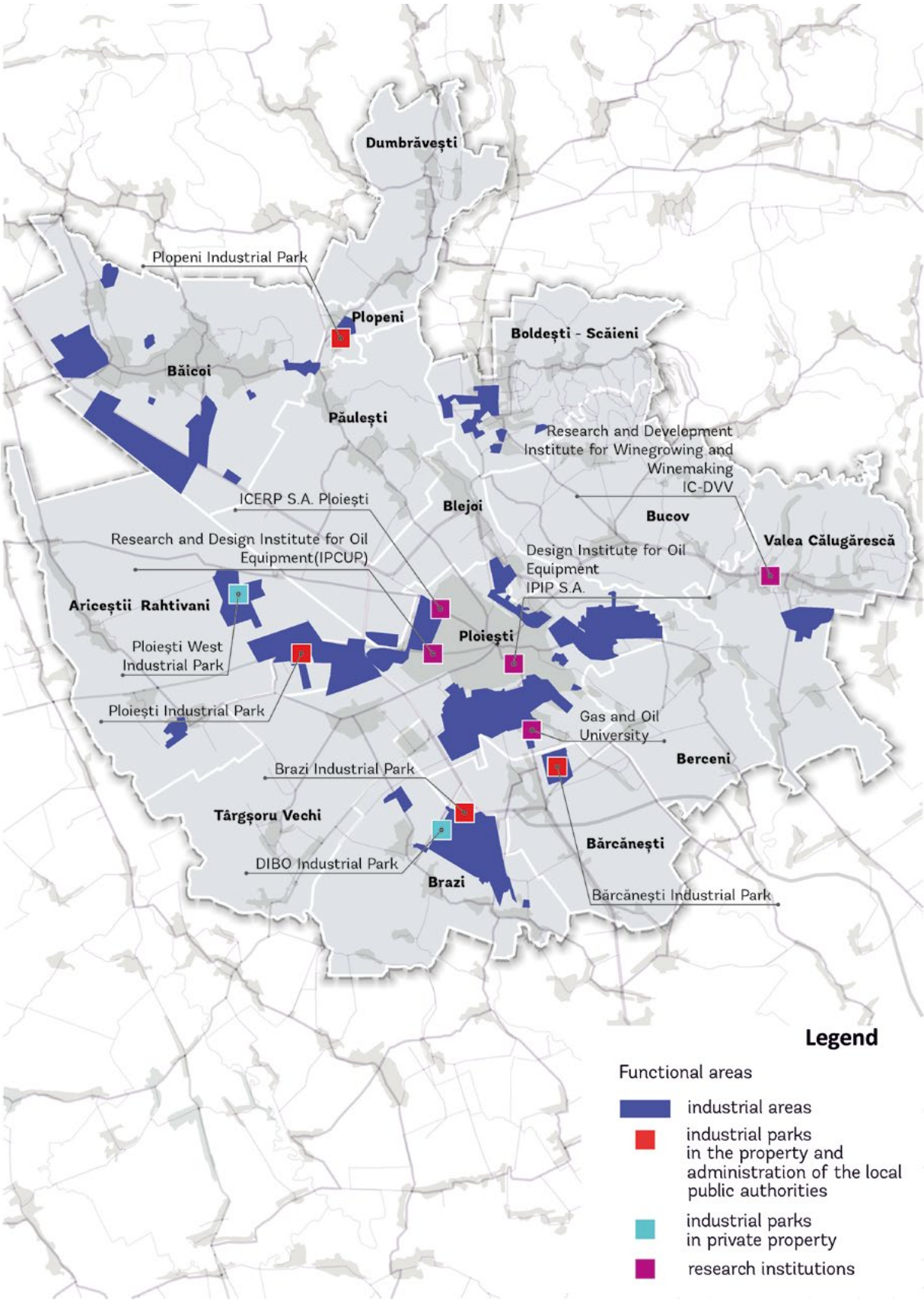
Business infrastructure

Attracting investment often requires that the proper business infrastructure is in place. Several sub-national administrations are thinking about developing such infrastructure. Often, this new business infrastructure, particular industrial parks, is developed outside the administrative limits of a core city. The Ploiești Metropolitan Areas, which has the most extensive system of industrial parks in the country, is a case in point. A significant share of the industrial parks in the Ploiești Metropolitan Area, are outside the boundaries of the city of Ploiești (see map below). However, most of the people working in those industrial parks live in Ploiești. This raises a double-problem as the revenues from the personal income tax (which make the bulk of a local budget) are collected by the suburban localities that house these industrial parks. But, a significant share of costs (e.g. public transport, new connective infrastructure, pollution) are borne by Ploiești.

Thus, developing new business infrastructure inherently require interjurisdictional coordination, on multiple planes. For one, center cities often lack the land required for new business infrastructure development (for example, the Pipera Office Park in Bucharest-Ilfov, which generates 2% of Romania's GDP, has extended and is now growing in the town of Volunari – the now richest town in Romania). For another, it is important to identify interjurisdictional solutions that enable a more equitable sharing of benefits and costs across the localities that are impacted by the business infrastructure.

In addition to industrial and office parks, many sub-nationals are considering the development of exposition and conference venues. Brașov and Constanța, the two largest tourist magnets after Buchare, are both considering the development of such centers, which would enable them to make better use of the existent hotel infrastructure throughout the year. Such conference centers would not only have a multijurisdictional impact but would also require interjurisdictional cooperation. For example, the Brasov conference center is planned by the Ghimbav administration, next to the planned new airport (which is developed by the county council). A close collaboration with the city of Brașov is required for tthe conference center in Ghimbav to succeed. (e.g. to ensure proper connectivity and access) and with the Brașov County Council (which is developing the airport).

FIGURE 30.
Business infrastructure in the Ploiești Metropolitan Area



Tourism infrastructure

Tourist attractions are rarely clustered in just one locality. Seaside resorts are spread from Mamaia to Vama Veche, and historic heritage buildings in the Brașov area are spread relatively evenly between the city of Brașov and surrounding localities. In fact, many suburban and peri-urban localities have a high concentration of heritage buildings. In some cases (e.g. Sibiu, Ploiești, Râmnicu Vâlcea), surrounding localities amass more heritage buildings than the core city. This obviously requires integrated approaches, from the coordinated development of tourism infrastructure to the joint promotion of larger areas.

TABLE 9.
Distribution of Historic Heritage

FUA	Core City		Outer FUA	
	Architectural Monuments	Category A Monuments	Architectural Monuments	Category A Monuments
Bucharest	2,081	172	384	84
Iași	452	48	58	13
Brașov	335	83	202	79
Cluj-Napoca	286	37	151	13
Craiova	264	17	96	18
Sibiu	225	99	241	64
Bistrița	191	40	76	43
Târgoviște	174	49	164	34
Târgu Mureș	146	44	80	61
Drobeta-Turnu Severin	136	11	51	13
Arad	118	7	43	19
Botoșani	107	16	11	0
Slatina	100	4	61	7
Focșani	95	13	38	12
Pitești	92	13	164	75
Timișoara	92	39	49	21
Constanța	91	31	25	7
Alba Iulia	87	17	49	26
Oradea	84	25	51	7
Ploiești	79	27	129	61
Galăț	77	5	5	0
Brăila	74	1	0	0
Călărași	73	4	6	0
Giurgiu	72	2	16	0
Baia Mare	66	19	99	26
Reșița	62	9	11	7
Suceava	60	53	28	15
Satu Mare	55	9	46	3
Târgu Jiu	51	6	84	15
Bușău	49	16	77	23
Sfântu Gheorghe	47	24	74	44
Piatra Neamț	45	5	38	16
Râmnicu Vâlcea	44	11	211	45
Miercurea Ciuc	40	15	90	39
Bacău	35	6	19	6
Tulcea	35	3	15	6
Alexandria	33	0	12	3
Zalău	31	0	30	16
Deva	27	3	51	27
Vaslui	20	2	7	3
Slobozia	6	3	17	3

Source: The Romanian Ministry of Culture

CONCLUSIONS

Without a clear National Urban Policy in place, there has been limited prioritization in the past years of areas/sectors with the highest importance for the sustainable and efficient development of Romania's urban areas. EU Operational Programmes have helped address some of these issues, by tying access to EU grants to a number of conditionalities such as: 1) clear implementation timeline; 2) clear multi-annual budget and co-financing requirements; 3) the need for sectoral strategies/plans; 4) the need for clearly identified priorities; 5) the need for proper evaluation, selection, and monitoring of projects; and 6) a focus on measurable results.

Urban priorities have often been defined in response to the requirements of EU funded programs. This has limited the scope of identified projects as the EU priorities do not cover the whole palette of needs that Romanian cities have. While Western European cities have a more elevated set of needs (e.g. focus on innovation and entrepreneurship, sustainability, climate change), Romanian cities continue to have significant basic infrastructure gaps. The dichotomy between the European's Commission Sustainable Urban Development goals, and those of Romanian sub-nationals, can be compared by looking at Annex 5 (showing the major urban priorities financed from EU funds in European cities) and Annex 3 (showing the major urban priorities of Romanian sub-nationals).

Reconciling the needs of Romanian cities with EU priorities, requires an open dialogue and a clear understanding of the multitude of needs of European cities, and ways in which the EU could respond to those needs. Obviously, the needs of Bordeaux are likely to be quite different to the needs of Iași. Moreover, Bordeaux has more advanced and complex means to spell-out its needs, yet even in Romania there is demand for interjurisdiction program and project implementation, as evidenced by the results of the "Your City's Priorities Campaign."

This report emphasizes the significant development benefits to offering sub-national administrations the proper tools for interjurisdictional cooperation, and it highlights a number of areas/sectors where interjurisdictional cooperation may make sense. At a minimum, interjurisdictional approaches can help strengthen the decentralization process, by allowing more resources (EU, central, and local) to be mobilized for local development. In a situation where the central government is overwhelmed with daily governance and funding priorities, moving decision-making and investments to the local level will bring decision-making closer to citizens and provide more resources to local communities. Interjurisdictional approaches have already proven very successful in a number of areas/sectors (water, waste water, solid waste management, etc.), and they are likely to be successful in at least some of the areas/sectors detailed in this report.

The report makes a case for progressive, fit-for-purpose solutions to inter-jurisdictional cooperation. In determining an appropriate solution or combination of solutions, the following is to be considered:

- **Interjurisdictional spatial planning** – the FUA that make up the contemplated interjurisdiction territory need to undertake holistic spatial planning for the entire area. This planning should consider sectoral strategies such as, at a minimum, mobility (people and freight), economics and environment. This planning should identify key intervention areas and projects associated therewith. The case and benefits of strong interjurisdiction planning is made clear in the Barcelona case study.
- **Clarity on powers and functions** – where new institutions are established (whether voluntary or statutory) there should be a clear delineation of powers and functions. These may be sole or shared mandates. These range from ability to regulate, implement, raise taxes, borrow, etc. Where mandates are shared, intergovernmental arrangements should be clearly defined. This certainty on powers and functions enables interjurisdiction institutions to clearly define their mandates, build capacity consistent therewith and better manage functional overlaps. As demonstrated in the case studies, some interjurisdiction structures can be responsible for strategy and conceptualizing projects, implementation and regulation may remain with local municipalities, and others may establish full mandates such as project execution. These powers and functions may morph over time in response to the operating environment, but clarity should be maintained at all times.
- **Funding and finance** – How solutions will be financed as corporate entities, as well as how they will finance projects is key. As demonstrated in the case studies, there is a variety of options, from donations from constituting members to capital raising from external parties. Consideration of funding and financing options should be linked to the consideration of powers and functions, as well as ownership of assets built by these institutions. Again, there is a wide variety of options, informed by a range of considerations, such as the extent of fiscal devolution and capacity.

ANNEXES

ANNEX 1. Areas/sectors covered by major OECD metropolitan areas

COUNTRY	Metropolitan Area	MA has Governance Body	Transportation	Spatial Planning	Regional Development		Waste Disposal	Water Provision	Sewerage Provision	Energy	Education	Tourism	Culture and Leisure	Healthcare
AUSTRIA	VIENNA	yes		yes										yes
	GRAZ	yes	yes	yes	yes							yes		
	LINZ	no												
BELGIUM	BRUSSEL	yes	yes	yes	yes		yes			yes				
	ANTWERP	no												
	GHENT	no												
	LIEGE	no												
FRANCE	PARIS	yes	yes	yes	yes									
	LYON	yes	yes	yes	yes		yes	yes	yes					
	TOULOUSE	yes	yes	yes	yes		yes	yes	yes				yes	
	STRASBOURG	yes	yes	yes	yes		yes	yes	yes					
	BORDEAUX	yes	yes	yes	yes		yes	yes	yes				yes	
	NANTES	yes	yes	yes	yes		yes	yes	yes	yes	yes			
	LILLE	yes	yes	yes	yes		yes	yes	yes				yes	
	MONTPELLIER	yes	yes	yes	yes		yes	yes	yes				yes	
	SAINT-ÉTIENNE	yes	yes	yes	yes		yes	yes	yes	yes	yes	yes	yes	
	RENNES	yes	yes	yes	yes		yes						yes	
	GRENOBLE	yes	yes	yes	yes		yes		yes					
	TOULON	yes	yes	yes	yes				yes		yes	yes	yes	
	MARSEILLE	yes	yes	yes	yes		yes	yes	yes					
	NICE	yes	yes	yes	yes		yes	yes	yes					
	ROUEN	yes	yes	yes	yes		yes	yes	yes			yes	yes	

COUNTRY	Metropolitan Area	MA has Governance Body	Transportation	Spatial Planning	Regional Development		Waste Disposal	Water Provision	Sewerage Provision	Energy	Education	Tourism	Culture and Leisure	Healthcare
ITALY	ROME	no												
	MILAN	no												
	NAPLES	no												
	TURIN	no												
	PALERMO	no												
	GENOVA	no												
	FLORENCE	no												
	BARI	no												
	BOLOGNA	no												
	CATANIA	no												
	VENICE	no												
SPAIN	MADRID	no												
	BARCELONA	yes	yes	yes	yes		yes	yes	yes			yes		
	VALENCIA	no												
	SEVILLE	no												
	ZARAGOZA	no												
	MÁLAGA	no												
	LAS PALMAS	no												
	BILBAO	no												
SWITZERLAND	ZURICH	yes	yes	yes	yes					yes	yes		yes	
	GENEVA	yes	yes		yes						yes			yes
	BASEL	yes	yes	yes	yes									
NETHERLANDS	THE HAGUE	yes	yes	yes	yes									
	AMSTERDAM	yes	yes	yes	yes									
	ROTTERDAM	yes	yes	yes	yes			yes						
	UTRECHT	yes	yes	yes	yes									
	EINDHOVEN	yes	yes	yes	yes							yes	yes	yes

COUNTRY	Metropolitan Area	MA has Governance Body	Transportation	Spatial Planning	Regional Development		Waste Disposal	Water Provision	Sewerage Provision	Energy	Education	Tourism	Culture and Leisure	Healthcare
UNITED STATES	ALBUQUERQUE	yes	yes	yes	yes			yes						
	MEMPHIS	yes	yes		yes							yes		
	LITTLE ROCK	yes	yes											
	LOS ANGELES	yes	yes	yes										
	COLUMBIA	yes	yes	yes	yes									
	ATLANTA	yes	yes	yes	yes									
	PHOENIX	yes	yes				yes	yes						
	BIRMINGHAM (US)	yes	yes	yes	yes									
	DALLAS	yes	yes											
	SAN DIEGO	yes	yes	yes	yes		yes	yes		yes				
	FORT WORTH													
	CHARLESTON	yes	yes	yes	yes			yes						
	TUCSON	yes	yes							yes				
	EL PASO	yes			yes		yes	yes						
	BATON ROUGE	yes	yes		yes									
	AUSTIN	yes	yes		yes		yes							
	JACKSONVILLE	yes	yes	yes	yes									
	NEW ORLEANS	yes	yes	yes	yes									
	HOUSTON	yes	yes		yes									
	SAN ANTONIO	yes	yes		yes									
	ORLANDO	yes	yes		yes									
	CLEARWATER/ SAINT PETERSBURG													
	TAMPA	yes		yes	yes									
	MIAMI	yes	yes	yes	yes									
	MCALLEN	yes	yes	yes	yes		yes	yes						

COUNTRY	Metropolitan Area	MA has Governance Body	Transportation	Spatial Planning	Regional Development		Waste Disposal	Water Provision	Sewerage Provision	Energy	Education	Tourism	Culture and Leisure	Healthcare
JAPAN	SAPPORO	yes			yes							yes	yes	
	SENDAI	yes	yes	yes	yes							yes	yes	
	NIIGATA	no												
	TOYAMA	yes					yes			yes			yes	
	NAGANO	yes			yes		yes					yes	yes	
	KANAZAWA	no												
	UTSUNOMIYA	no												
	MAEBASHI	yes								yes	yes			
	MITO	no												
	TOKYO	yes			yes									
	KOFU	yes		yes								yes	yes	
	NAGOYA	no												
	NUMAZU	no												
	OSAKA	yes			yes					yes		yes	yes	yes
	SHIZUOKA	no												
	ANJO	yes			yes									
	YOKKAICHI	yes		yes	yes									
	HIMEJI	yes										yes		
	TOYOHASHI	yes			yes							yes		
	HAMAMATSU	yes			yes					yes				
	OKAYAMA	no												
	KURASHIKI													
	FUKUYAMA	no												
	HIROSHIMA	yes			yes							yes	yes	
	TAKAMATSU	no												
	WAKAYAMA	no												
	TOKUSHIMA	no												
	KITAKYUSHU	yes			yes									
	MATSUYAMA	no												
	FUKUOKA	yes			yes			yes						
	KOCHI	no												
	OITA													
	KUMAMOTO	yes	yes		yes							yes	yes	yes
	NAGASAKI	yes												
	KAGOSHIMA	no												
	NAHA	yes			yes		yes					yes		

COUNTRY	Metropolitan Area	MA has Governance Body	Transportation	Spatial Planning	Regional Development		Waste Disposal	Water Provision	Sewerage Provision	Energy	Education	Tourism	Culture and Leisure	Healthcare
KOREA	SEOUL INCHEON	yes		yes	yes			yes						
	CHEONGJU	no												
	DAEJEON	yes	yes	yes	yes		yes	yes			yes			
	POHANG	no												
	DAEGU	yes	yes	yes	yes		yes	yes	yes			yes	yes	yes
	JEONJU	no												
	ULSAN	yes	yes	yes	yes		yes	yes	yes			yes	yes	
	BUSAN	yes	yes		yes		yes	yes	yes		yes	yes	yes	yes
	CHANGWON	yes	yes	yes	yes			yes	yes			yes	yes	yes
	GWANGJU	yes	yes	yes	yes		yes	yes	yes	yes			yes	
CHILE	CONCEPCIÓN	no												
	SANTIAGO	no												
	VALPARAÍSO	no												
MEXICO	ACAPULCO DE JUÁREZ	yes	yes	yes	yes		yes	yes	yes					
	AGUASCALIENTES	yes												
	CENTRO	yes	yes	yes	yes		yes	yes	yes					
	CHIHUAHUA	yes	yes	yes	yes		yes	yes	yes					
	CUERNAVACA	yes	yes	yes			yes	yes	yes					
	CULIACÁN	yes	yes	yes	yes		yes	yes	yes				yes	
	GUADALAJARA	yes	yes	yes	yes		yes							
	HERMOSILLO	yes	yes	yes	yes		yes	yes	yes					
	JUÁREZ	no												
	LEÓN	yes	yes	yes	yes		yes	yes	yes					
	MÉRIDA	yes	yes	yes	yes		yes	yes	yes	yes				
	MEXICALI	yes		yes	yes									
	MEXICO CITY	yes	yes	yes	yes			yes	yes					

COUNTRY	Metropolitan Area	MA has Governance Body	Transportation	Spatial Planning	Regional Development		Waste Disposal	Water Provision	Sewerage Provision	Energy	Education	Tourism	Culture and Leisure	Healthcare
MEXICO	MONTERREY	yes	yes	yes	yes		yes	yes	yes					
	MORELIA	no												
	OAXACA DE JUÁREZ	yes	yes	yes	yes		yes	yes	yes	yes			yes	
	PUEBLA	yes	yes	yes	yes		yes	yes	yes	yes				
	QUERÉTARO	yes	yes	yes	yes		yes	yes	yes					
	SALTILLO	no												
	SAN LUIS POTOSÍ	yes	yes	yes	yes		yes	yes	yes					
	TAMPICO	no												
	TIJUANA	no												
	TOLUCA	yes	yes	yes	yes			yes	yes					
	TORREÓN	yes	yes	yes	yes		yes	yes	yes					
	TUXTLA GUTIÉRREZ	yes	yes	yes	yes		yes	yes	yes					
	VERACRUZ	yes	yes	yes	yes		yes	yes	yes					
AUSTRALIA	SYDNEY	no												
	MELBOURNE	no												
	BRISBANE	no												
	PERTH	no												
	ADELAIDE	no												
	GOLD COAST-TWEED													
	NEWCASTLE-MAITLAND	no												
	CANBERRA-QUEANBEYAN	no												
NEW ZEALAND	AUCKLAND	yes	yes	yes	yes		yes	yes	yes			yes	yes	
	WELLINGTON	yes	yes	yes	yes			yes						
	CANTERBURY	yes	yes	yes										

Source: OECD. 2014. The OECD Governance Survey: A Quantitative Description of Governance Structures in large Urban Agglomerations.

ANNEX 2. Metropolitan areas in Romania

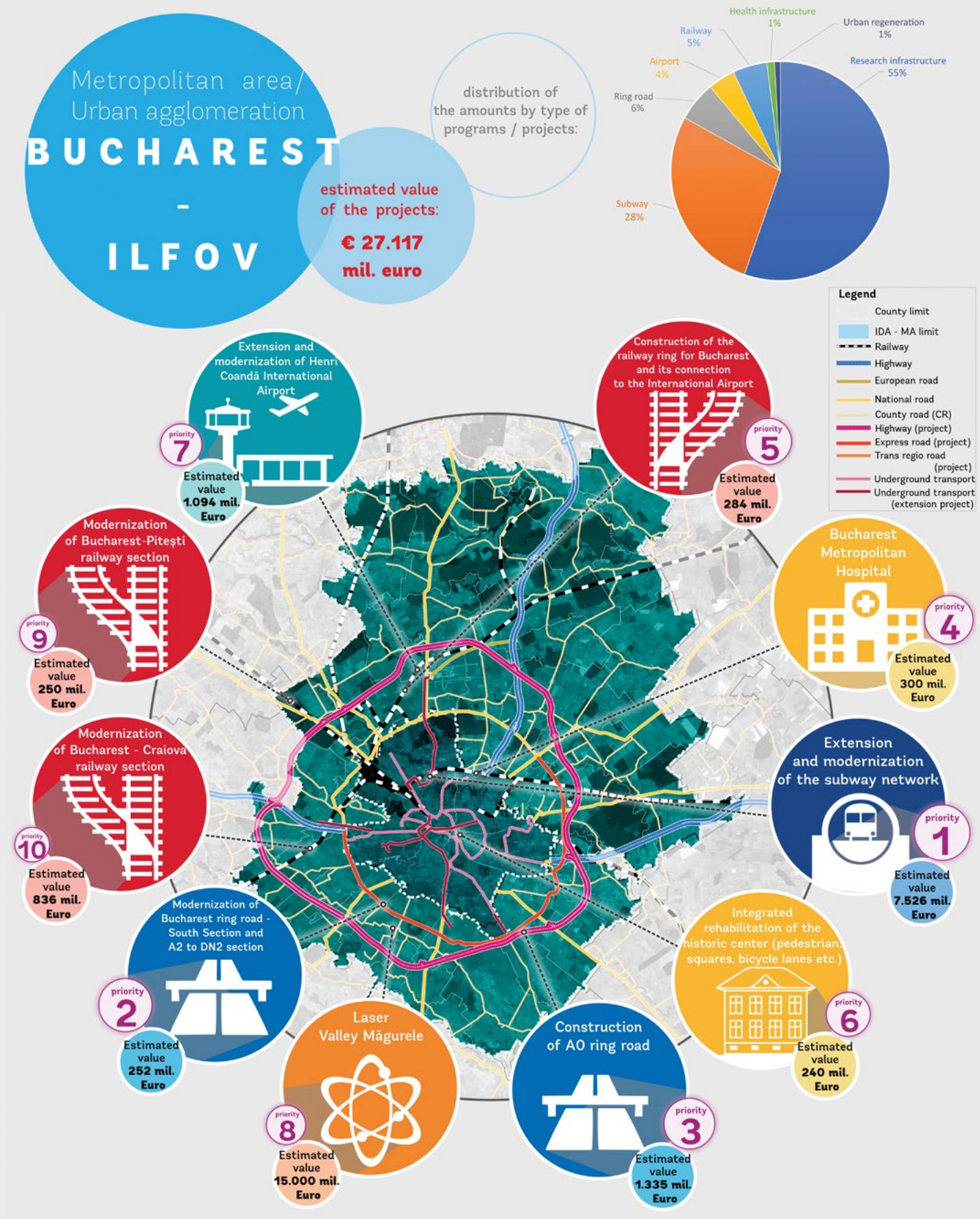
Metropolitan Area	Year of establishment	Current members		Total population (According to Population and Housing Census 2011)	Observations regarding the legal form, evolution, partnerships and the status of the urban polarizing center
BACĂU	2007	Bacău Municipality, Buhuși Town, Communes: Berești-Bistrița, Buhoci, Faraoani, Filipești, Gioseni, Hemeiuș, Itești, Igvoru Berheciului, Letea Veche, Luigi-Călugăra, Măgura, Mărgineni, Gârleni, Odobești, Prăjești, Sărata, Săucești, Secuieni, Tamași, Blăgești, Horgești and Traian		241,619 inhabitants	Intercommunity Development Association FZMAUR Member (Federation of the Metropolitan and Urban Agglomerations in Romania) In February 2014, it joined the Association of the Metropolitan Area of Bacău and Buhuși.
BAIA MARE	2006	Baia Mare Municipality, Towns: Baia Sprie, Căvnic, Seini, Șomcuta Mare and Tăuții Măgherauș; Communes: Cernesti, Căclălău, Coaș, Coltău, Copalnic Mănăstur, Dumbrăvița, Groși, Mireșu Mare, Recea, Remetea Chioarului, Satulung, Săcălășeni and Valea Chioarului		215,932 inhabitants	Intercommunity Development Association FZMAUR Member (Federation of the Metropolitan and Urban Agglomerations in Romania) At the moment, Baia Mare Metropolitan Area has the same members as it had at the time of its establishment.
BOTOȘANI	2012	Botoșani Municipality, Bucecea Town, Communes: Vlădeni, Mihai Eminescu, Roma, Rachiți, Stăuceni, Balușeni and Curtești		143,193 inhabitants	Intercommunity Development Association FZMAUR Member (Federation of the Metropolitan and Urban Agglomerations in Romania) In October 2013, Bucecea Town and Vlădeni Commune become associated to Botoșani Metropolitan Area.
BRAȘOV	2006	Brașov Municipality, Brașov County Council, Săcele and Codlea Municipalities, Towns: Râșnov, Ghimbav, Predeal and Zărnești, Communes: Sânpetru, Hărman, Prejmer, Târlungeni, Bod, Hălchiu, Cristian, Crișbav, Feldioara, Vulcan and Budila		410,808 inhabitants	Growth pole Intercommunity Development Association FZMAUR Member (Federation of the Metropolitan and Urban Agglomerations in Romania) At the moment, Brașov Metropolitan Area has the same members as it had at the time of its establishment.
BUCHAREST	2016	Bucharest Municipality, Ilfov County through Ilfov County Council		2.2 mil. inhabitants	Intercommunity Development Association FZMAUR Member (Federation of the Metropolitan and Urban Agglomerations in Romania) At the moment, Bucharest Metropolitan Area has the same members as it had at the time of its establishment.
CLUJ NAPOCA	2008	Cluj Napoca Municipality, Communes: Aiton, Apahida, Băciu, Bontida, Borsa, Jucu, Căianu, Chinteni, Ciurila, Cojocna, Feleacu, Floresti, Gîrbău, Petrestii de Jos, Tureni, Vultureni, Sânpaul, Săvădisla and Gilău		418,153 inhabitants	Growth pole Intercommunity Development Association FZMAUR Member (Federation of the Metropolitan and Urban Agglomerations in Romania) In 2009 Sânpaul Commune also joined and in 2018 Săvădisla Commune became affiliated as well to the Association.
CONSTANȚA	2007	Constanța Municipality, Constanța County Council, Towns: Eforie, Murfatlar, Năvodari, Ovidiu and Techirghiol, Communes: 23 Augu, Agigea, Corbu, Costinești, Cumpăna, Lumina, Mihai Kogălniceanu, Poarta Alba, Tușla and Valu lui Traian		434,265 inhabitants	Growth pole Intercommunity Development Association FZMAUR Member (Federation of the Metropolitan and Urban Agglomerations in Romania) At the moment, Constanța Metropolitan Area has the same members as it had at the time of its establishment.

Metropolitan Area	Year of establishment	Current members		Total population (According to Population and Housing Census 2011)	Observations regarding the legal form, evolution, partnerships and the status of the urban polarizing center
CRAIOVA	2009	Craiova Municipality, Towns: Filiași and Segarce, Communes: Almăj, Brădești, Breasta, Bucovăț, Calopăr, Cârcea, Coșoveni, Coțofenii din Față, Ghercești, Ișalnița, Malu Mare, Mischii, Murgași, Pielești, Predești, Șimnicu de Sus, Teasc, Terpegița, Țuglui, Vârvoru de Jos and Vela		356,544 inhabitants	Growth pole Intercommunity Development Association FZMAUR Member (Federation of the Metropolitan and Urban Agglomerations in Romania) At the moment, Craiova Metropolitan Area has the same members as it had at the time of its establishment.
DEVA - HUNEDOARA	2008	Deva and Hunedoara Municipalities, Hunedoara County Council, Towns: Simeria and Călan, Communes: Băcia, Cârjiți and Pestișu Mic		149,198 inhabitants	Intercommunity Development Association At the moment, Deva - Hunedoara Metropolitan Area has the same members as it had at the time of its establishment.
IAȘI	2004	Iași Municipality Iași City Council, Communes: Aroneanu, Bîrnova, Ciurea, Holboca, Lețcani, Miroslava, Popricani, Rediu, Schitu Duca, Tomești, Ungheni, Valea Lupului and Victoria, Movileni, Comarna, Prisăcani, Țuțora, Mogoșești, Dobrovăț		403,572 inhabitants	Growth pole Intercommunity Development Association FZMAUR Member (Federation of the Metropolitan and Urban Agglomerations in Romania) At the moment, Iași Metropolitan Area has the same members as it had at the time of association, the only existing difference being at the level of the observing members, among which is Dobrovăț Commune, that recently joined.
ORADEA	2005	Oradea Municipality, Communes: Biharia, Borș, Cetariu, Girișu de Criș, Ineu, Nojorid, Oșorhei, Paleu, Sînmartin, Sîntandrei and Toboliu		245,537 inhabitants	Intercommunity Development Association FZMAUR Member (Federation of the Metropolitan and Urban Agglomerations in Romania) In July 2007, Girișu de Cris, Toboliu and Ineu Communes also joined.
PIATRA NEAMȚ	2013	Piatra Neamț Municipality, Rognov Town, Communes: Alexandru cel Bun, Săvinești, Zănești, Costișa, Gîrcina, Dobreni, Dumbrava Roșie and Girov		130,224 inhabitants	Intercommunity Development Association In 2014, Gircina, Dobreni, Dumbrava Rosie and Girov Communes also joined.
PITEȘTI	2012	Argeș County Council, Pitești Municipality, Ștefănești Town, Communes: Albota, Bascov, Băbana, Budeasa, Mărăcineni, Micești and Moșoaia		206,082 inhabitants	Intercommunity Development Association At the moment, Pitești Metropolitan Area has the same members as it had at the time of its establishment.
PLOIEȘTI	2009	Ploiești Municipality, Prahova County Council, Towns: Băicoi, Boldești Scăieni, Bușteni and Plopeni, Communes: Ariceștii-Rahțivani, Bărcănești, Berceni, Blejoi, Brazi, Bucov, Dumbrăvești, Păulești, Târgșorul Vechi and Valea Călugărească		336,203 inhabitants	Growth pole Intercommunity Development Association At the moment, Ploiești Metropolitan Area has the same members as it had at the time of its establishment.
RÂMNICU VÂLCEA	2013	Râmnicu Vâlcea Municipality, Towns: Ocnele Mari, Călimănești, Băile Govora and Băile Olănești, Babeni, Communes: Păușești-Măglași, Vlădești, Bujoreni, Muereasca, Runcu, Mihăești, Dăești, Șirineasa, Frâncești, Sălătrucel, Berislăvești, Golești, Milcoiu and Bunești		167,455 inhabitants	Intercommunity Development Association FZMAUR Member (Federation of the Metropolitan and Urban Agglomerations in Romania) At the end of 2013, Sălătrucel, Berislăvești, Golesti, Milcoiu, Runcu, Bunești, Babeni, Șineșteasa and Frâncești Communes also joined.

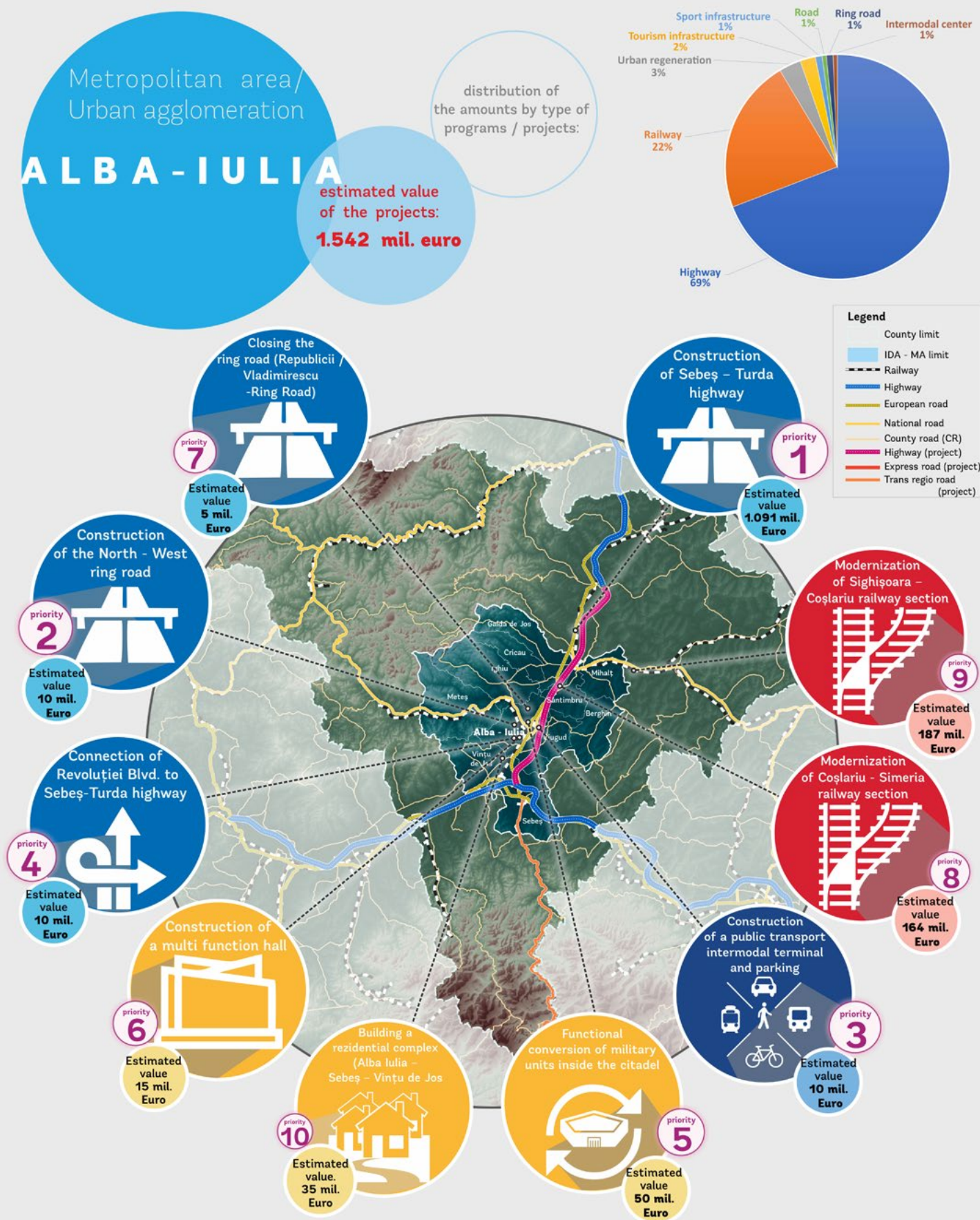
Metropolitan Area	Year of establishment	Current members		Total population (According to Population and Housing Census 2011)	Observations regarding the legal form, evolution, partnerships and the status of the urban polarizing center
REȘIȚA	2013	Reșița Municipality, Bocșa Town, Communes: Ocna de Fier, Dognecea, Goruia, Târnova, Văliug, Brebu Nou, Lupac and Carașova		100,957 inhabitants	Intercommunity Development Association At the end of 2013 Carașova Commune also joined.
ROMAN	2009	Roman Municipality, Communes: Gherăești, Ruginoasa, Botești, Ion Creangă, Văleni, Poienari, Icușești, Moldoveni, Bahna, Dulcești, Horia, Sagna, Făurei, Pâncești, Boghicea, Bozieni, Doljești, Gădinți, Oniceni, Secuieni, Valea Ursului, Tămășeni, Bira and Stănița		129,507 inhabitants	Intercommunity Development Association At the moment, Roman Metropolitan Area has the same members as it had at the time of its establishment.
SATU MARE	2013	Satu Mare and Carei Municipalities, Towns: Ardud and Tășnad, Communes: Agriș, Apa, Beltiug, Berveni, Căpleni, Craidorolț, Culciu, Doba, Dorolț, Foieni, Gherța Mică, Laguri, Medieșu Aurit, Micula, Moftin, Odoreu, Orașu Nou, Păulești, Terebești, Turț, Valea Vinului and Viile Satu Mare		217,403 inhabitants	Intercommunity Development Association FZMAUR Member (Federation of the Metropolitan and Urban Agglomerations in Romania) At the moment, Satu Mare Metropolitan Area has the same members as it had at the time of its establishment.
SUCEAVA	2011	Suceava Municipality, Salcea Town, Communes: Adâncata, Bosanci, Ipotești, Mitocu Dragomirnei, Moara, Pătrăuți, Verești, Siminicea, Stroești, Dumbrăveni, Udești, Hânțești and Dărmănești		167,095 inhabitants	Intercommunity Development Association Founding members of Suceava Metropolitan Area were Suceava Municipality, Salcea Town and Adâncata, Ipotești, Mitocu Dragomirnei, Moara, Patrauți, respectively Bosanci Communes. Verești, Siminicea, Stroești, Dumbrăveni, Udești, Hânțești and Dărmănești Communes joined afterwards.
TIMIȘOARA	2008	Timișoara Municipality, Timiș County, Communes: Becicherecu Mic, Bucovăț, Dudeștii Noi, Dumbrăvița, Ghiroda, Giarmata, Giroc, Moșnița nouă, Orțișoara, Pișchia, Remetea Mare, Săcălaș, Sânmihaiu Român and Șag		387,604 inhabitants	Growth pole Intercommunity Development Association FZMAUR Member (Federation of the Metropolitan and Urban Agglomerations in Romania) At the moment, Timișoara Metropolitan Area has the same members as it had at the time of its establishment.
TÂRGU MUREȘ	2006	Tîrgu-Mureș Municipality, Ungheni Town, Communes: Acățari, Ceuașu de Câmpie, Corunca, Crăciunești, Cristești, Ernei, Gheorghe Doja, Livezeni, Pănet, Sâncraiu de Mureș, Sîngeorgiu de Mureș and Sînpaul		204,158 inhabitants	Metropolitan Association FZMAUR Member (Federation of the Metropolitan and Urban Agglomerations in Romania) At the moment, Târgu-Mureș Metropolitan Area has the same members as it had at the time of its establishment.
VASLUI	2015	Vaslui Municipality, Vaslui County Council, Communes: Bălteni, Delești, Laza, Lipovăț, Muntenii de Jos, Muntenii de Sus, Pușcasi, Ștefan cel Mare, Văleni and Zăpodeni		86,943 inhabitants	Intercommunity Development Association At the moment, Vaslui Metropolitan Area has the same members as it had at the time of its establishment.
ZALĂU	2015	Zalău Municipality, Towns: Cehu Silvaniei, Jibou, Șimleu Silvaniei, Communes: Agrij, Crasna, Creaca, Crișeni, Dobrin, Hida, Meseșenii de Jos, Mirșid, Pericei, Sălățiș, Sărmășag, Vârșolț, Hereclean and Bocșa		133,044 inhabitants	Intercommunity Development Association Dobrin, Hida, Meseșenii de Jos, Mirșid, Pericei, Sălățiș, Sărmășag, Vârșolț, Hereclean and Bocșa Communes also joined in 2015.

ANNEX 3. Strategic multijurisdictional projects for the urban areas of Bucharest and the 40 counties capital

Visual representation of priority projects in Bucharest-Ilfov



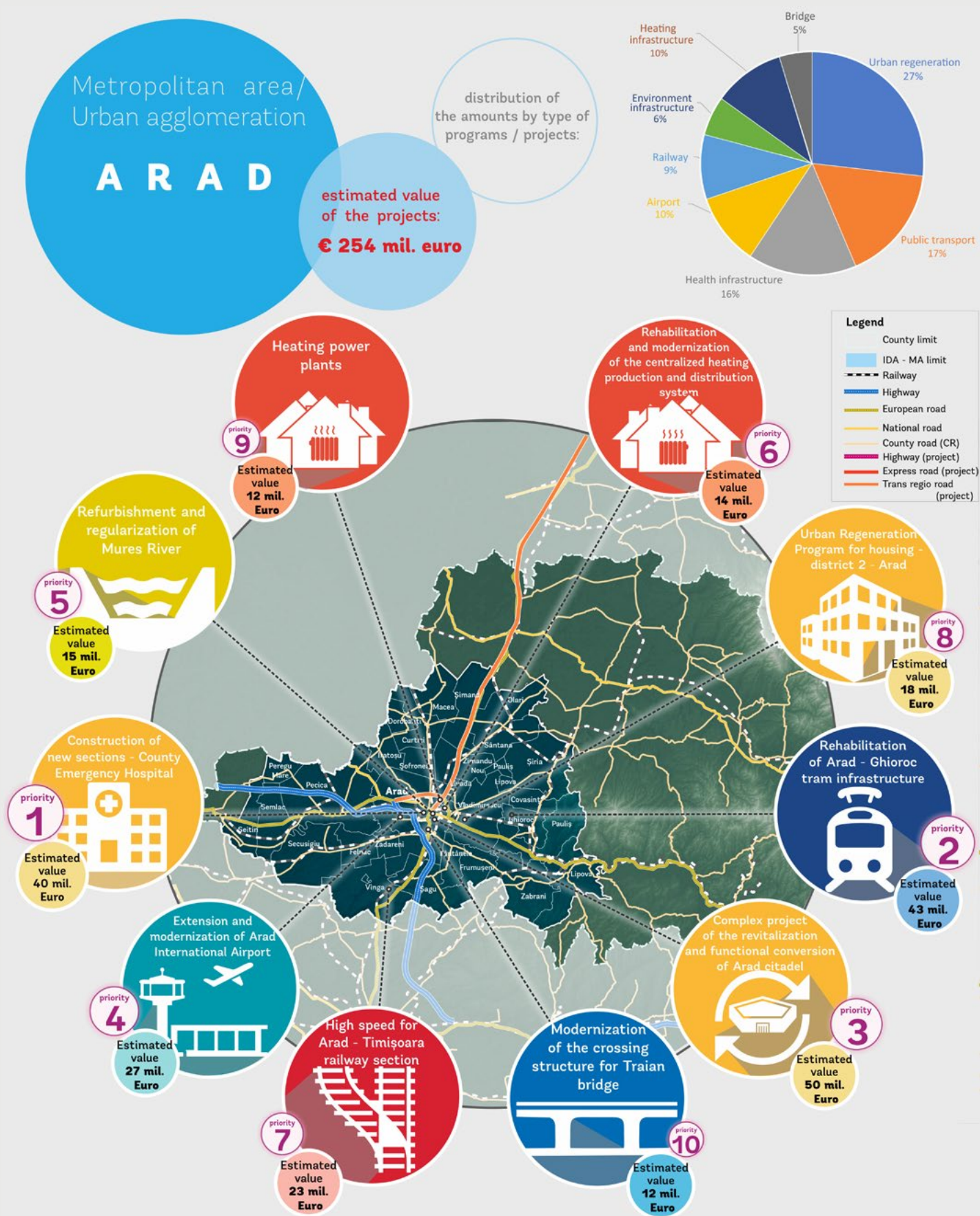
Visual representation of priority projects in Alba Iulia



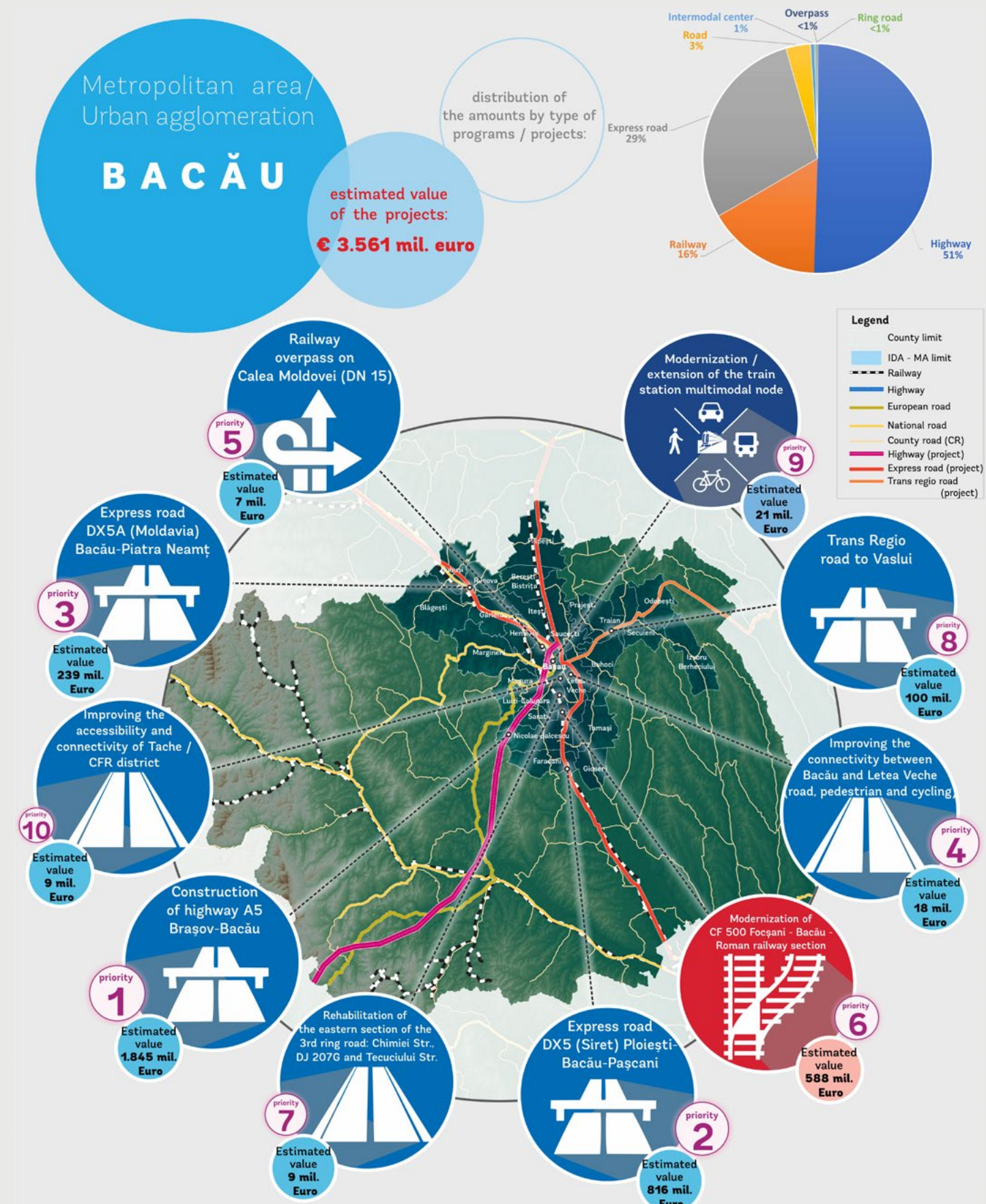
Visual representation of priority projects in Alexandria



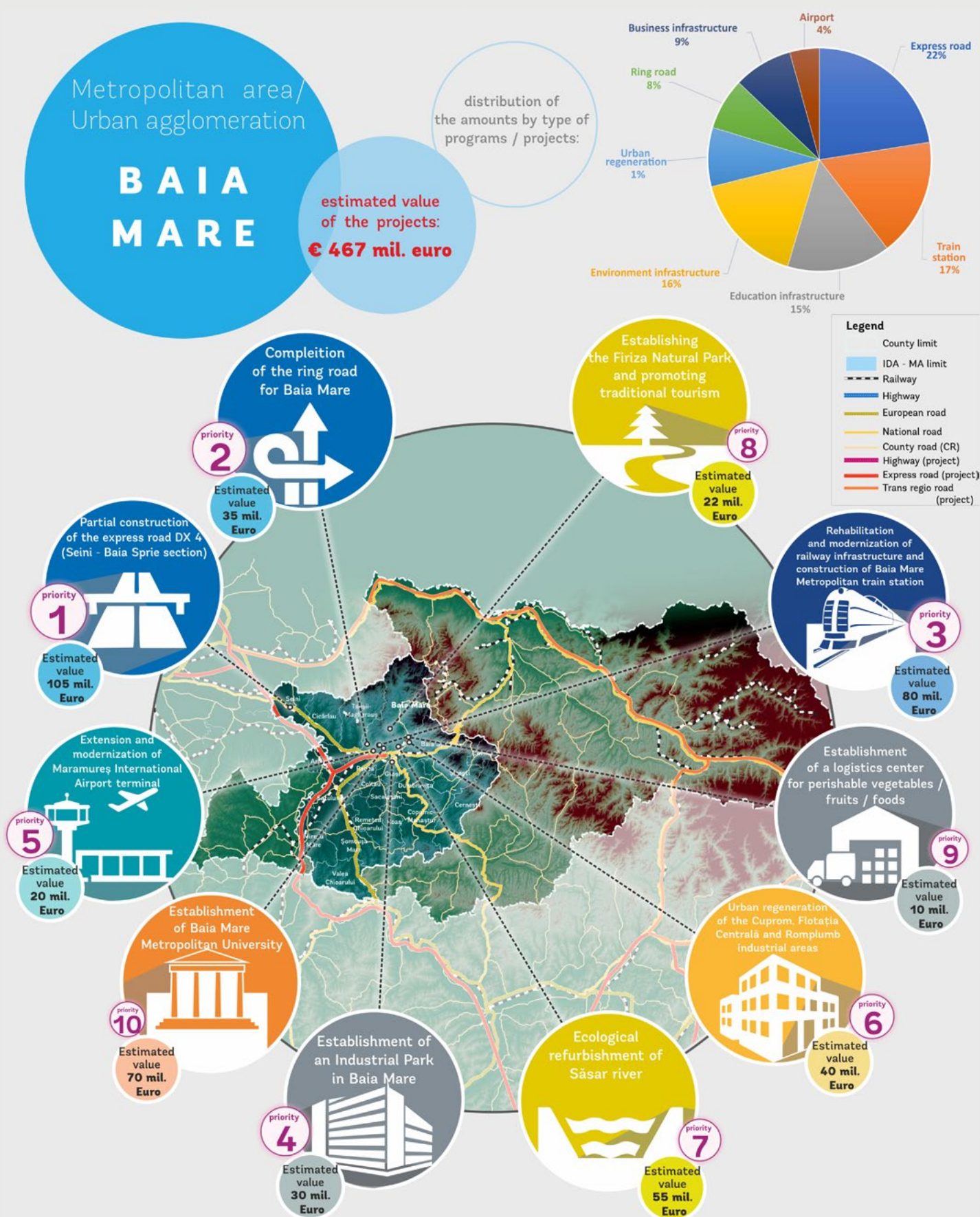
Visual representation of priority projects in Arad



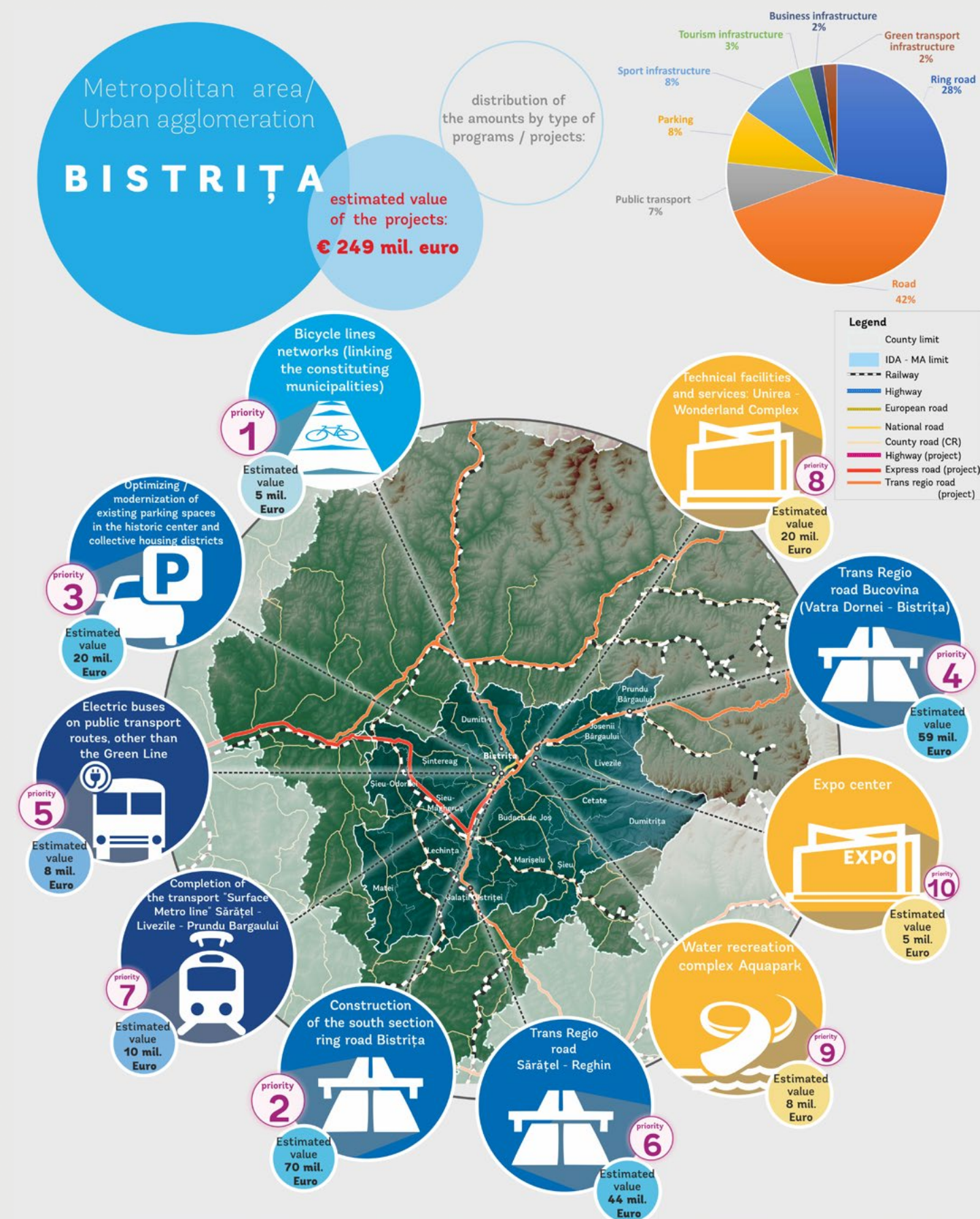
Visual representation of priority projects in Bacău



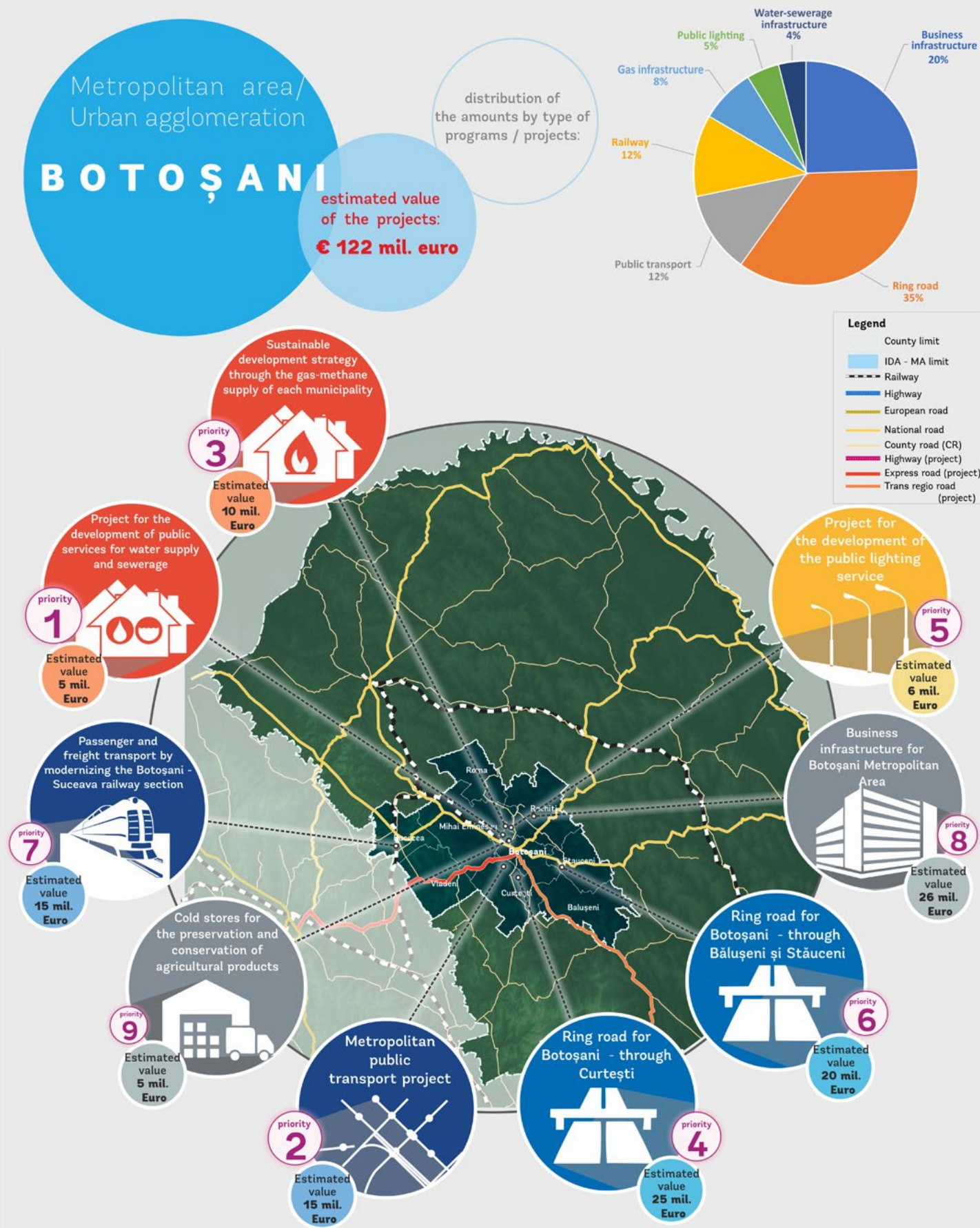
Visual representation of priority projects in Baia Mare



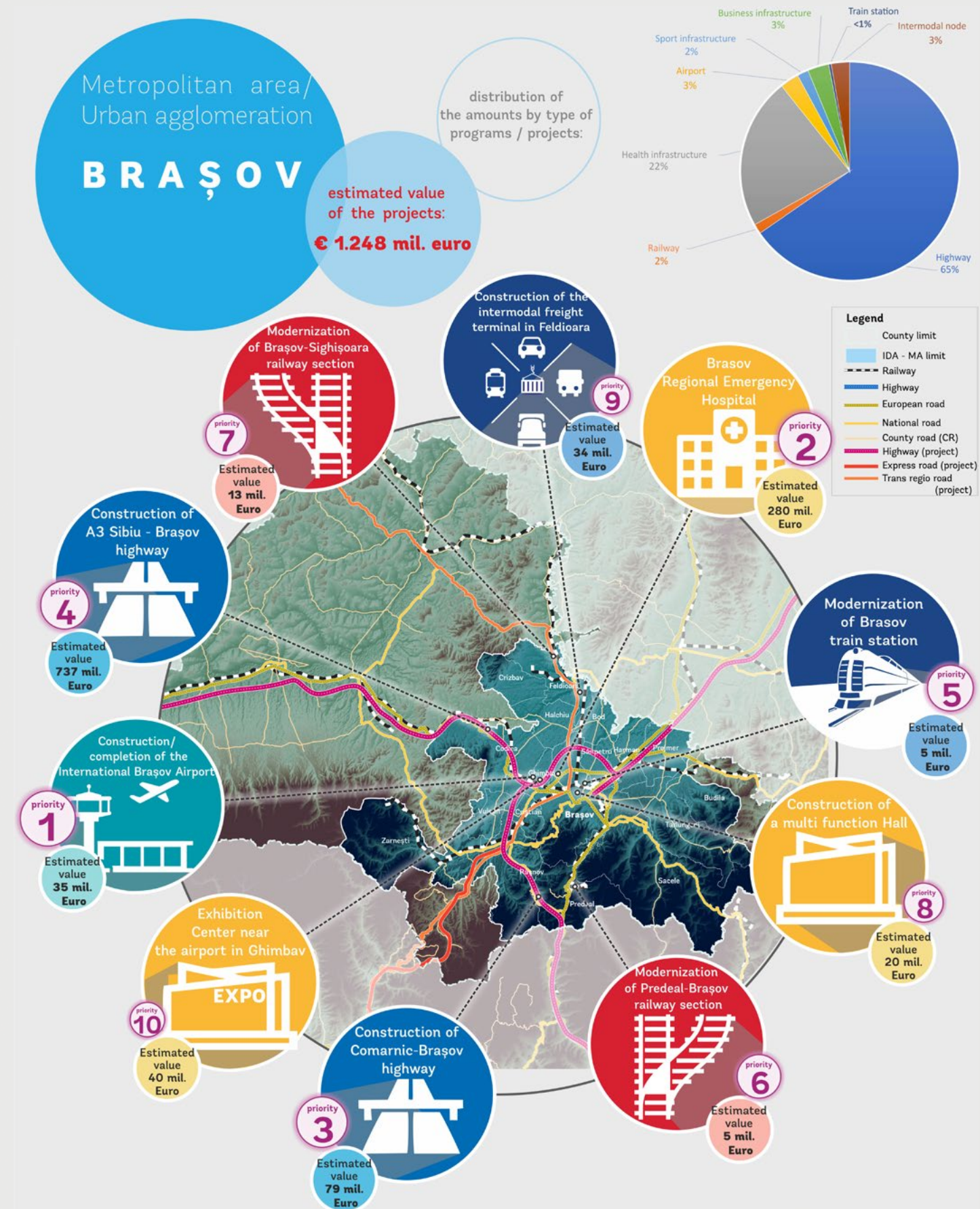
Visual representation of priority projects in Bistrița



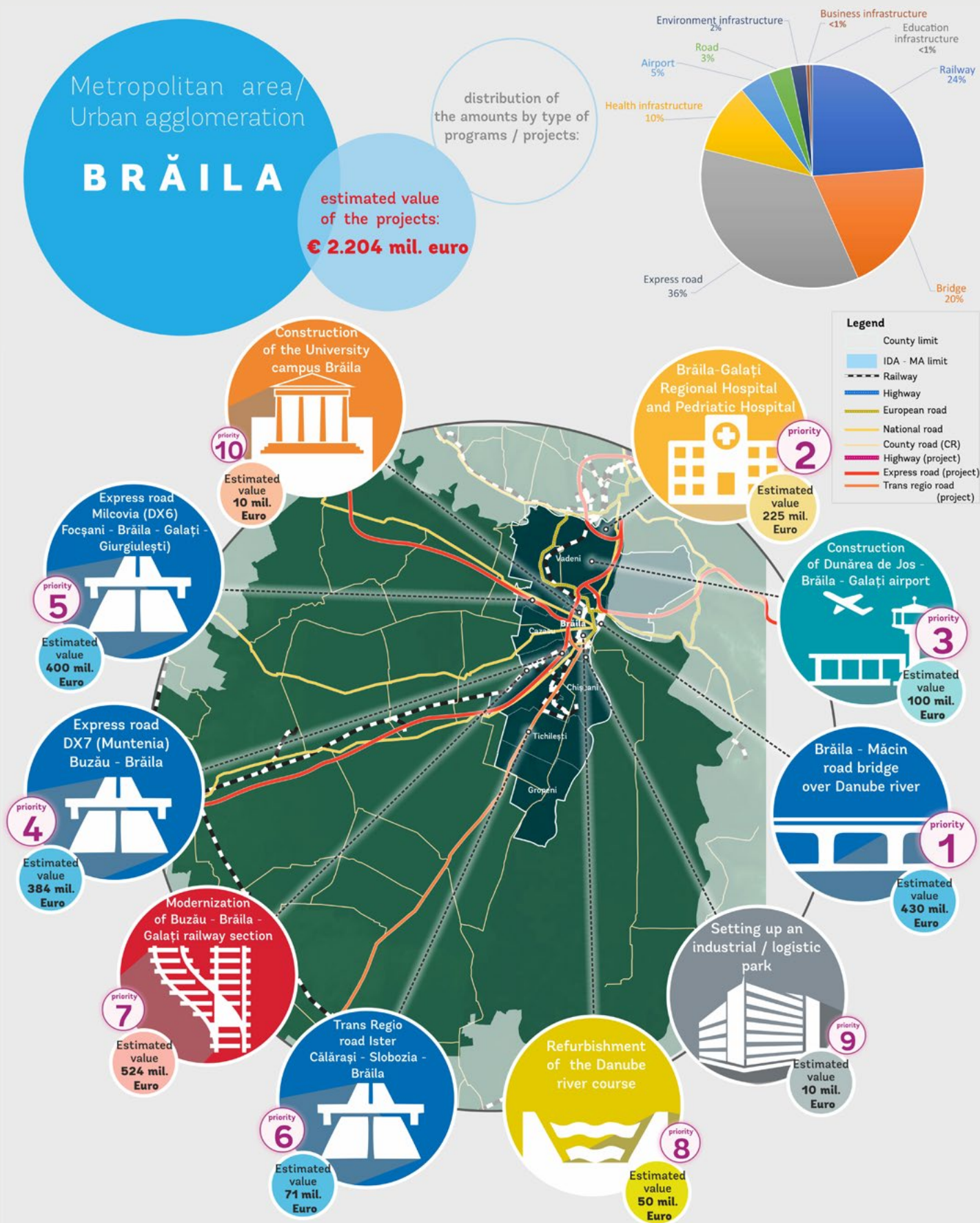
Visual representation of priority projects in Botoșani



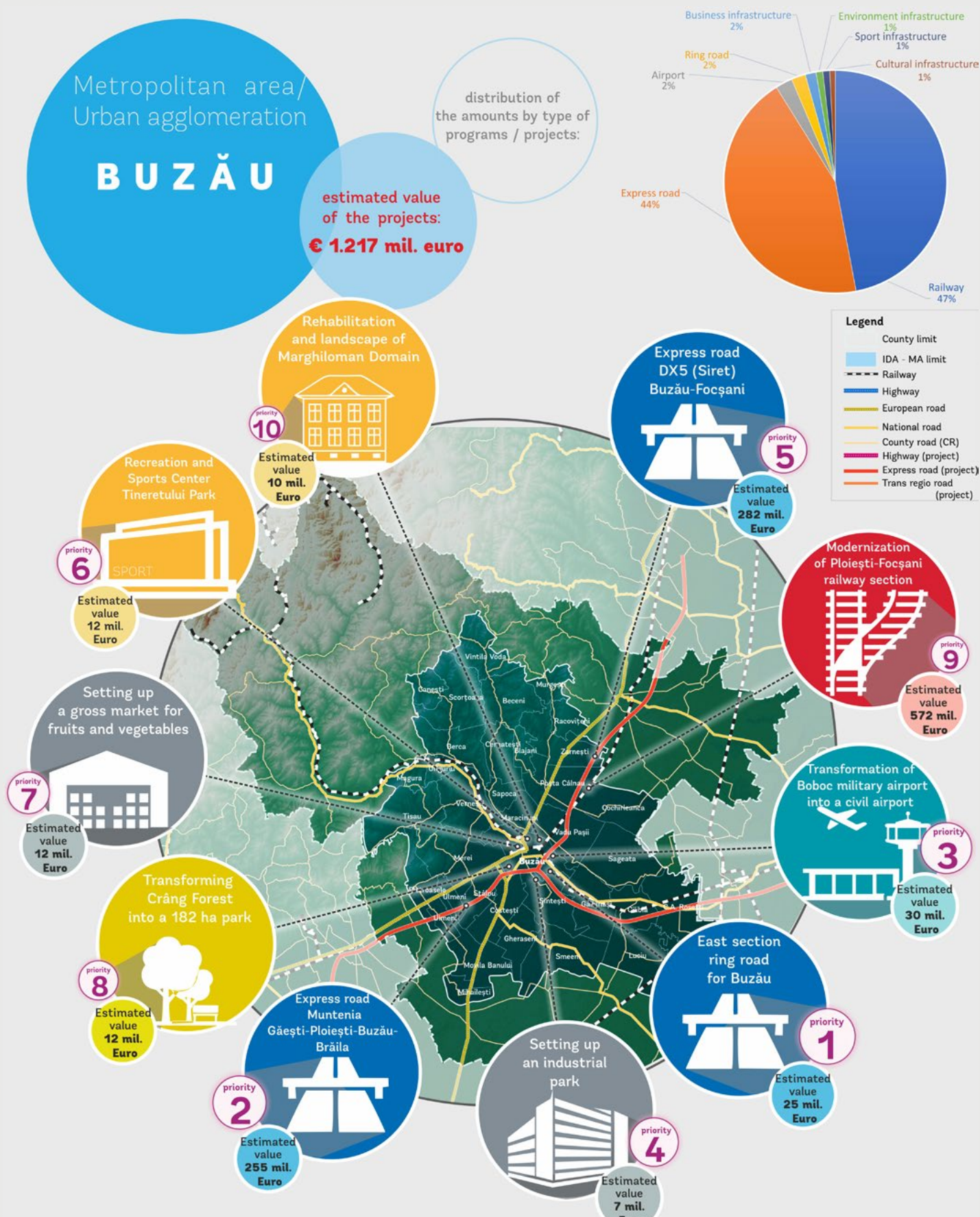
Visual representation of priority projects in Brașov



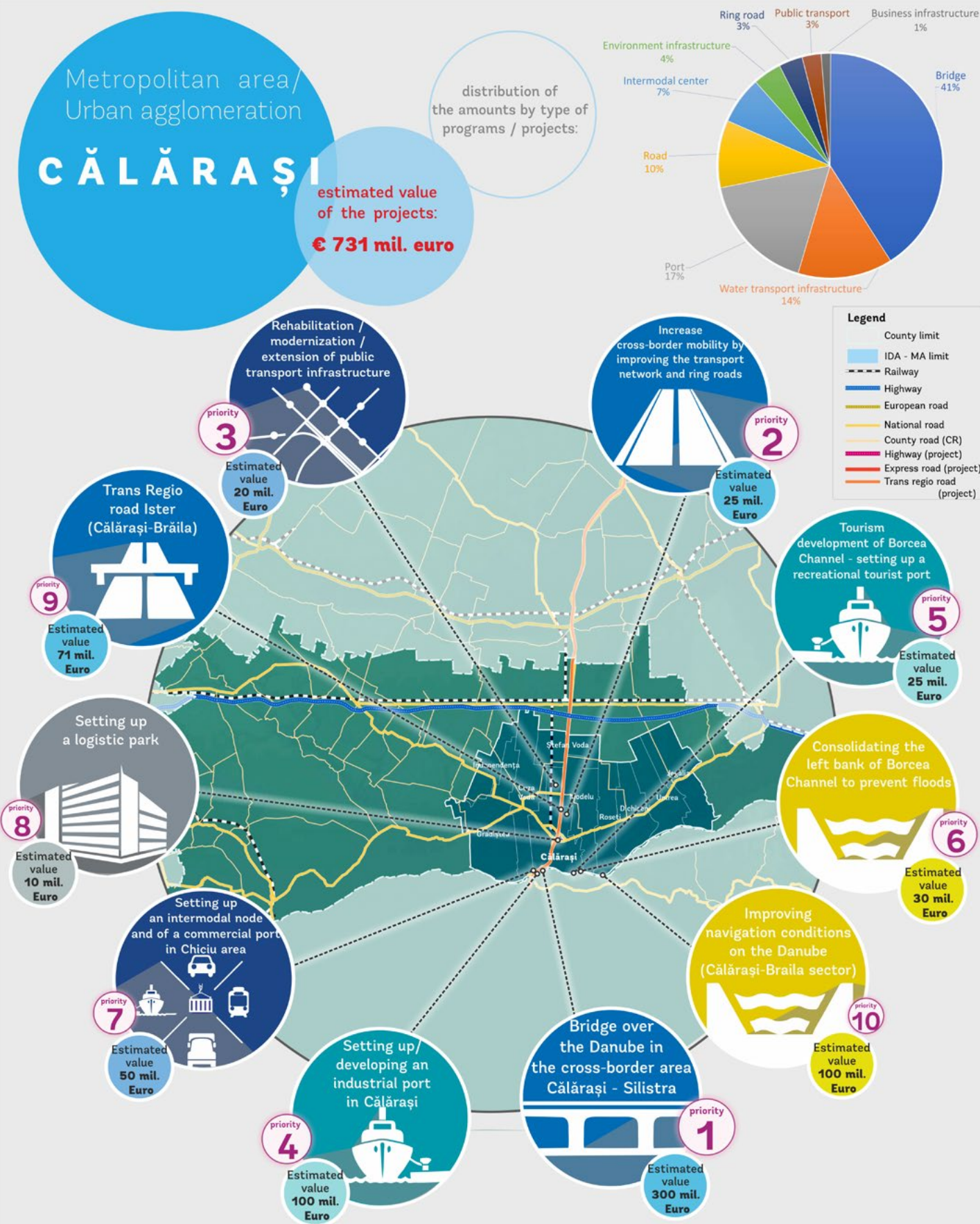
Visual representation of priority projects in Brăila



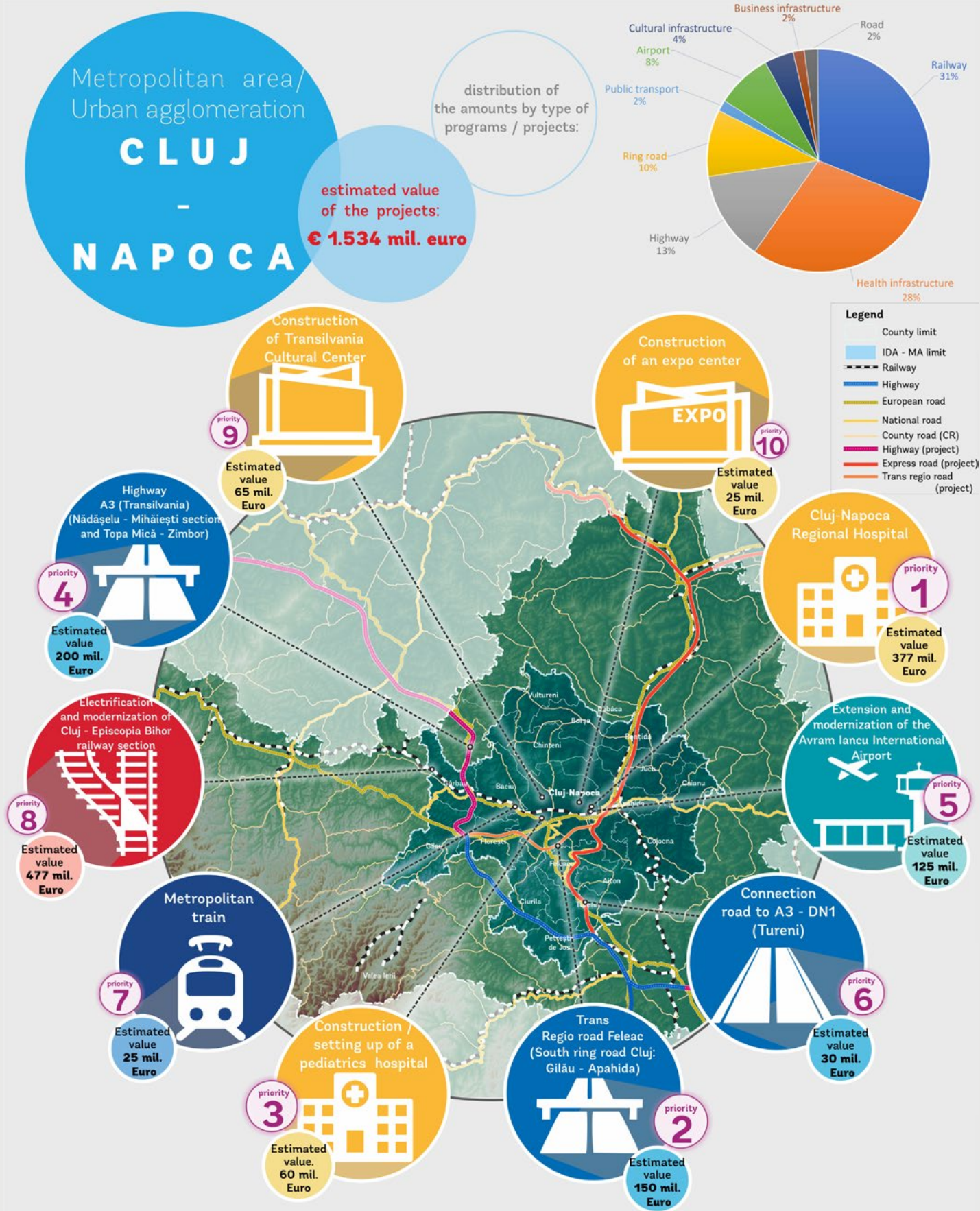
Visual representation of priority projects in Buzău



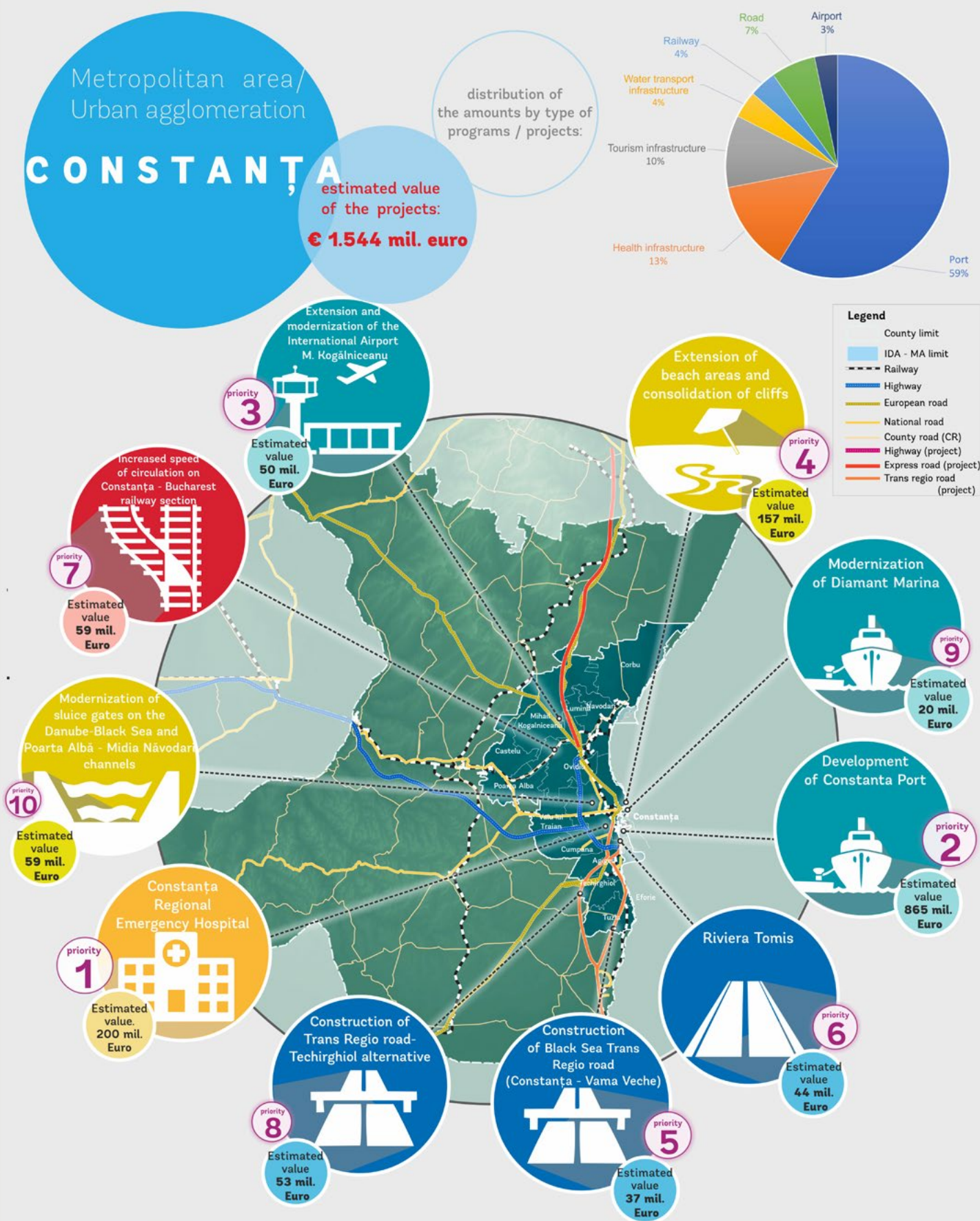
Visual representation of priority projects in Călărași



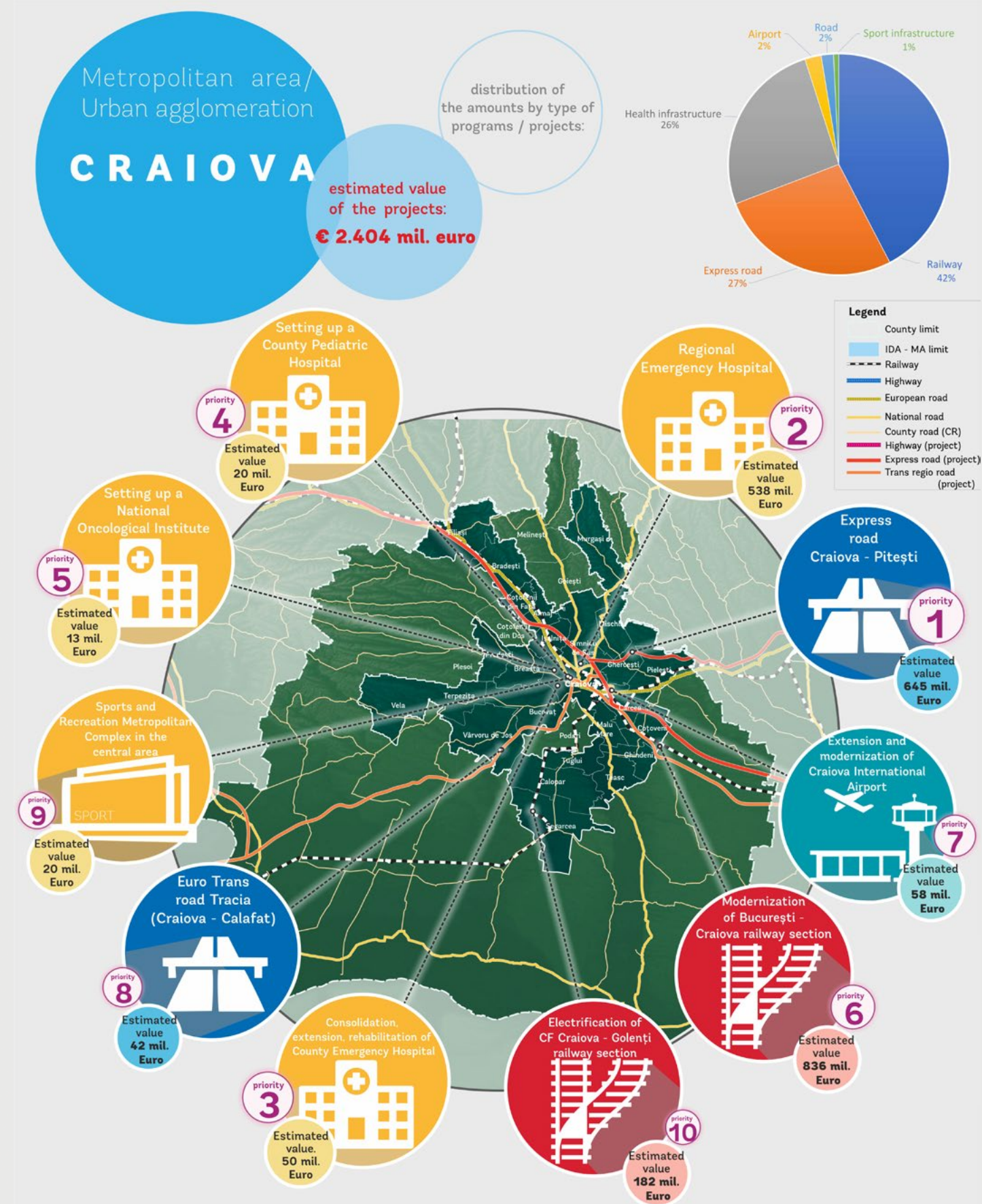
Visual representation of priority projects in Cluj-Napoca



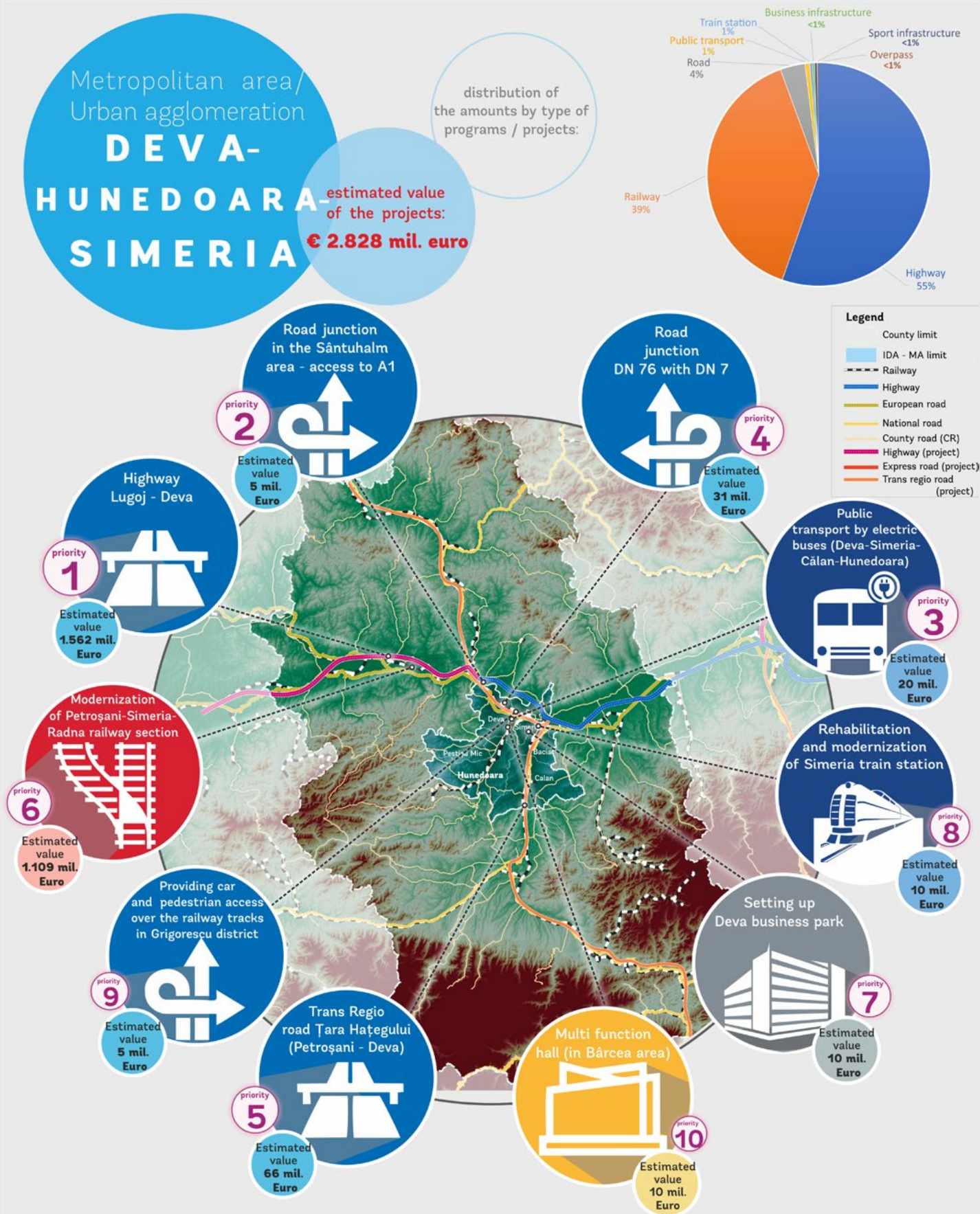
Visual representation of priority projects in Constanța



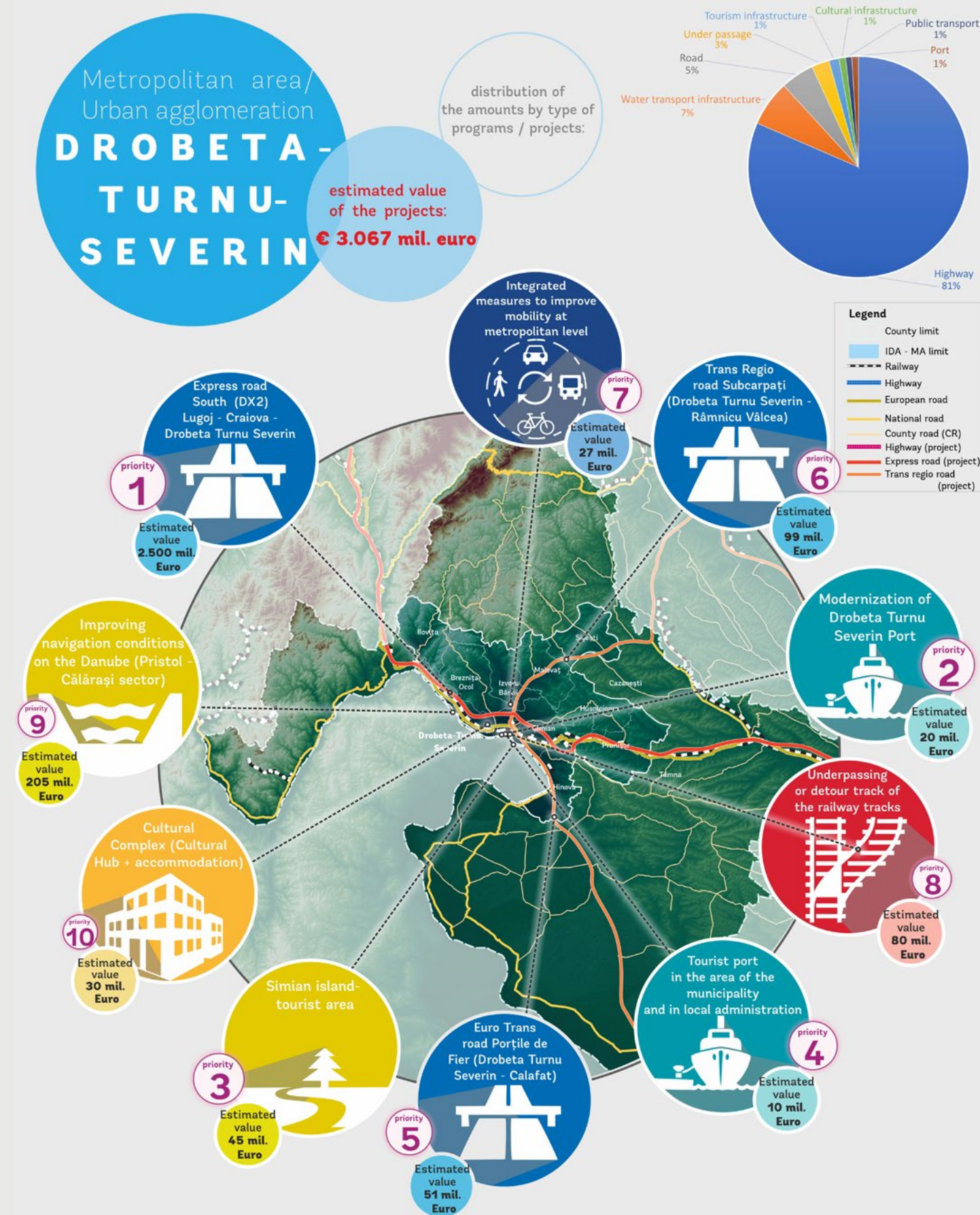
Visual representation of priority projects in Craiova



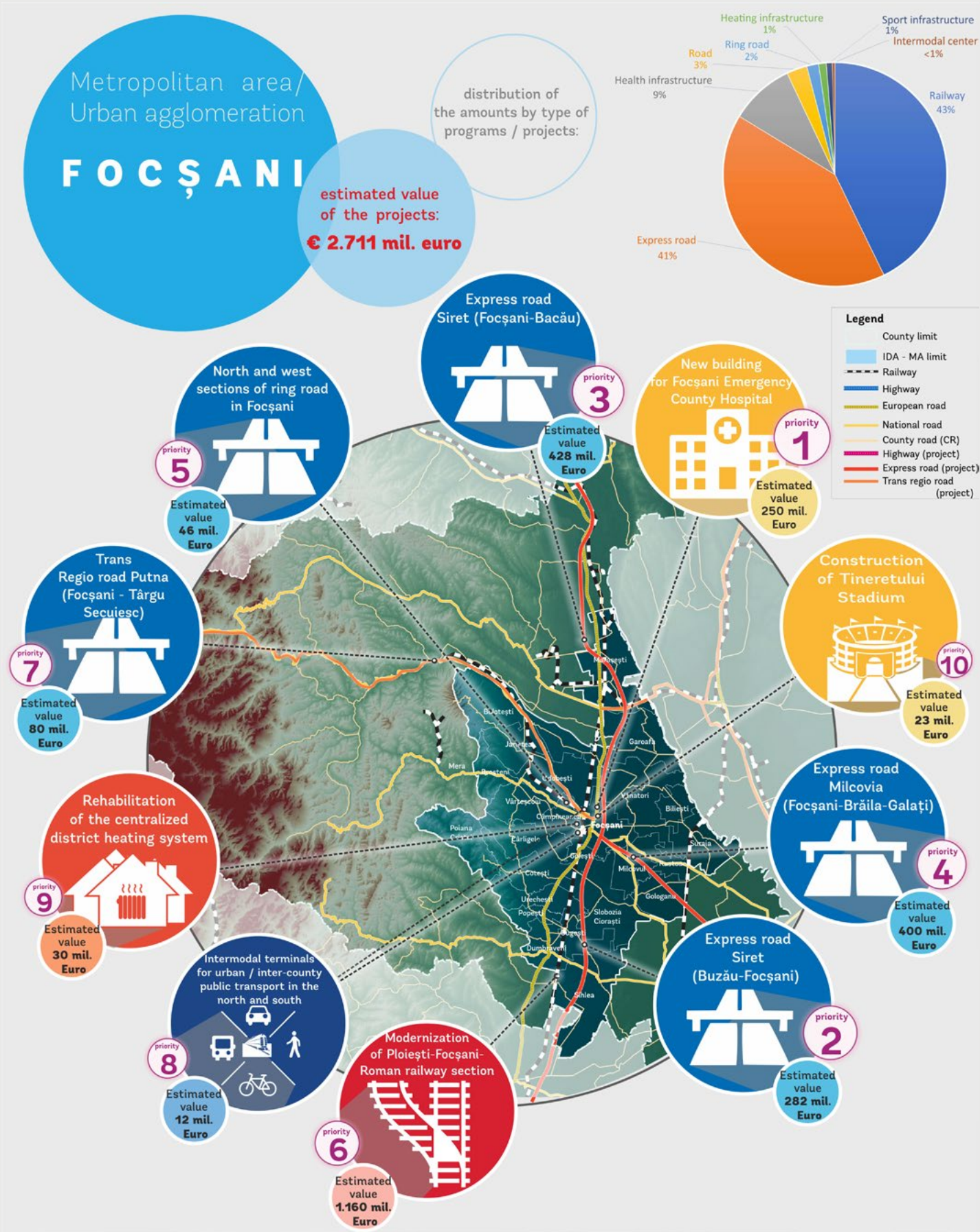
Visual representation of priority projects in Deva-Hunedoara-Simeria



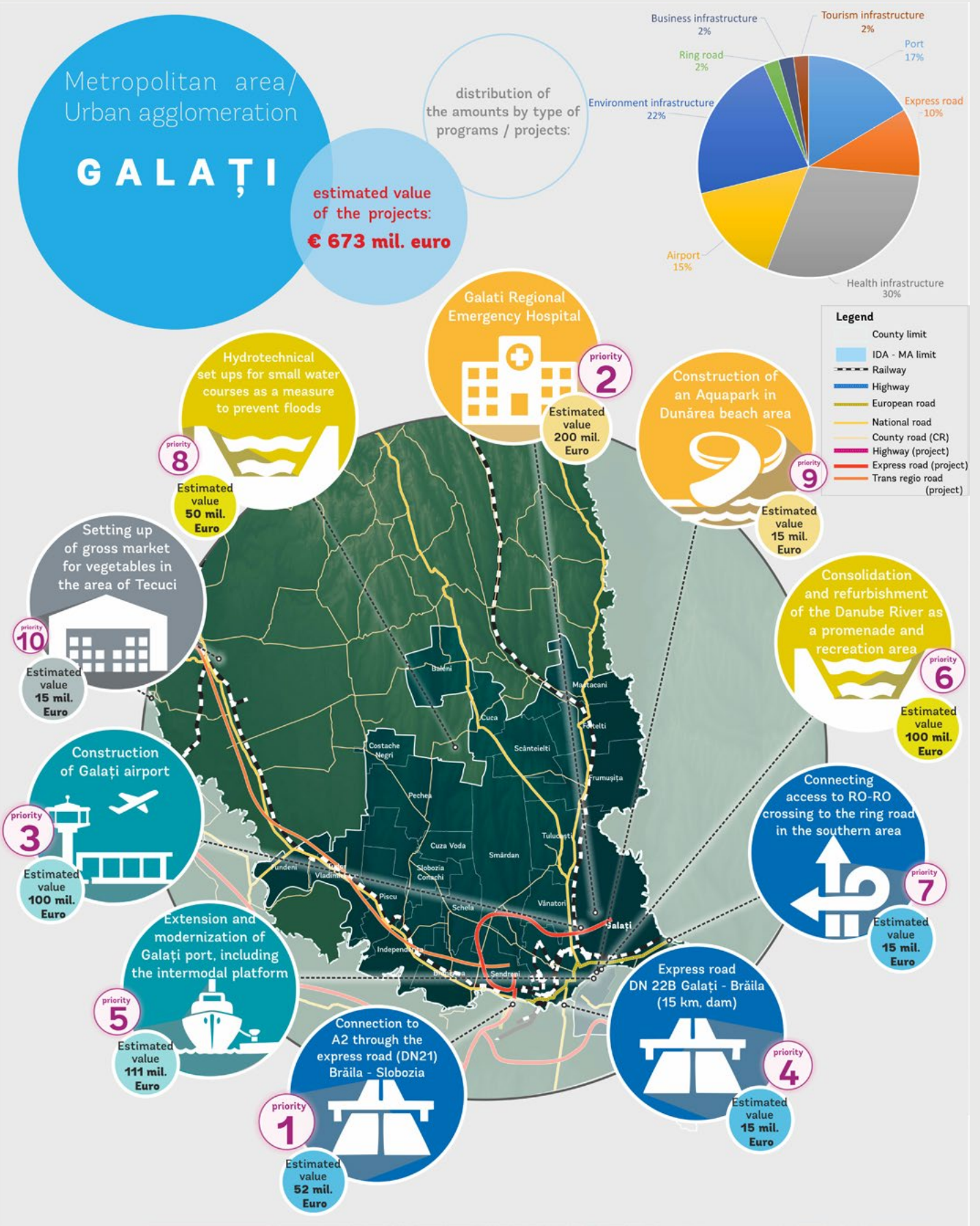
Visual representation of priority projects in Drobeta-Turnu Severin



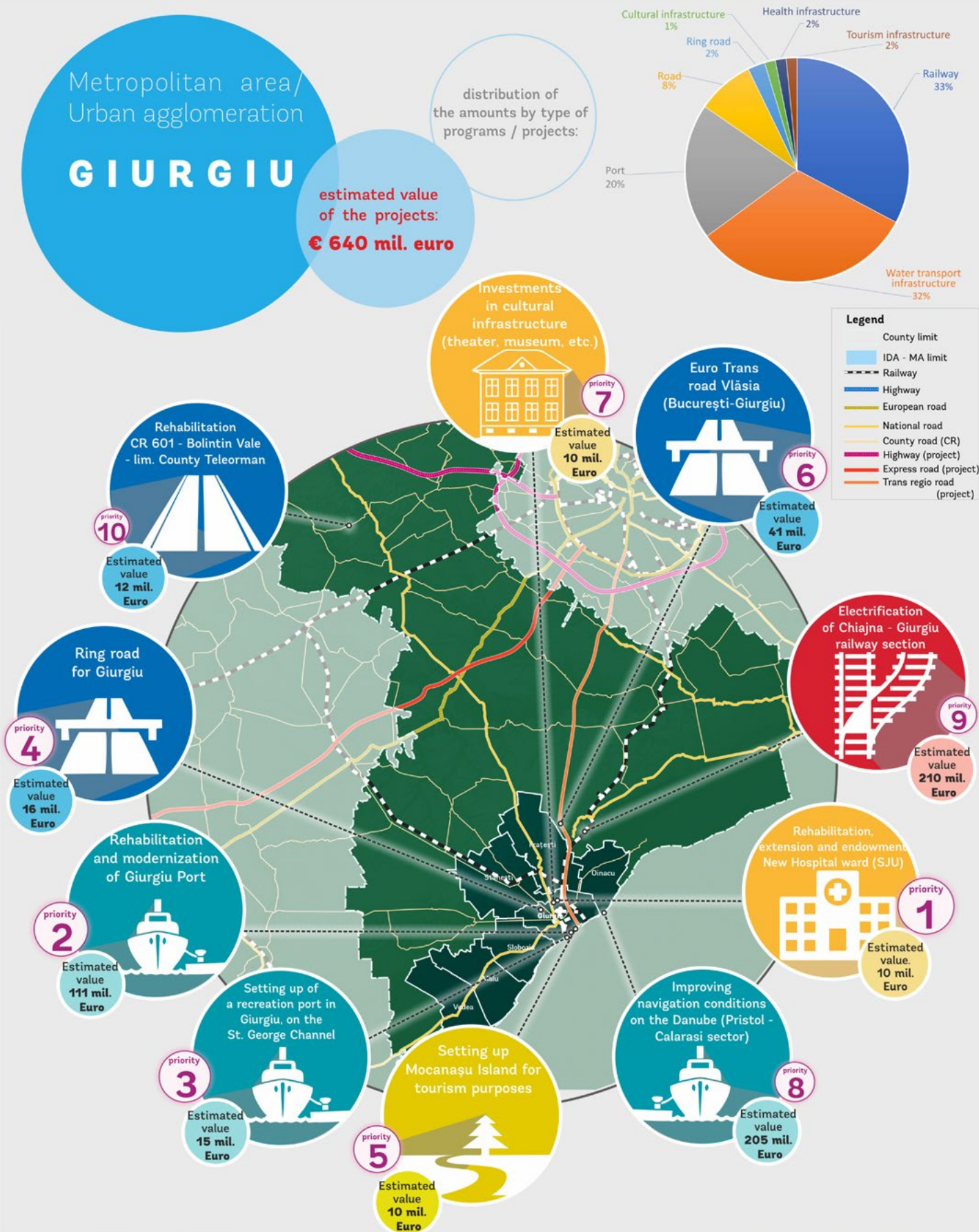
Visual representation of priority projects in Focșani



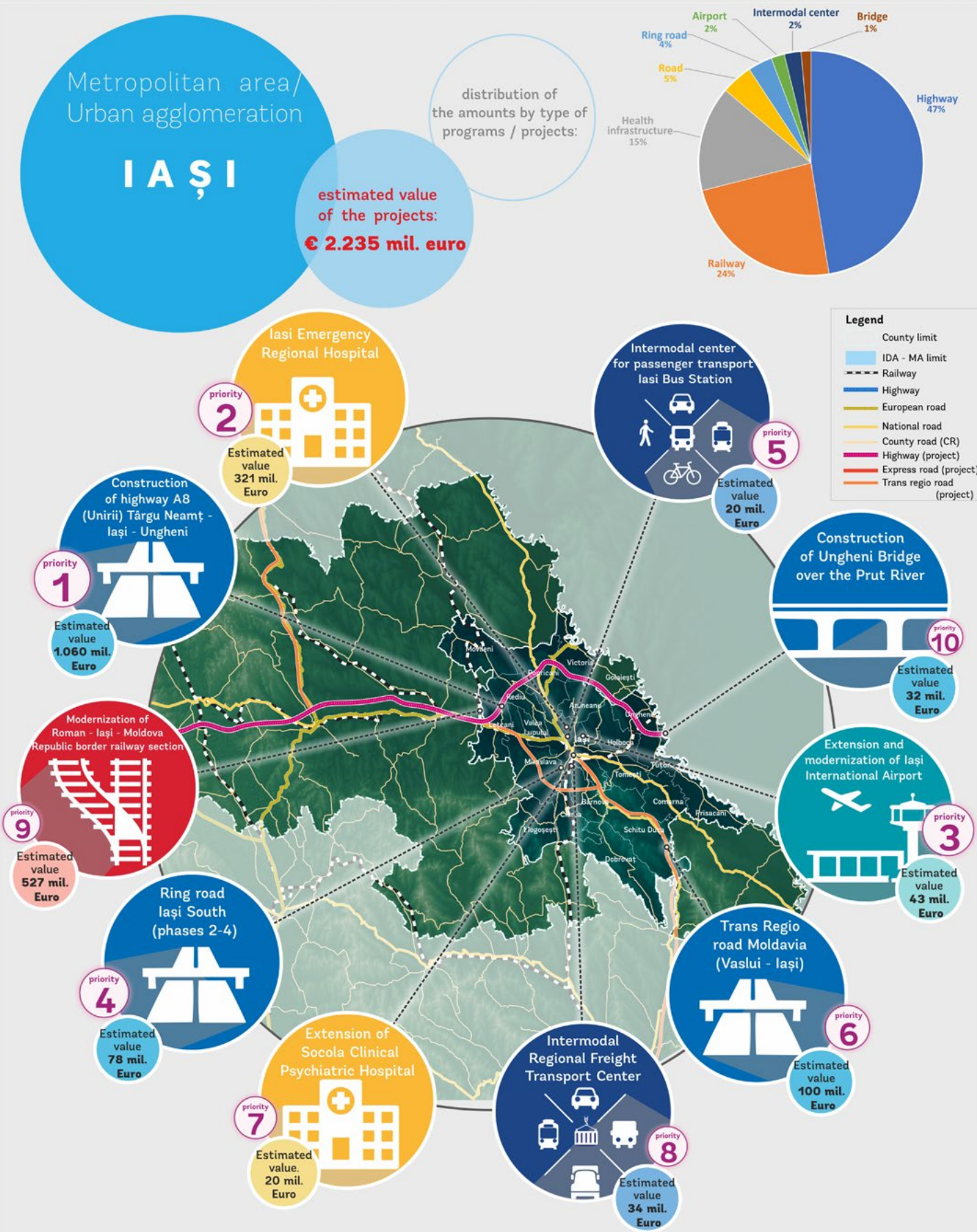
Visual representation of priority projects in Galați



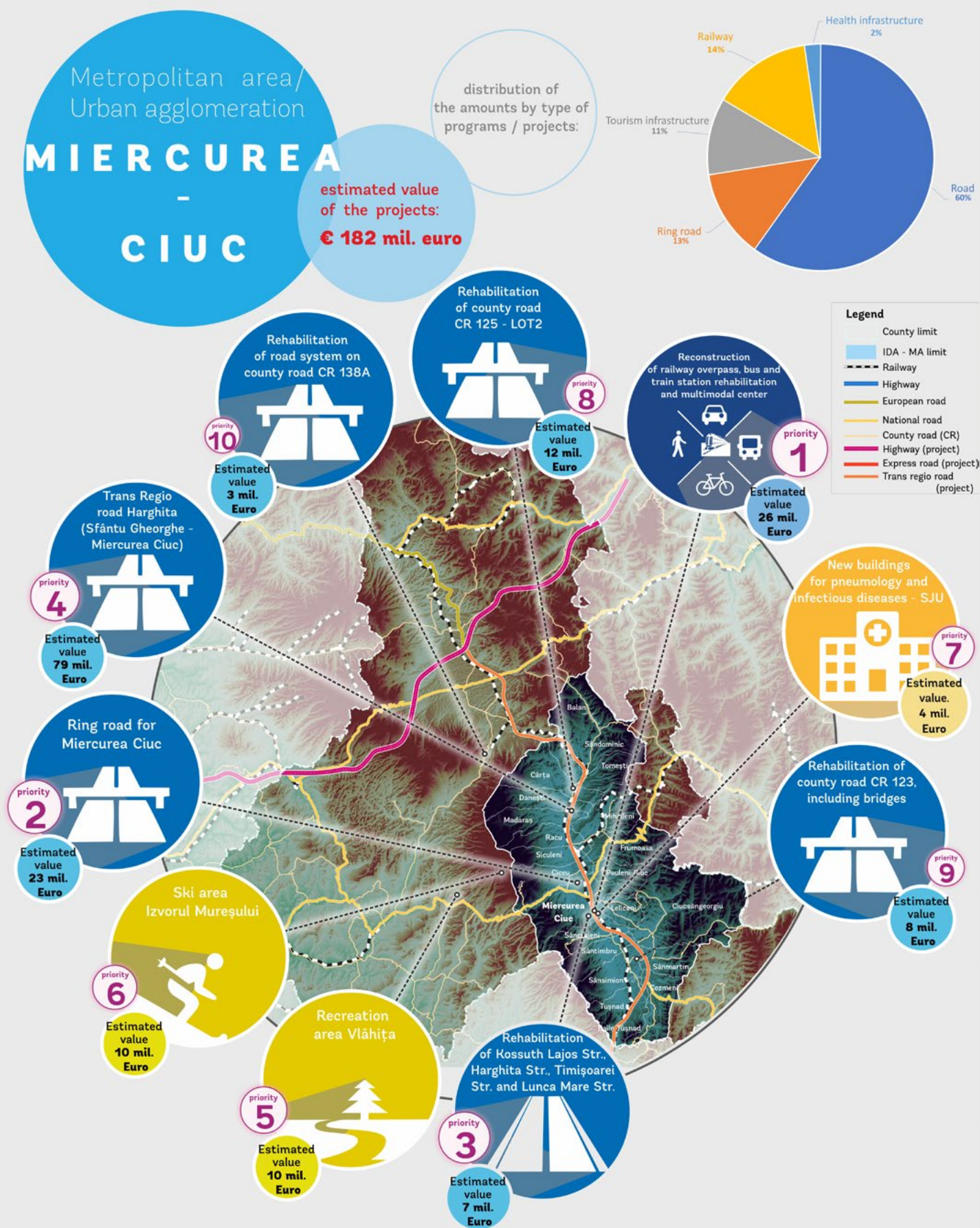
Visual representation of priority projects in Giurgiu



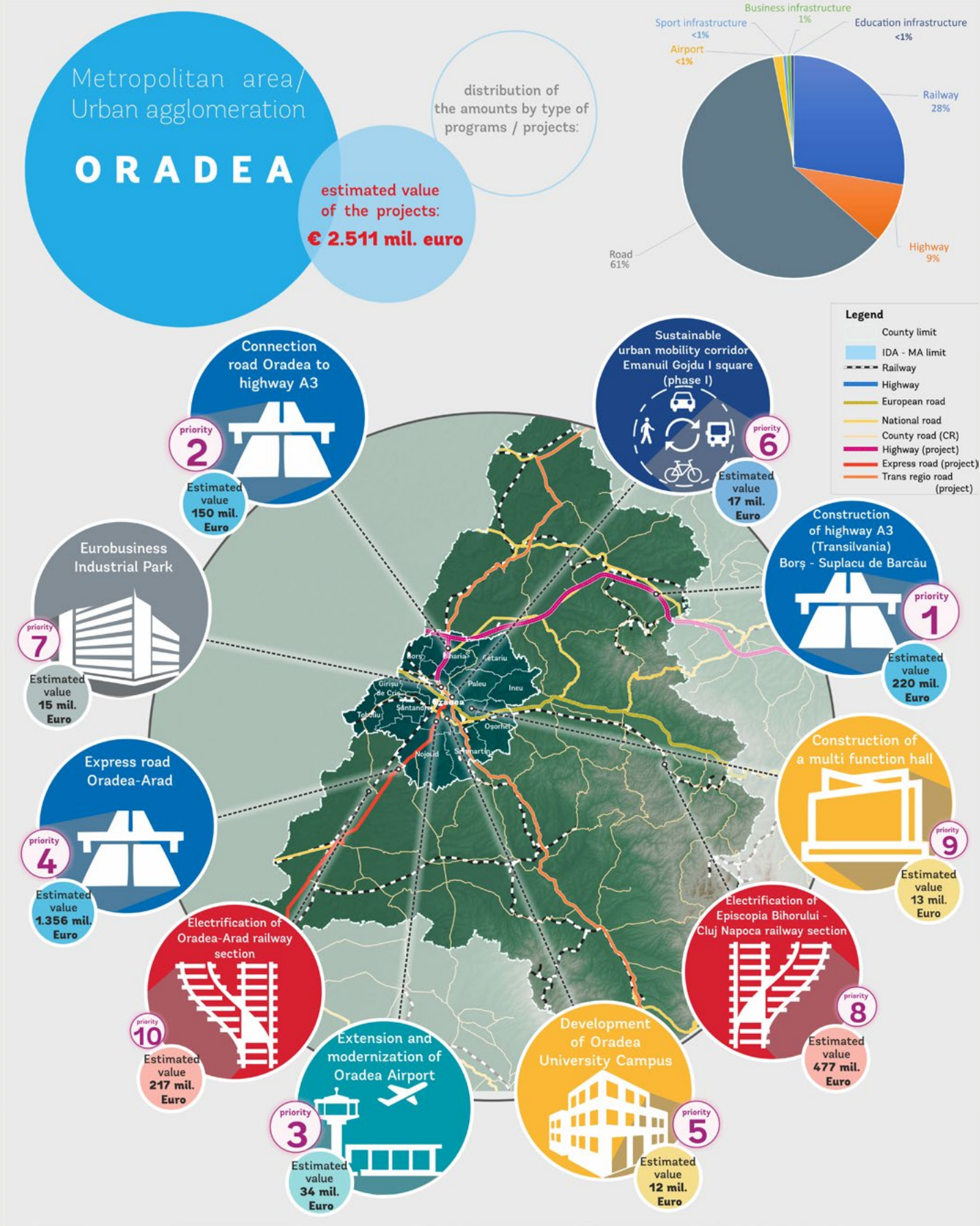
Visual representation of priority projects in Iași



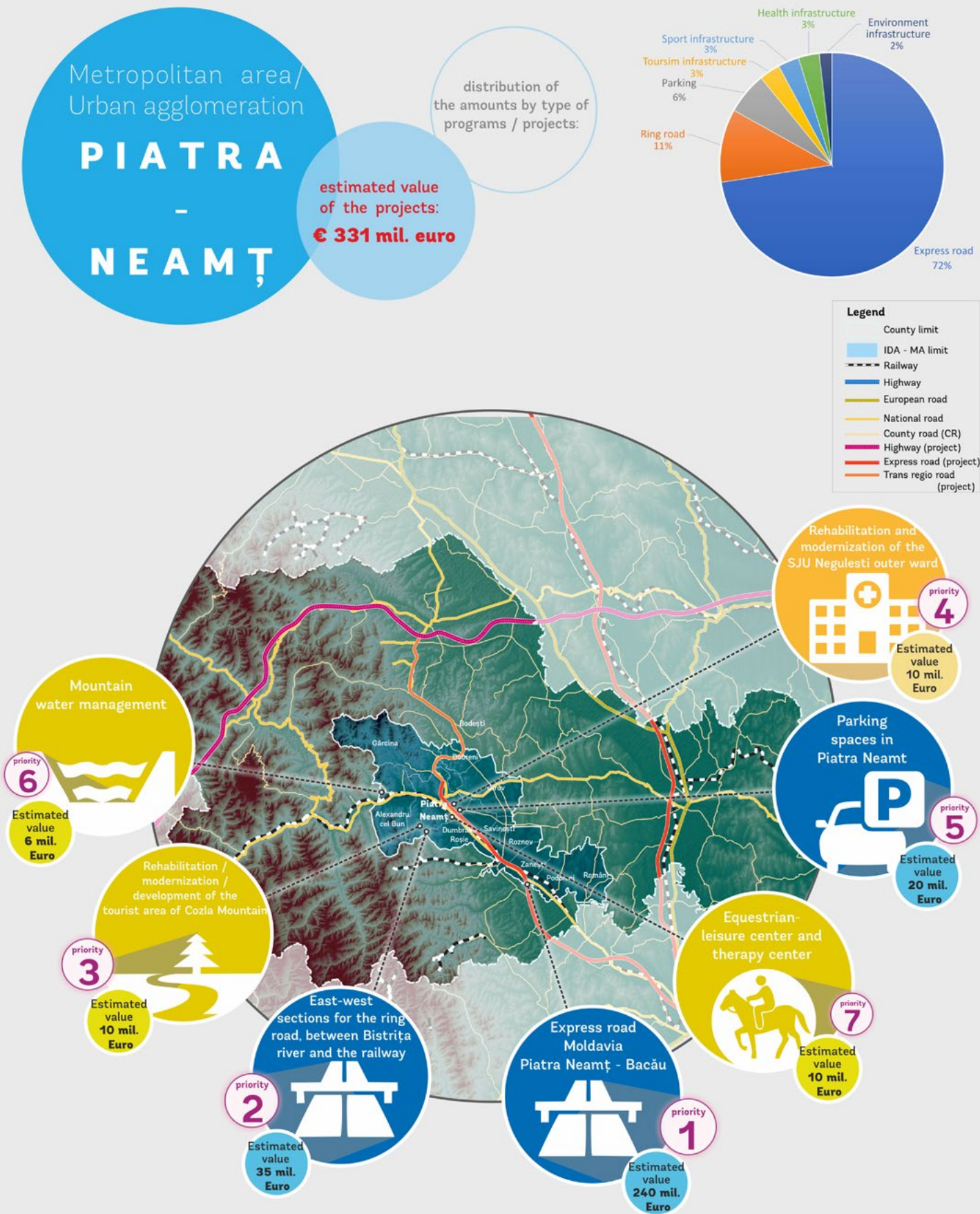
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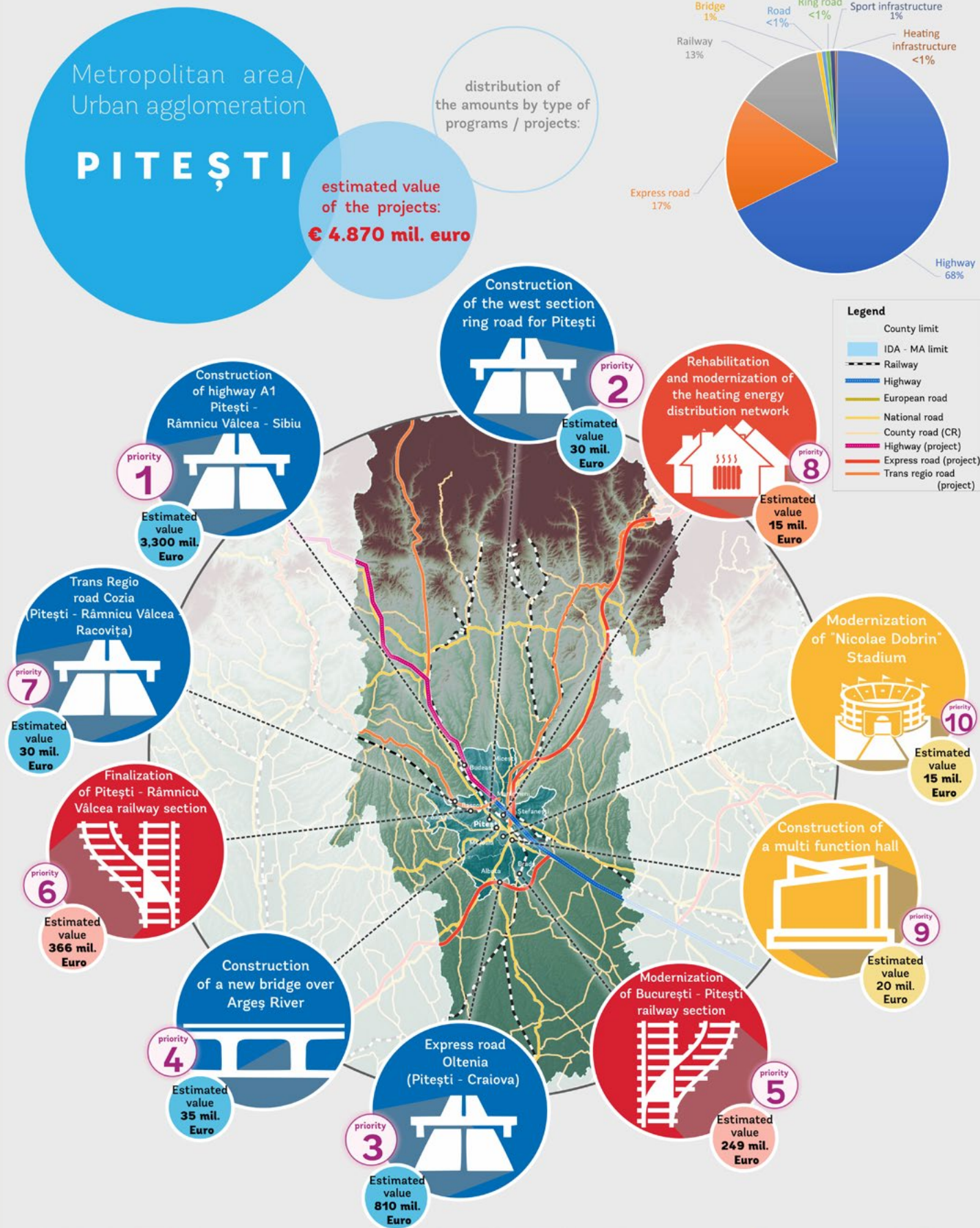
Visual representation of priority projects in Oradea



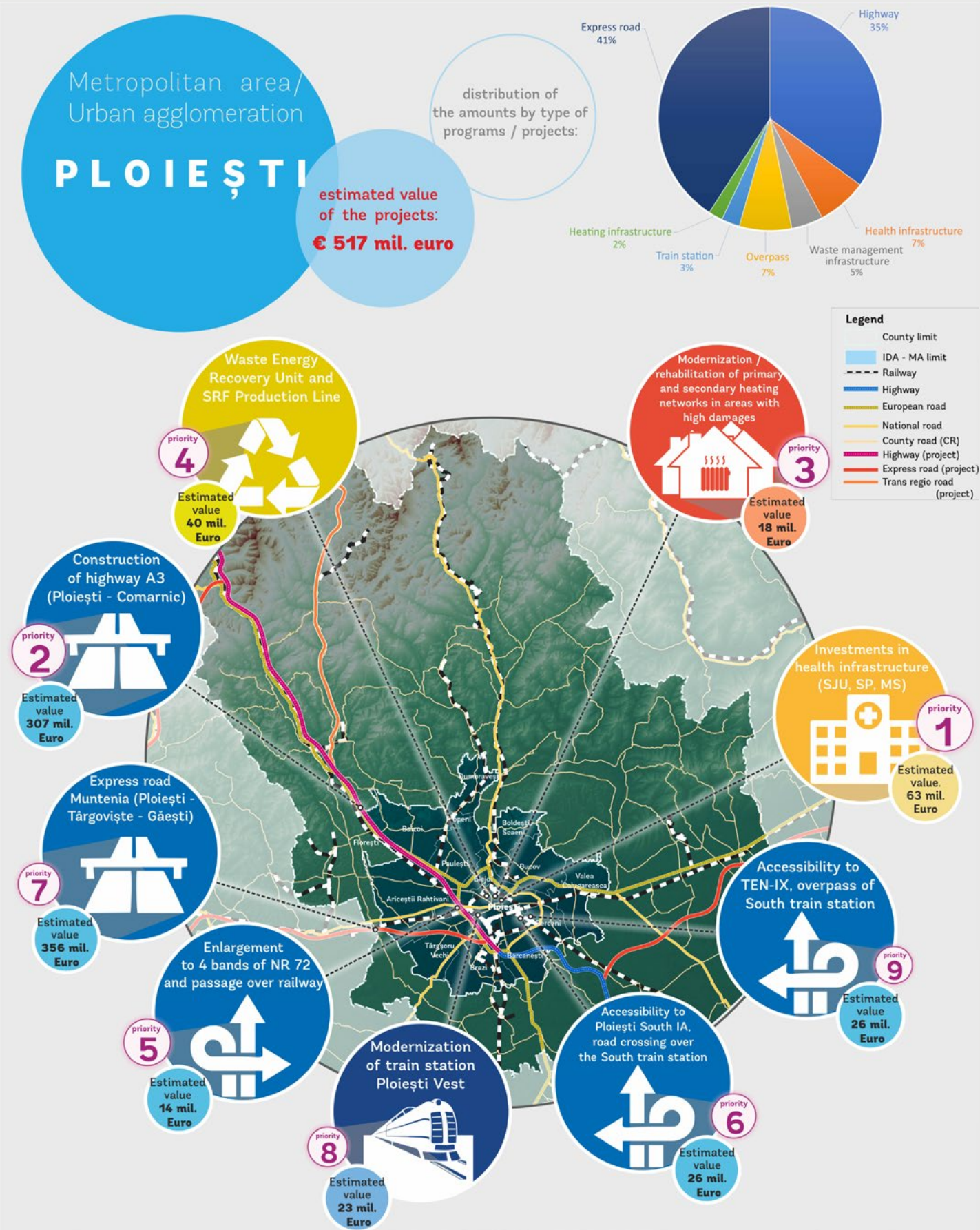
Visual representation of priority projects in Piatra Neamț



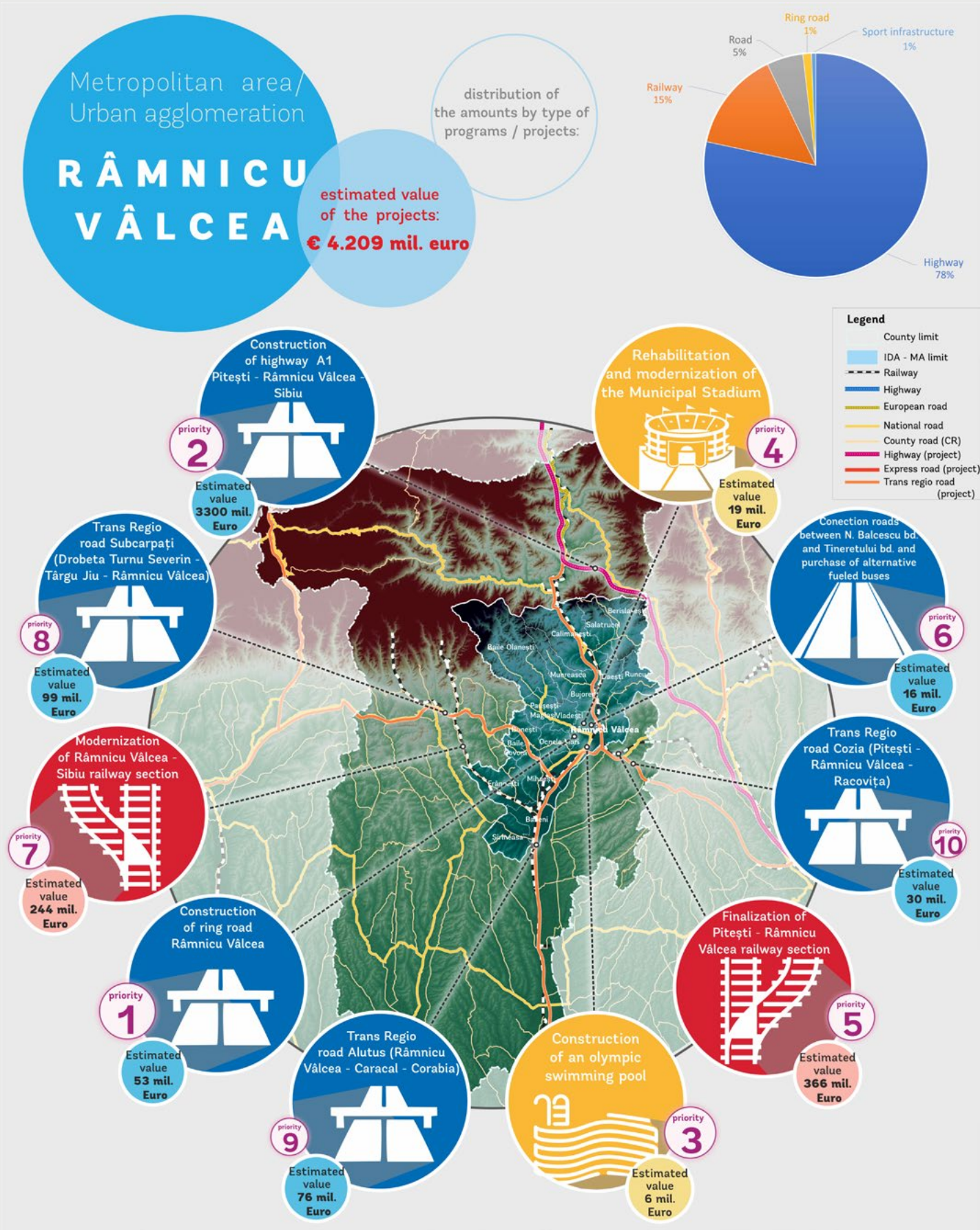
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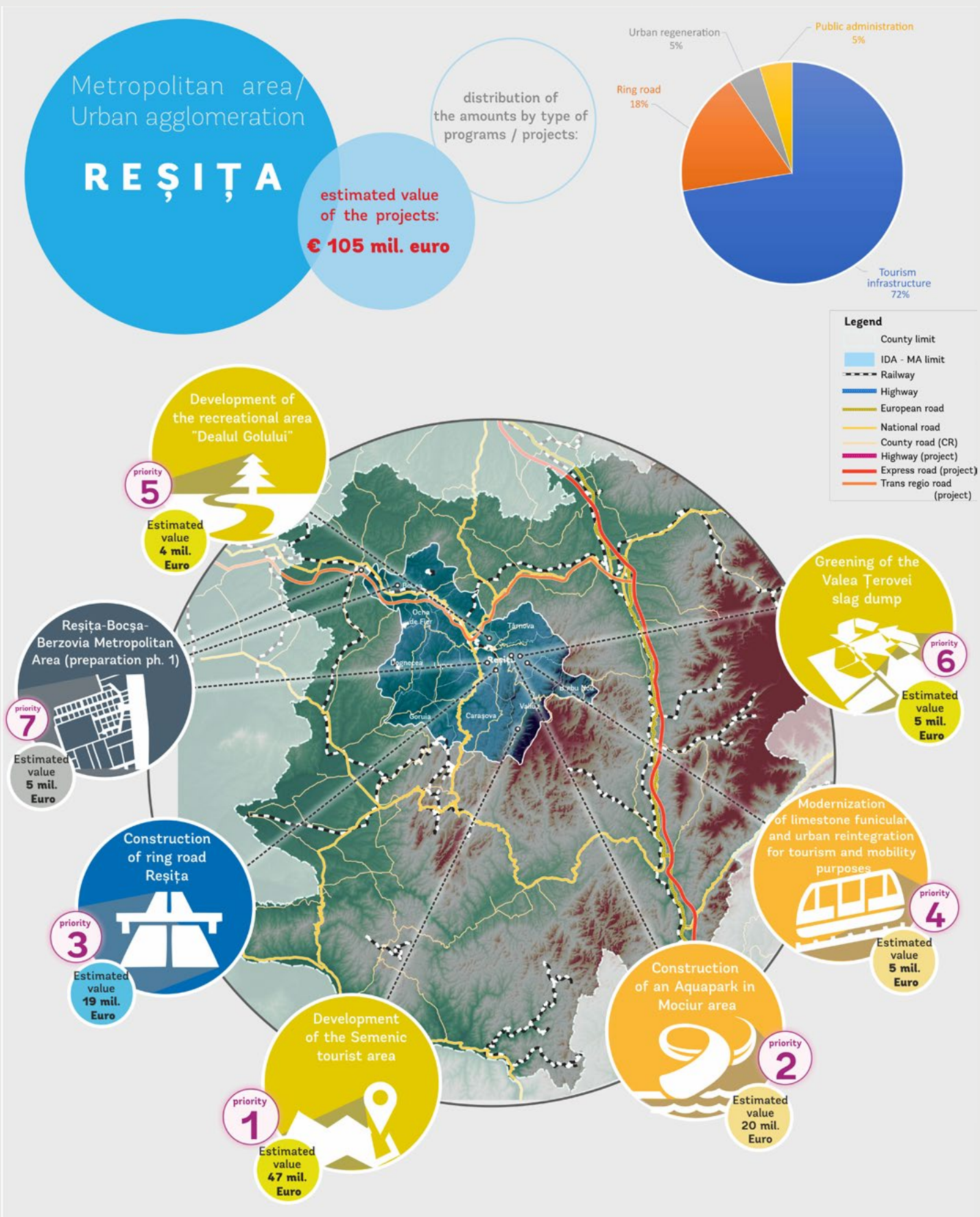
Visual representation of priority projects in Ploiești



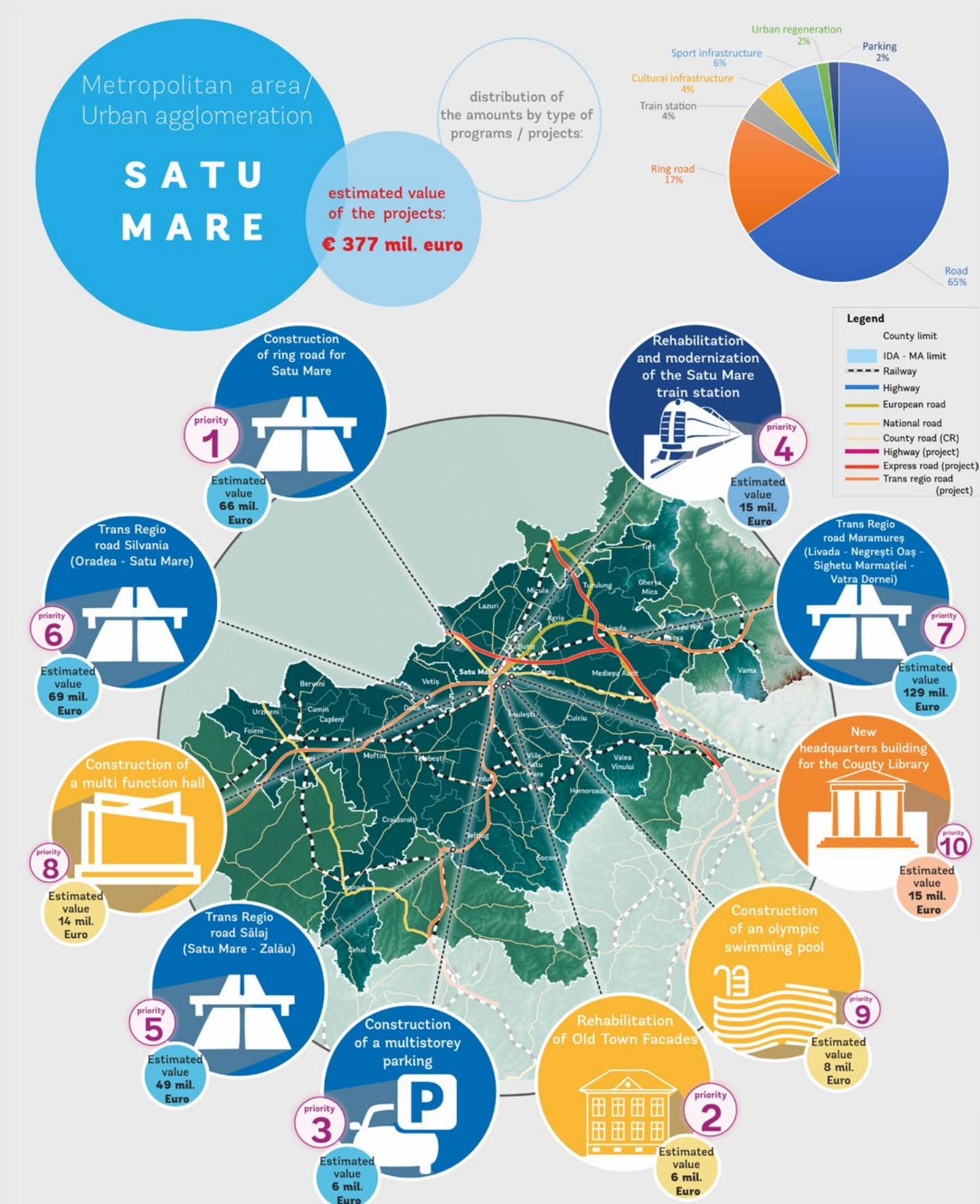
Visual representation of priority projects in Râmnicu Vâlcea



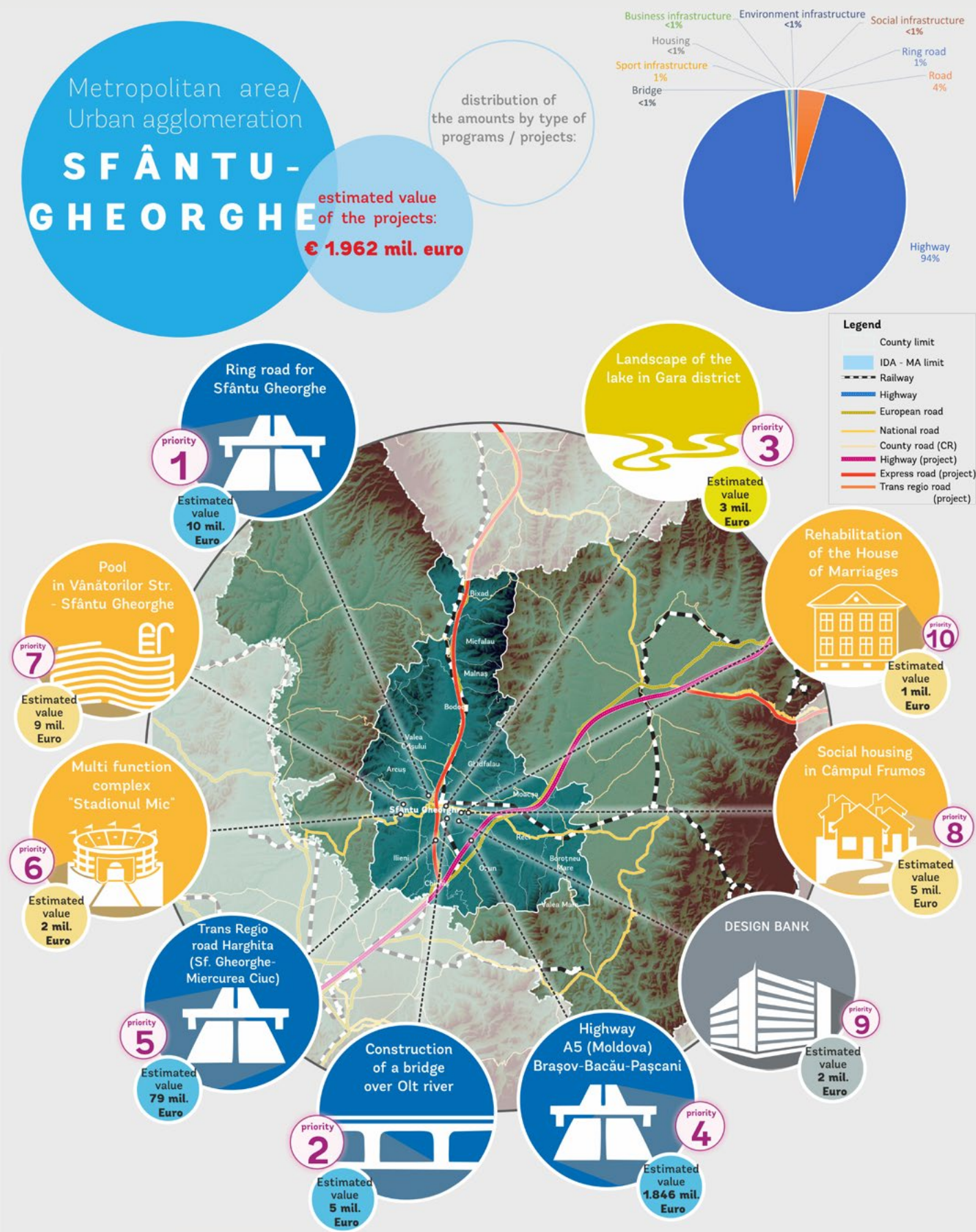
Visual representation of priority projects in Reșița



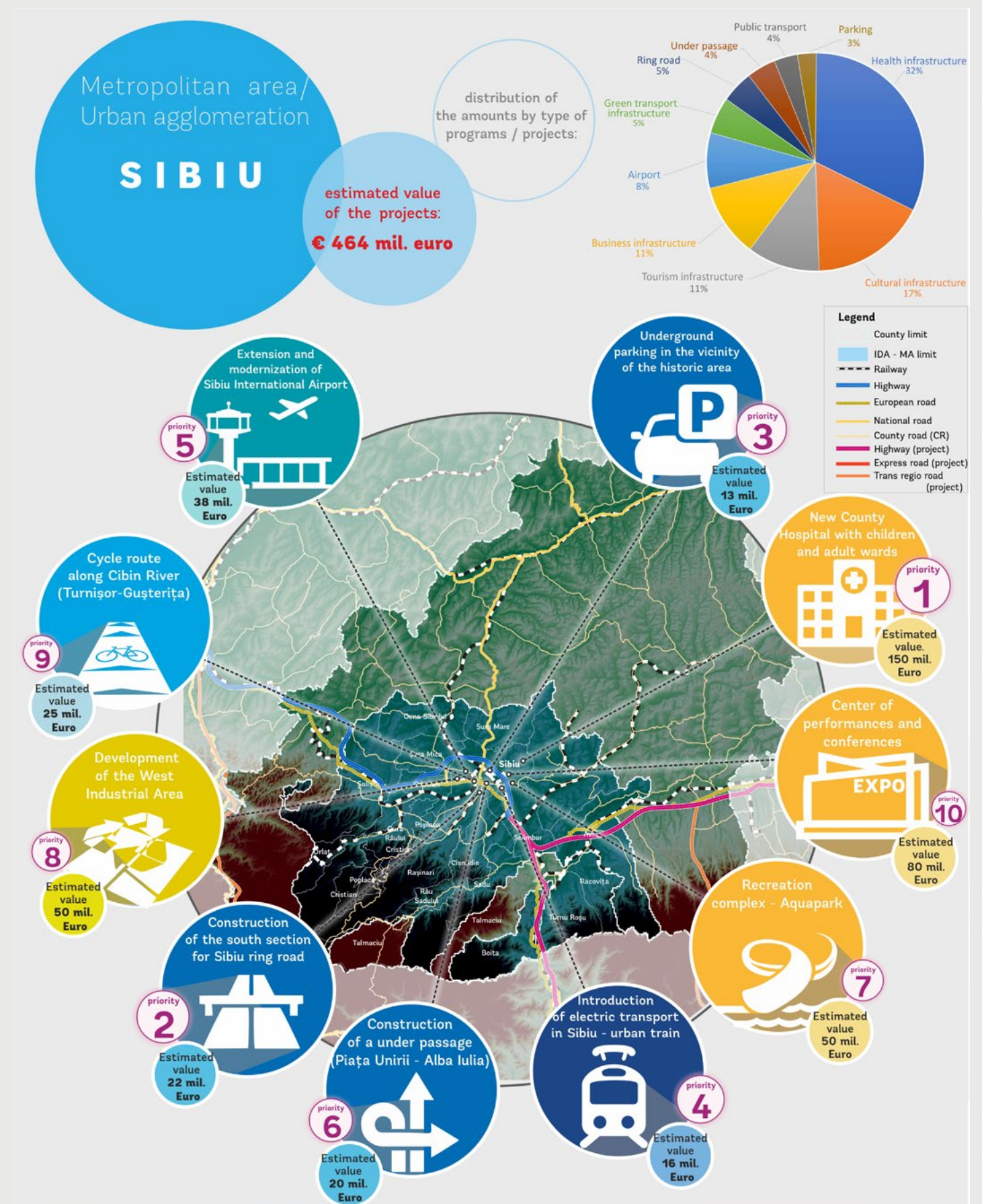
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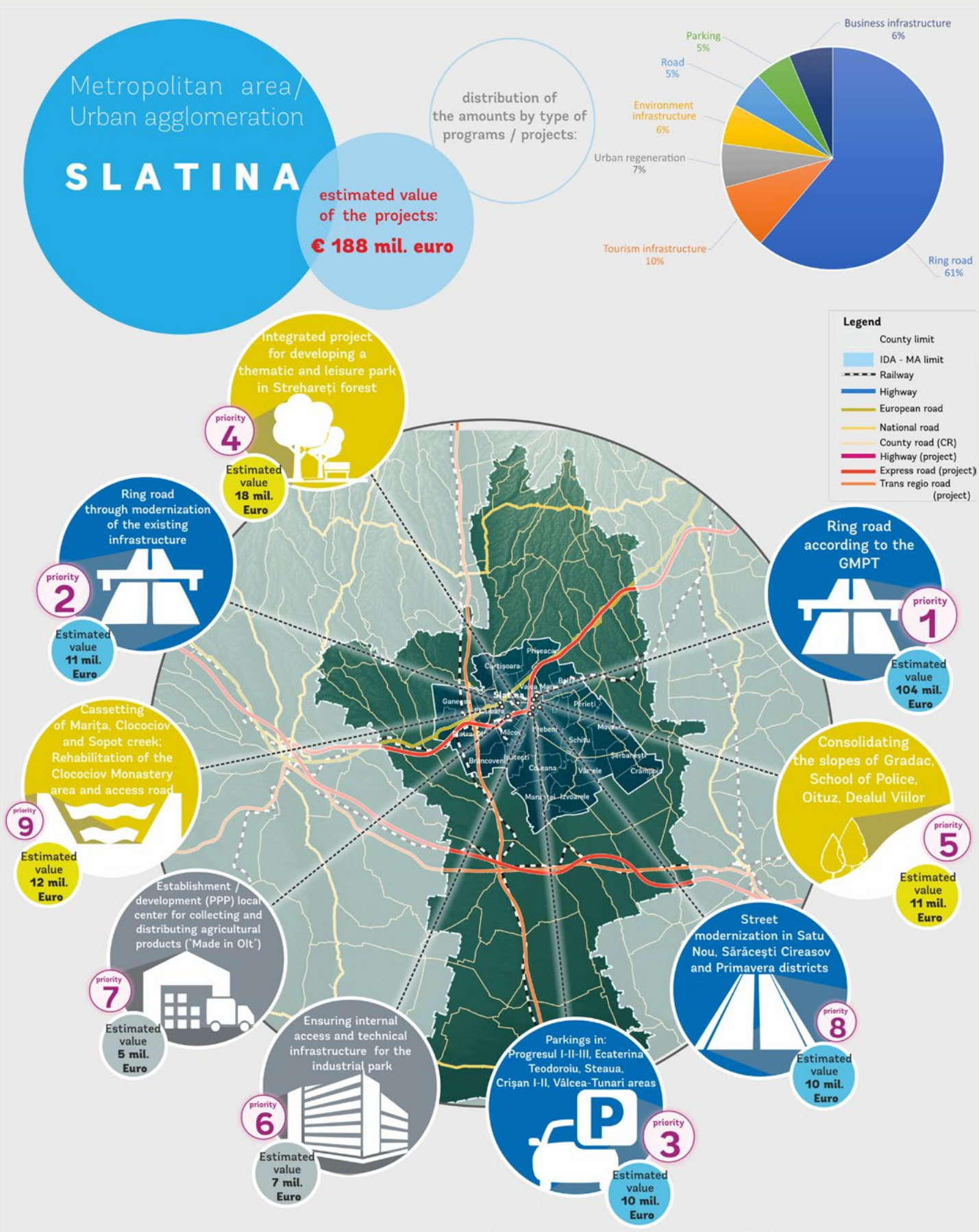
Visual representation of priority projects in Sfântu Gheorghe



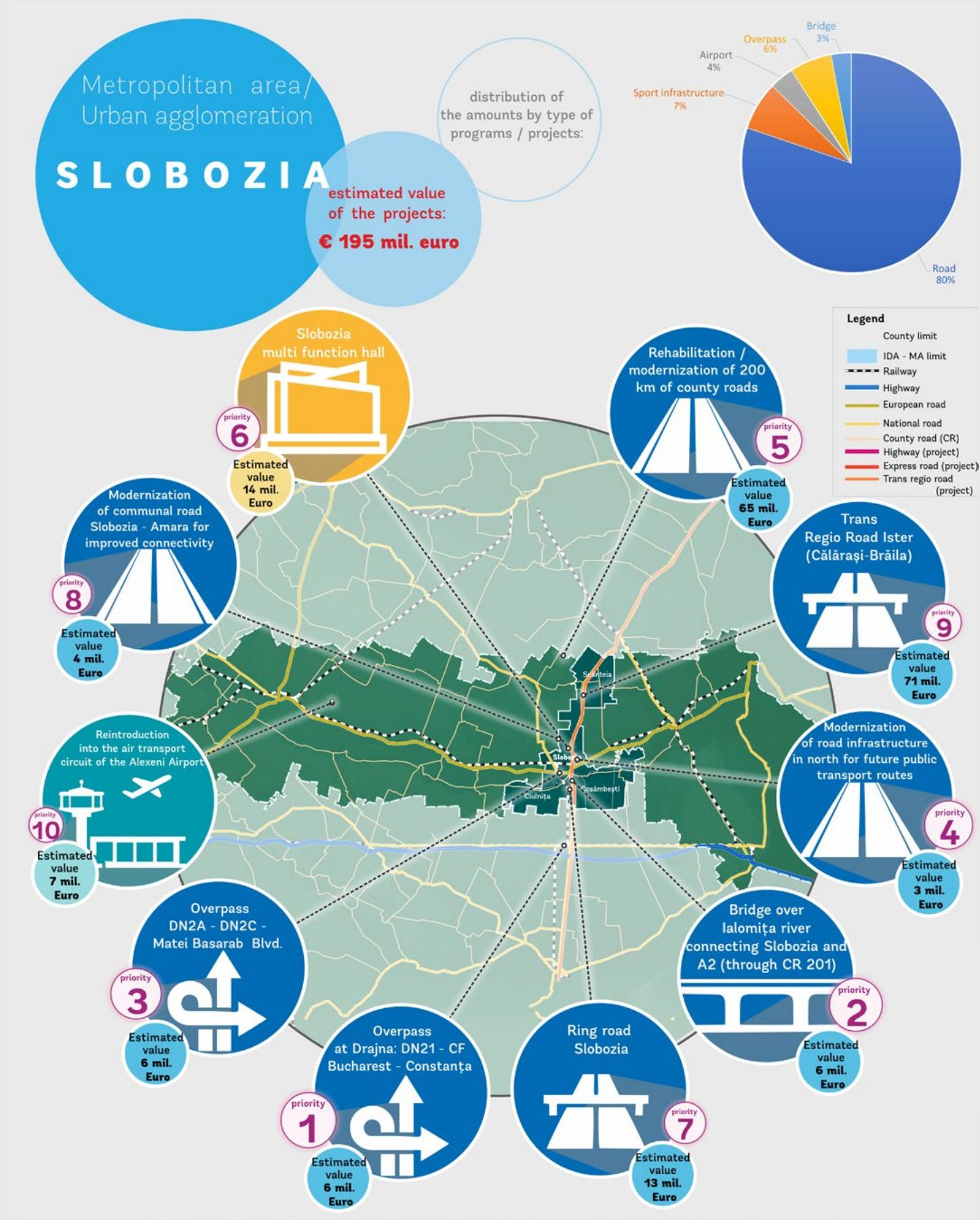
Visual representation of priority projects in Sibiu



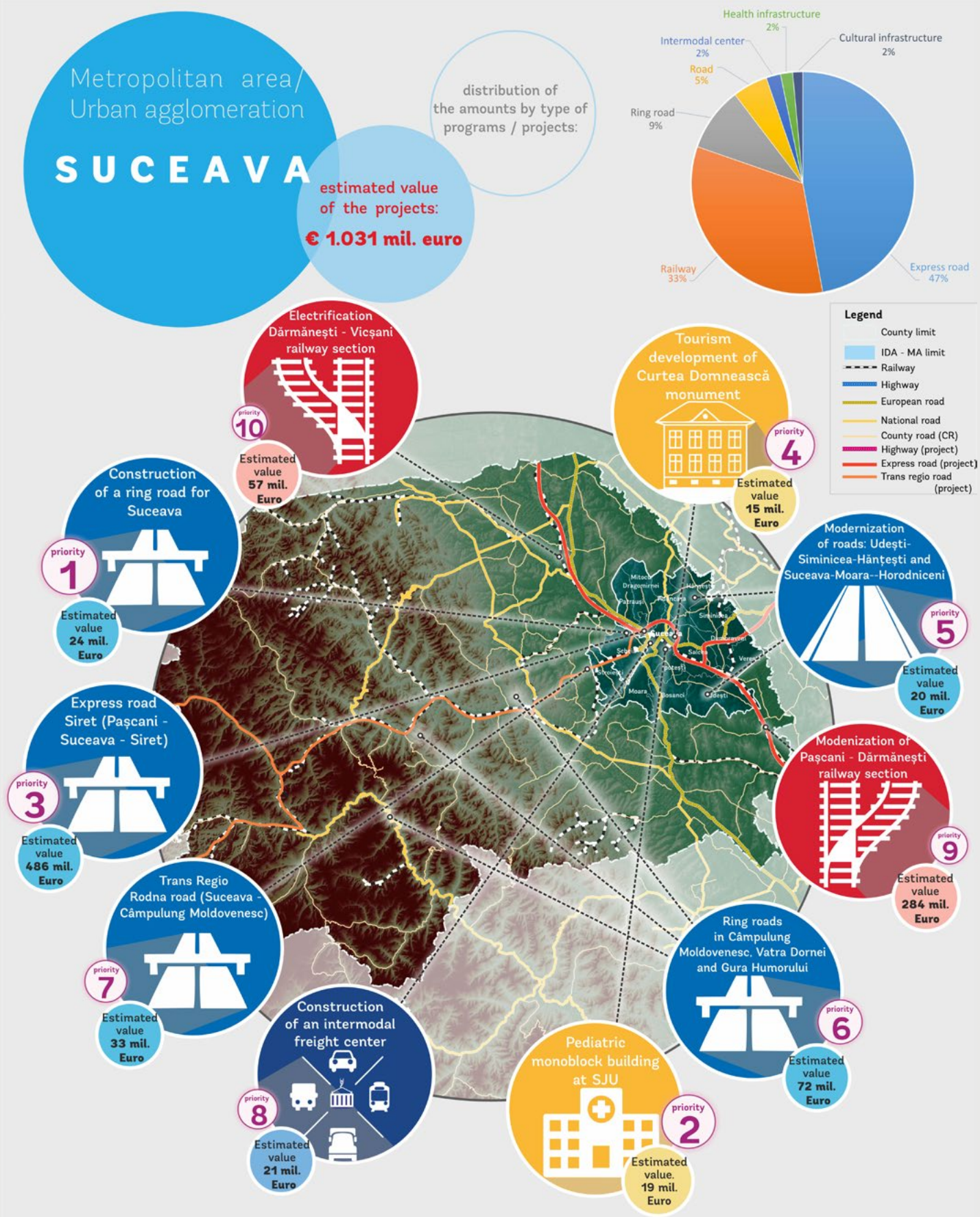
Visual representation of priority projects in Slatina



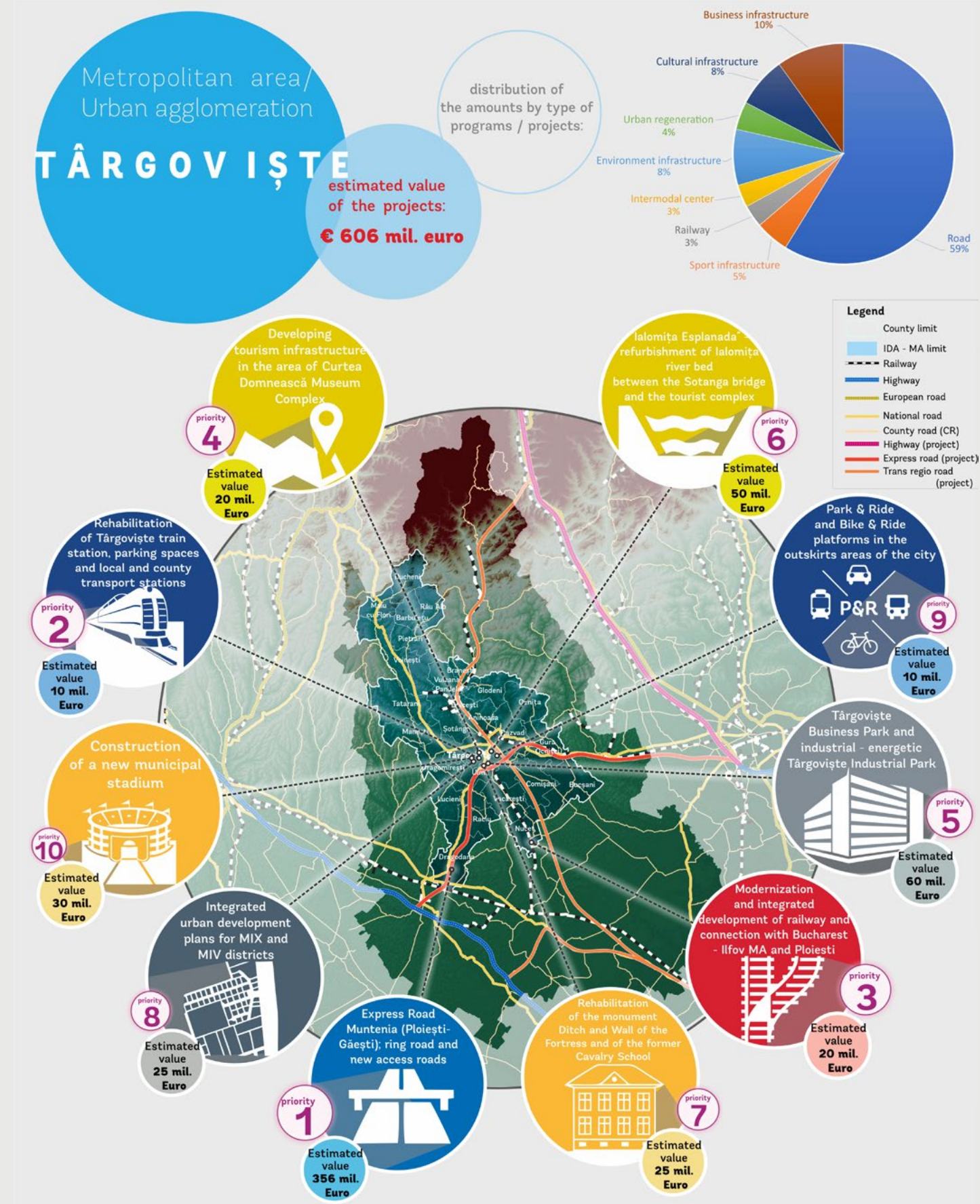
Visual representation of priority projects in Slobozia



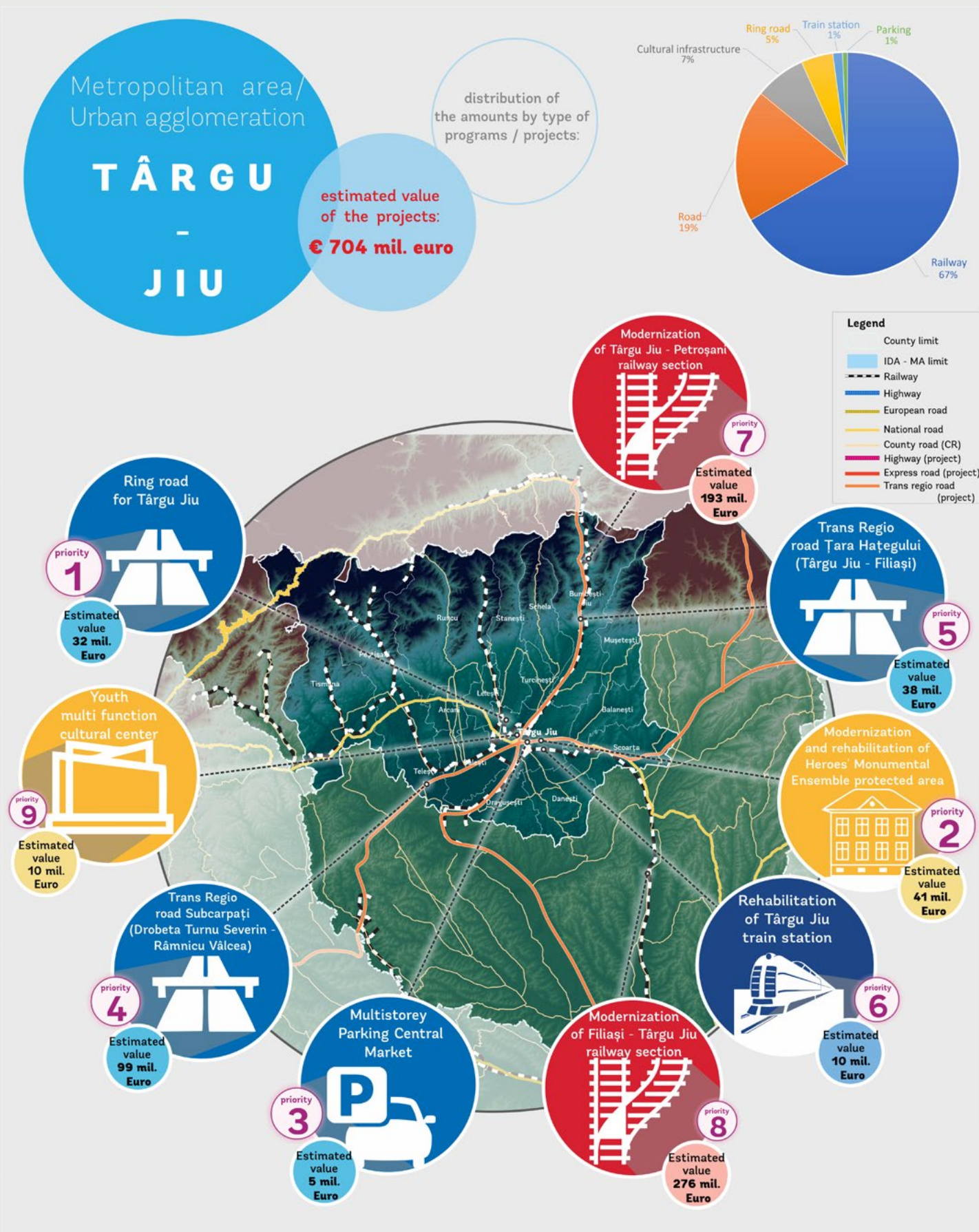
Visual representation of priority projects in Suceava



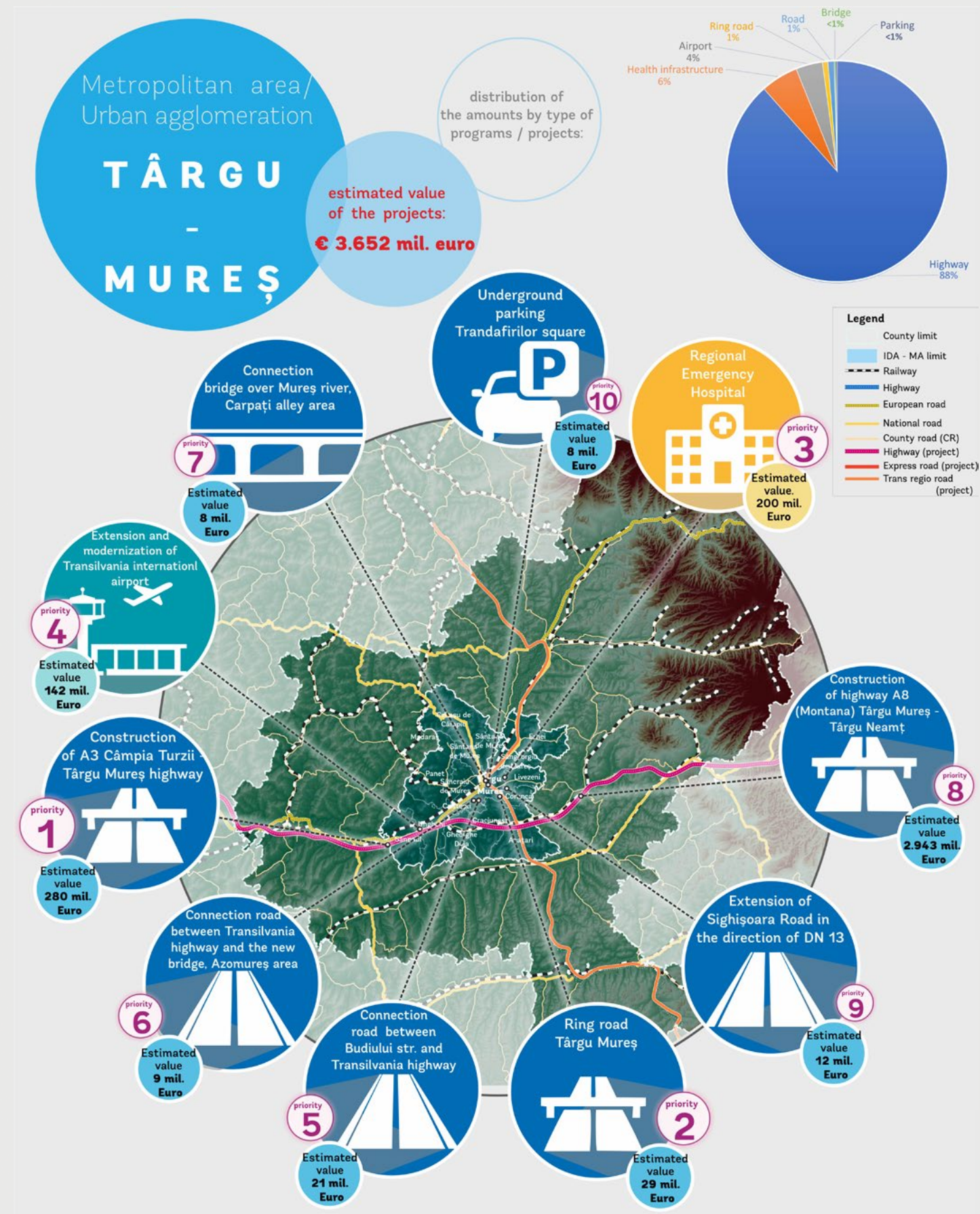
Visual representation of priority projects in Târgoviște



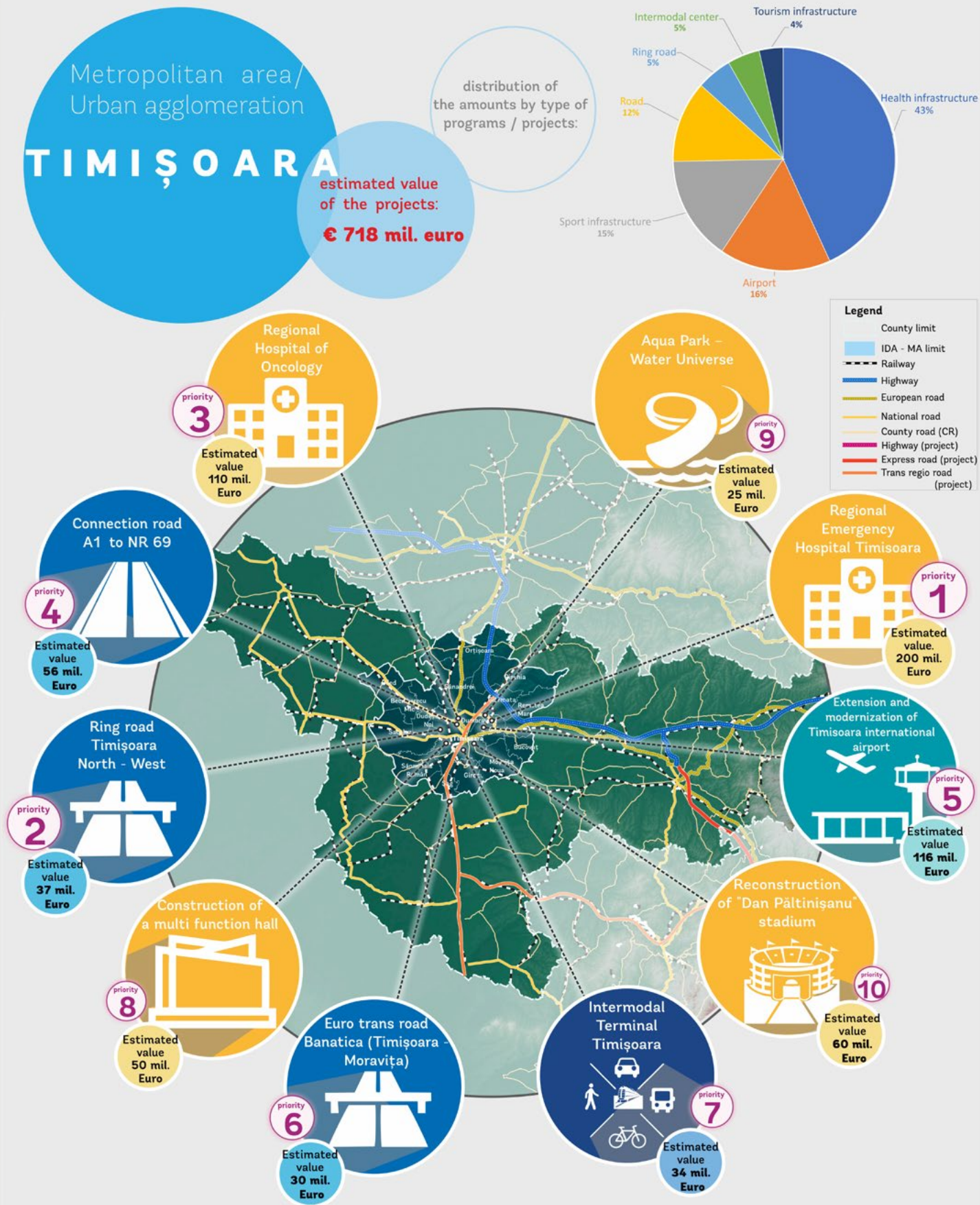
Visual representation of priority projects in Târgu Jiu



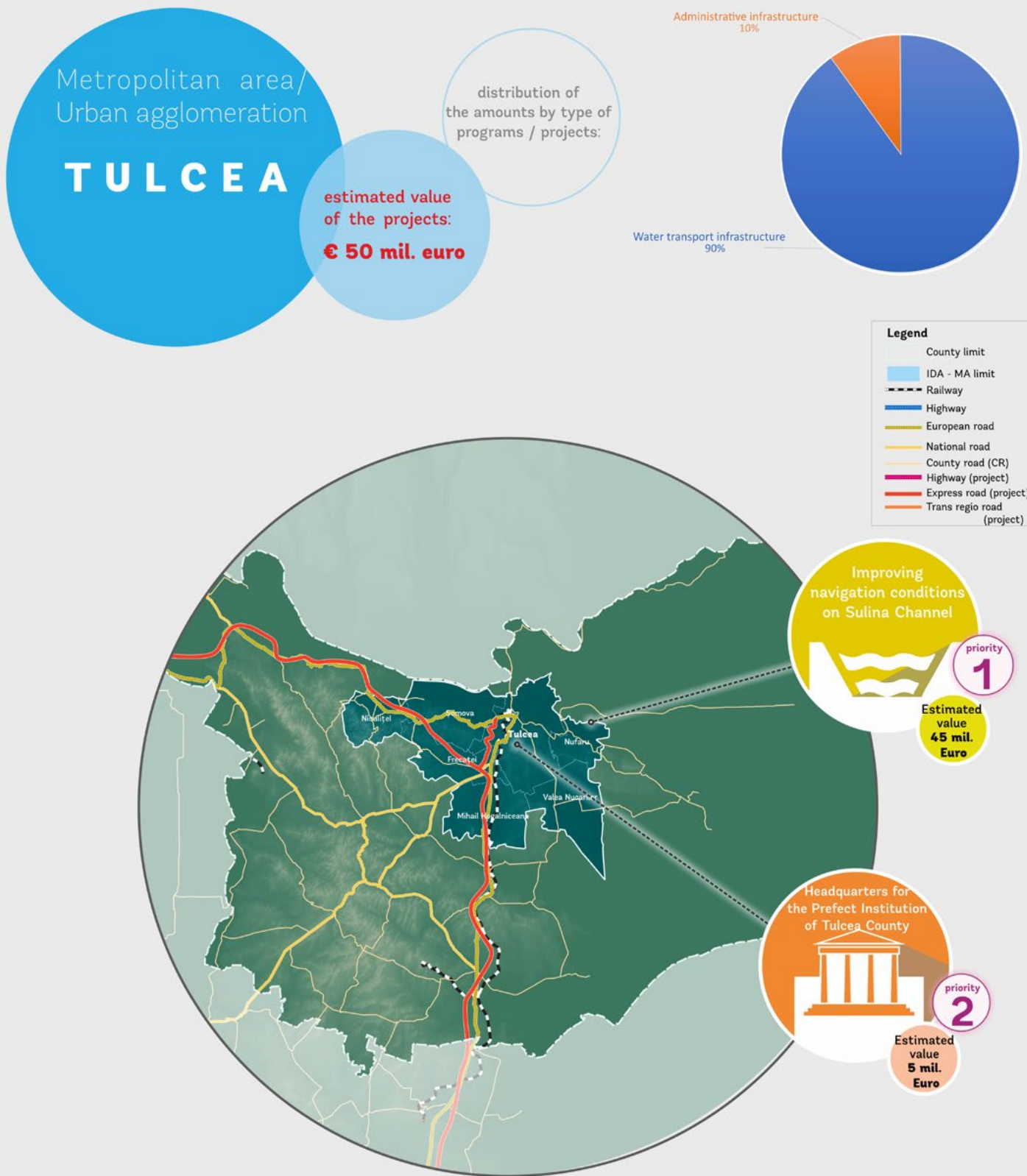
Visual representation of priority projects in Târgu Mureș



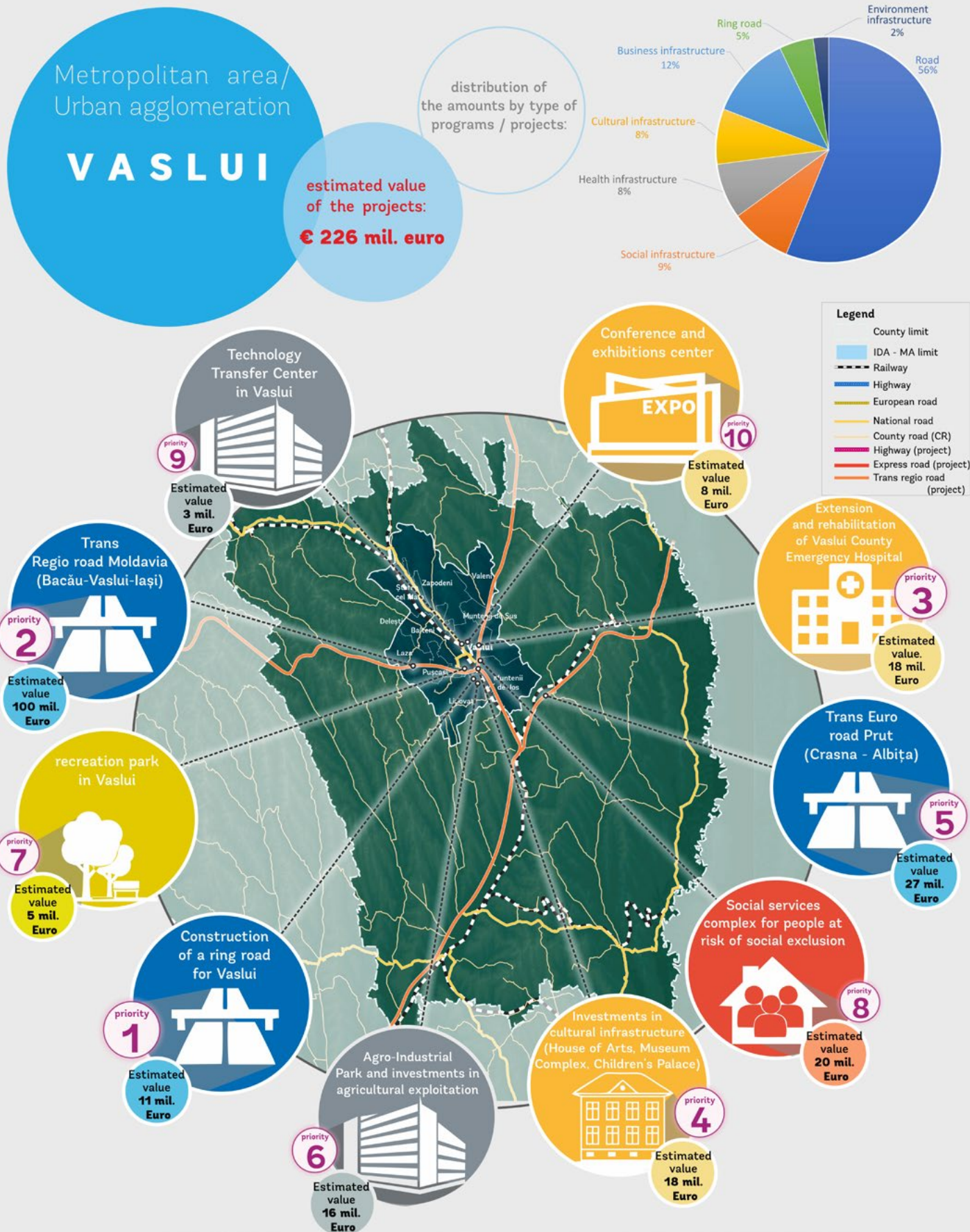
Visual representation of priority projects in Timișoara



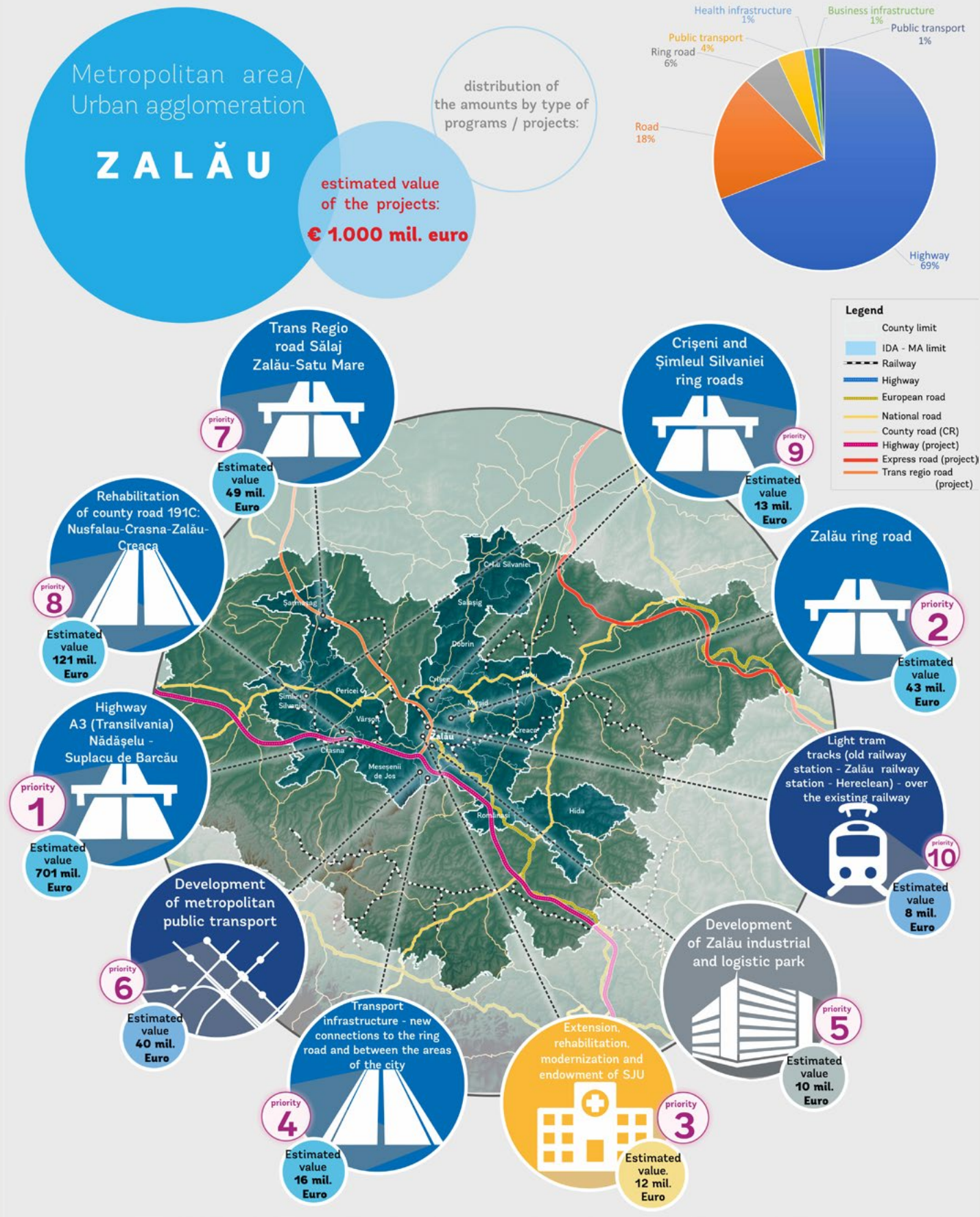
Visual representation of priority projects in Tulcea



Visual representation of priority projects in Vaslui



Visual representation of priority projects in Zalău



ANNEX 4. Public services covered by sub-national authorities in Romania, and normative acts mandating service provision

Numeric code	AREA	Name of public service	Normative acts	Performance level
1	COMMUNITY PUBLIC UTILITY SERVICES	Public service for sanitation of localities	Law no. 51/2006, Law no. 101/2006, ANRSC Order no. 82/2015	Local level
		Public service of water supply and sewerage	Law no. 51/2006, Law no. 241/2006, ANRSPGC Order no. 88/2007, no. 89/2007, no. 90/2007	Local level
		Public service of centralized heat supply	Law 51/2006, Law 325/2006	Local level
		Public lighting service	Law 51/2006, Law 230/2006	Local level
		Public and private domain management service of local interest	Law no. 51/2006, G.O. no. 71/2002, G.D. no. 955/2004	Local level
		Local public transport service	Law no. 51/2006, Law no. 92/2007, Order of the Ministry of Transport no. Regulation (EC) no. 972/2007, 1370/2007	Local level
2	PUBLIC ORDER SERVICES	The public service provided at the level of communes, cities, municipalities and districts of Bucharest in the areas of order, public peace and security of the goods, circulation on public roads, construction and street display, environment protection, commercial activities and records of persons	Law no. 155/2010	Local level
		The public service to ensure the protection of the goals of the county interest by the Community Police	Law no. 371/2004 on the establishment, organization and operation of the Community Police, Law no. 155/2010 of the local police; Law no. 60/1991 regarding the organization and carrying out of the public assemblies; Law no. 61/1991 for sanctioning the facts of violation of rules of social cohabitation, order and public peace; Law no. 333/2003 regarding the guarding of goals, goods, values and protection of persons; Law no. 550/2004 regarding the organization and operation of the Romanian Gendarmerie; Law no. 4/2008 on the prevention and combating of violence during competitions and sports games;	Local level
		Public service for the defense of fundamental rights and freedoms of the person, private and public property, prevention and detection of crimes and respect for the order and the public peace provided by the Romanian Police	Law no. 218/2002 on the organization and operation of the Romanian Police	Local and central level
		Public service for managing migration, asylum and the integration of foreigners	Art. 3,4,6,8,9,10 of the Government Emergency Ordinance no. 194/2002, republished, with further completions; Art.12,16,17,18,19,22,23,24,25,34,87 of Law no. 122/2006, as subsequently amended and supplemented, Government Emergency Ordinance no.102/2005	Central level
		The State border surveillance and control service for preventing and combating illegal migration and cross-border crime and ensuring public order in the area of competence of the Romanian Border Police	G.E.O. no. 104/2001	Central level
		The public service for the defense of order and public peace, citizens' fundamental rights and freedoms, public and private property, prevention and detection of crimes, protection of the fundamental institutions of the state and the fight against acts of terrorism provided by the Romanian Gendarmerie	Law no. 550/2004	Central level
		Public service for preventing and combating trafficking and illicit drug use and integrated consumers' assistance	G.D. no. 461/2011, G.D. no. 784/2013, Law no. 143/2000	Central and local level
		Public service control on the possession, port and use of weapons, parts and ammunition as well as on weapons and ammunition operations	Law 295/2004 on the weapon and ammunition regime - REPUBLISHING	Central and local level
		Public service to ensure the smooth and safe running of public roads, as well as the protection of life, bodily integrity and health of people involved in traffic or in the public road area	Emergency Ordinance 195/2002 on the movement on public roads - REPUBLISHING	Central and local level
		Public service for issuing criminal records	Law 290/2004 on the criminal record - REPUBLISHING	Central and local level

Numeric code	AREA	Name of public service	Normative acts	Performance level
3	PUBLIC HEALTH SERVICES	The public health management service in some of the sanitary units beds	Law no. 95/2006, G.E.O. no. 162/2003, G.D. no. 56/2009, G.D. no. 529/2010, G.D. no. 1028/2014	Local level
		The public service of medical care and dental medicine held in the educational establishments	Law no. 95/2006, G.E.O. no. 162/2003, G.D. no. 56/2009, G.D. no. 529/2010, G.D. no. 1028/2014	Local level
		Public service of state sanitary inspection	Law 95/2006	Central level
		Public primary care service	Law 95/2006	Local level
		Public health service in specialized ambulatories	Law 95/2006, GD no. 884 of June 3 rd , 2004 on the concession of medical office spaces, GEO no. 68/2008 on the sale of the private property spaces of the state or of the administrative-territorial units for medical offices, as well as of the spaces where the activities related to the medical act are carried out, ORDER No. 44/53 of January 202010 regarding the approval of measures to increase the efficiency of the medical ambulatory activity in order to increase the quality of medical act in the social health insurance system; GD no. 562 of May 102009 for the approval of the Decentralization Strategy in the Health System, Law 215/2001 of the Local Public Administration, Law no. 46/2003 of the patient's rights, Law no. 118 of May 2 nd , 2007 on the organization and operation of complementary/ alternative medicine activities and practices. ORDER no. 1030/2009 regarding the approval of sanitary regulation procedures for the projects of location, arrangement, construction and operation of the objectives performing activities at risk for the population's health condition, GD no. 303 of March 23 rd , 2011 for the approval of National Strategy for the rationalization of hospitals	Central and local level
		The public health service in the sanitary units with beds, other than the emergency hospitals, the medical-social care units and the sanitary units with beds in the network of local public administration authorities	Law 95/2006	Central level
		The public health service in the sanitary units with beds in the network of local public administration authorities	Law no. 95/2006, G.E.O. no. 162/2003, G.D. no. 56/2009, G.D. no. 529/2010, G.D. no. 1028/2014	Local level
		Public Emergency Medical Service and Qualified First Aid	Law 95/2006, Law no. 263/2004, ORDER no. 2021/691 of December 122008 for the approval of the Methodological Rules for the implementation of Title IV "National emergency medical assistance system and qualified first aid" of Law no. 95/2006 on health reform, Law no. 263/2004 on ensuring continuity of primary health care through permanent centers	Central and local level
		Public service for pharmaceutical assistance	Law 95/2006, Law no. 266/2008 of Pharmacy, Order no. 962/2009 for the approval of Rules regarding the setting up, organization and operation of pharmacies and drugstores, ORDER No. 75/2010 for the approval of Rules of Good Pharmaceutical Practice	Central and local level
		Public service control for medical devices	Law 95/2006; EMERGENCY ORDINANCE no. 2 of January 292014 for amending and completing the Law no. 95/2006 on the health reform, as well as for the amendments and completion of some normative deeds	Central level
		Public service in the field of organ, tissue and cell transplantation	Law 95/2006, ORDER no. 1290/2006 for the approval of Methodological rules for the implementation of Title VI "Carrying out of organs, tissues and cells of human origin for the therapeutic purposes" of Law no. 95/2006 on health reform, GD no. 760/2009 on the establishment of the National Register of Hematopoietic Stem Cell Volunteers Donors and for the approval of the establishment of an activity financed entirely from own revenues ORDER no. 951/2015 approving the Expenditure Monitoring Fiche of the National organ transplant program, tissues and cells of human origin; Law 104/2003 on manipulation of human bodies and removal of organs and tissues from corpses for transplantation - republished; Law 588/2004 approving the Government Ordinance no. 79/2004 on the establishment of the National Transplant Agency	Central and local level
		Public service for transfugiology medical care	Law 95/2006, Law no. 282/2005 on the organization of blood transfusion activity, donation of blood and blood components of human origin, as well as the assurance of sanitary quality and safety, for their therapeutic use;	Central and local level
		Public service for social health insurance	Law 95/2006; Emergency Ordinance 150/2002 on the organization and operation of the social health insurance system	Central and local level
		Public Service Management of National Health Programs	Law 95/2006	Central and local level
		Public service for accreditation of public and private hospitals	Law 95/2006; GD 629/2015 regarding the composition, attributions, manner of organization and operation of the National Authority for Quality Management in Health	Central level
		Recovery public service	Law 95/2006; Ordinance 109/2000 on spas, climatic and balneo-climatic resorts and spa and recovery medical care	Central and local level
		Public authorization service for the marketing of medicines	Law 95/2006; Law 360/2003 on the regime of dangerous chemical substances and preparations - Republished; Emergency Ordinance 91/2012 for the amendment and completion of some normative deeds in the field of health;	Central level
		Public Service for the protection of the mental health of population	Law 95/2006, Law no. 487/2002 Law of mental health and the protection of persons with psychiatric disorders	Central and local level

Numeric code	AREA	Name of public service	Normative acts	Performance level
4	SOCIAL ASSISTANCE	Public service for community health care	Law no. 95/2006, G.E.O. no. 162/2008, G.D. no. 56/2009, G.D no. 1028/2014, Law no. 292/2011, G.O. no. 68/2003, Law no. 197/2012, G.D. no. 118/2014, G.D. no. 867/2015, G.D. no. 978/2015	Local level
		Public service to prevent and combat domestic violence	Law no. 292/2011, G.D. no. 68/2003, Law no. 217/2003, Law no. 197/2012, G.D. no. 118/2014, G.D. no. 867/2015, G.D. no. 978/2015	Local and central level
		Public service for the protection and promotion of the child's rights	Law no. 292/2011, G.O. no. 68/2003, Law no. 272/2004, Law no. 197/2012, G.D. no. 118/2014, G.D. no. 867/2015, G.D. no. 978/2015, G.D. no. 423/2016	Local and central level
		Public service for the protection and promotion of the rights of persons with disabilities	Law no. 292/2011, G.D. no. 68/2003, Law no. 448/2006, G.D. no. 50/2015, G.D. no. 268/2007, G.D. no. 430/2008, MMFPSPV Order no. 67/2015, Law no. 221/2010, Law no. 197/2012, G.D no. 118/2014, G.D. no. 867/2015, G.D. no. 978/2015	Local and central level
		Public service for preventing and combating trafficking in human beings	Law no. 292/2011, G.D. no. 68/2003, Law no. 678/2001, Law no. 197/2012, G.D. no. 118/2014, G.D. no. 867/2015, G.D. no. 978/2015	Central and local level
		Public service for the administration of social care benefits	Social Assistance Law no. 292/2011, as amended and supplemented; S.G.G. Order no. 400/2015 for the approval of the Internal/Managerial Control Code of entities; Law no. 416/2001 on the minimum guaranteed income, as subsequently amended and supplemented; G.D. no. 50/2011 approving the Methodological rules for the implementation of provisions of Law no. 416/2001 on the minimum guaranteed income; G.D. no. 778/2013 for amending and completing the Methodological rules for the implementation of the provisions of Law no. 416/2001 on minimum guaranteed income, approved by the Government Decision no. 50/2011, of the Methodological rules for the implementation of provisions of Law no. 277/2010 regarding the family support allowance, approved by the Government Decision no. 38/2011, and the Methodological rules for the implementation of the provisions of Government Emergency Ordinance no. 70/2011 on social protection measures during the cold season, approved by the Government Decision no. 920/2011; Law no. 260/2008 on compulsory insurance of housing against earthquakes, landslides and floods, republished; EMERGENCY ORDINANCE no. 111 of December 8 2010 (*updated*) on parental leave and indemnity. (updated until July 1 2016*) Order no. 1313/2011 on the approval of the Action Plan for the implementation of the Social assistance reform strategy;	Central and local level
		Public service for the protection of elderly	Law no. 292/2011, G.O. no. 68/2003, Law no. 17/2000, Law no. 197/2012, G.D. no. 118/2014, G.D. no. 867/2015, G.D. no. 978/2015, G.D. no. 566/2015, G.D. no. 479/2016	Local and central level
		Public service for the protection of homeless people	Law no. 292/2011, G.O. no. 68/2003, Law no. 197/2012, G.D. no. 118/2014, G.D. no. 867/2015, G.D. no. 978/2015	Local level
		Public service for the protection of people with different addictions	Social assistance Law no. 292/2011, as amended and supplemented; Decision no. 867/2015 for the approval of the Social services nomenclature and of the framework regulations for the organization and operation of social services	Central and local level
		Social services for persons deprived of their liberty, persons punished by educational measures or punishments non-depriving the liberty.	Law no. 292/2011	
		Public accreditation service of social service providers	Law 292/2011 Law on social assistance; Order 424/2014 approving the specific criteria underlying the accreditation of social service providers; Law 197/2012 on quality assurance in the field of social services; G.D. 867/2015 for the approval of the Social service nomenclature, as well as the framework regulations for the organization and operation of social services	Central level
		Public Service of Social Inspection	Emergency Ordinance no. 113 of December 21 2011 on the organization and operation of the National Agency for Payments and Social Inspection; Government Decision no. 151 of March 13 2012 regarding the approval of its own organization and operation Statute of the National Agency for Payments and Social Inspection	Local and central level
5	PUBLIC SERVICES IN THE FIELD OF TOURISM	Local public mountain rescue service	G.O. 58/1998, G.D. 77/2003	Local level
		Local public rescue service of water rescue and first aid	G.O. 58/1998, G.D. 1136/2007	Local level
		Authority and control service of tourism reception structures	Art. 2, par. (1), letters a, b, c of the Decision no. 9 of January 9 2013, Government Decision 20/2012	Central level
		Public service to promote tourism and to develop destinations, forms and tourism products	Art. 2, par. (1), letter e) of the Decision no. 9 of 9 January 2013	Central level
		Classification of tourist accommodation facilities	Decision no. 1267/2010 on the issue of classification certificates, licenses and tourism certificates	Central level
6	PUBLIC HOUSING SERVICES	Public service for social housing management	Law no. 114/1996	Local and central level

Numeric code	AREA	Name of public service	Normative acts	Performance level
7	COMMUNITY PUBLIC SERVICES FOR EMERGENCIES	Public emergency voluntary service	Law no. 481/2004, G.O. no. 88/2001, G.E.O. no. 21/2004, MAI Order no. 96/2016	Local
		Professional public emergency service	G.O. no. 88/2001 on the establishment, organization and operation of community public services for emergency situations; Law no. 481/2004 on Civil Protection - Republished, GEO no. 179/2000 on the passage of military units of civil protection from the Ministry of National Defense to the Ministry of Interior, as well as the amendment and completion of the Civil Protection Law no. 106/1996, of the Government Ordinance no. 47/1994 on the defense against disasters and Government Emergency Ordinance no. 14/2000 on the establishment of civil protection formations for disaster emergency intervention; Law no. 307/2006 on fire protection; GEO no. 14/2000 on the establishment of civil protection formations for disaster emergency response	Central and local level
		Public support 112	GEO 34/2008 on the organization and operation of the Single national system for emergency calls, Government Decision no. 682/2009 on the approval of the Regulation on the organization and operation of the National Committee for Coordinating the Activities of the Single national emergency call system and of the permanent technical Secretariat	Central and local level
8	RECORDS OF PERSONS	The public service for the registration of persons	G.O. no. 84/2001, G.E.O. no. 97/2005, G.D. no. 1375/2006	Local and central level
		Public Passport Issuing Service	Art. 1 of the Ordinance no. 83/30.08.2001, on the establishment, organization and operation of the community public services for the issuance and keeping the record of simple passports and the public communitarian services of driving licenses and registration of vehicles; Law no. 248 of July 202005, as subsequently amended and supplemented; Decision no. 556 of April 262006 regarding the date of issuance of temporary simple passports and their form and content; Government Decision no. 94/2006 for approving the Methodological Rules for the implementation of Law no. 248/2005 regarding the regime of free movement of Romanian citizens abroad, with subsequent amendments and completions;	Local level
		The Public service for the record and issuance of driving licenses, registration certificates and license plates	Art. 2 of the Decision no. 1767 of October 21: 2004 on the organization and operation of the community public services, the driving license and vehicle registration regime; Order of MAI no. 268 of December 82010 on the examination procedure for obtaining the driving license; Order no. 1501 of November 132006 on the procedure for the matriculation, registration, erasure and issuance of provisional driving license or vehicle samples; Art. 1.11 of the Ordinance no. 83/30.08.2001, on the establishment, organization and operation of the community public services for the issuance and keeping the records of passports and the communitarian public services of the driving and registration of vehicles;	Local level
		Public Service for granting, regaining, renouncing and withdrawing Romanian citizenship	Art. 2, paragraph (1) of the Order no. 745/C of February 272014 on the approval of Regulation on the organization and operation of the National Authority for Citizenship; Emergency Ordinance no. 194 of December 122002, regarding the regime of foreigners in Romania, amended and updated, Law no. 122 of May 42006, regarding the asylum in Romania, amended and updated, Ordinance no. 44 of January 292004 on the social integration of foreigners who have acquired a form of protection or a right of residence in Romania, as well as of the citizens of the European Union Member States and the European Economic Area, amended and updated; Law no. 21 of March 1 1991, regarding the Romanian citizenship, amended and updated;	Central level
9	SPATIAL TERRITORY MANAGEMENT	Public service for the release of urban planning certificate	Law 50/1991 regarding the authorization of construction works, as republished, with the subsequent completions and amendments; Law 401/2003 amending and supplementing Law 50/1991 on the authorization of the execution of construction works; Law 199/2004 amending and supplementing Law 50/1991; Law 350/2001 on Territorial Planning and Urbanism; Order no. 839 of 2009 for the approval of Methodological Rules for the implementation of Law no. 50/1991 regarding the authorization of execution of the construction works, as subsequently amended and supplemented	Local level
		Urbanism service	Law 350/2001 on Territorial Settlement and Urban Planning including the interventions made by: G.O. 69/2004; Law 289/2006; G.O. 18/2007; G.O. 27/2008; Law 242/2009; Law 345/2009; GEO 7/2011; Law 162/2011; GEO 81/2011; Law 221/2011; GEO 85/2012; Law 190/2013; Law 229/2013; Law 302/2015; Law 303/2015; Law 324/2015; GEO 7/2016	Central and local level
		Territory planning service	Law 350/2001 on Territorial Settlement and Urban Planning including the interventions made by: G.O. 69/2004; Law 289/2006; G.O. 18/2007; G.O. 27/2008; Law 242/2009; Law 345/2009; GEO 7/2011; Law 162/2011; GEO 81/2011; Law 221/2011; GEO 85/20	Central and local level
		Public service for quality assurance in construction	Law 177/2015 amending and completing Law 10/1995 on quality in construction; G.O. 63/2001 on the establishment of the State Inspectorate of Construction, approved with amendments by Law 707/2001, as subsequently amended and supplemented; GD 525/2013 for the approval of general and specific tasks, the organizational structure and the maximum number of stations, as well as the regulation of car park and fuel consumption of the I.S.C.; Order no. 1500 of 20.08.2014 amending and supplementing the Order of Deputy Prime Minister, Minister of Regional Development and Public Administration no. 3362/2013 for the approval of detailed organizational structure at the level of departments, services, offices and compartments, the I.S.C. position state - the central institution and regional inspectorates and registered offices, the area of competence, as well as the assignment of county inspectorates in constructions, subordinated to them; Order of the Minister of Regional Development and Public Administration no. 322 of 2015 on the approval of the organization and operation Regulation of the ISC; Order of Inspector General no. 130 of 12.03.2014 for the approval of the Internal Regulations of the I.S.C.; Order no. 261/2016 of April 272016 on access to public information at the I.S.C. level	Central and local level
		Public cadastral service	Law no. 7/1996, as republished in 2013, cadaster law and real estate advertising	Central and local level
		Public service of technical, economic and legal evidence of buildings	Law no. 7/1996, as republished in 2013, cadaster law and real estate advertising	Central and local level

Numeric code	AREA	Name of public service	Normative acts	Performance level
10	EDUCATION	Public pre-school service	Law no. 1/2011- the law of national education, as subsequently amended and completed;	central - deconcentrated
		Public service for primary education	Law no. 1/2011- the law of national education, as subsequently amended and completed;	central - deconcentrated
		Public service for secondary education	Law no. 1/2011- the law of national education, as subsequently amended and completed;	central - deconcentrated
		Public secondary education service	Law no. 1/2011- the law of national education, as subsequently amended and completed;	central - deconcentrated
		Public service vocational education	Law no. 1/2011- the law of national education, as subsequently amended and completed;	central - deconcentrated
		Public service for higher education	Law no. 1/2011- the law of national education, as subsequently amended and completed; Law 288/2004 on the organization of the university studies, with subsequent amendments and completions; Government Emergency Ordinance 133/2000 on university and postgraduate education with fees, over the places financed from the state budget.	Central level
		Special and specially integrated public educational service	Law no. 1/2011- the law of national education, as subsequently amended and completed;	central - deconcentrated
		Public service for pre-university military education	Law no. 1/2011- the law of national education, as subsequently amended and completed;	central - deconcentrated
		Public service of military higher education and education of information, public order and national security	Law no. 1/2011- the law of national education, as subsequently amended and completed;	Central level
		Public service evaluation and school and professional orientation	Law no. 1/2011- the law of national education, as subsequently amended and completed;	central and central- deconcentrated
		Public service for recognition and equivalence of diplomas and professional qualifications	Law no. 1/2011- the law of national education, as subsequently amended and completed;	Central level
		Public education service for children and young people capable of high performance	Law no. 1/2011- the law of national education, as subsequently amended and completed;	central - deconcentrated
		The Public education service within the "School After School" program	Law no. 1/2011- the law of national education, as subsequently amended and completed;	Central deconcentrated; central and local
		The public pre-university alternative education service	Law no. 1/2011- the law of national education, as subsequently amended and completed;	central - deconcentrated
		Public school library management service, documentation and information centers and digital school resources	Law no. 1/2011- the law of national education, as subsequently amended and completed; Law no. 8/1996 on copyright and related rights	central - deconcentrated
		Public Service of school inspectorate	Law no. 1/2011- the law of national education, as subsequently amended and completed;	central - deconcentrated
		Public education service in children's palaces and clubs;	Law no. 1/2011- the law of national education, as subsequently amended and completed;	central - deconcentrated
		Public management service for research activities and research & development projects	Law no. 1/2011- National education Law, as amended and supplemented, G.O. 57/2002 on scientific research and technological development	Central level
		Public service of management system for benchmark statistics for higher education	Law no. 1/2011- the law of national education, as subsequently amended and completed;	Central level
		Public education service within permanent education programs	Law no. 1/2011- the law of national education, as subsequently amended and completed;	Central level
		Public management service of the national qualification framework	Law no. 1/2011 - the law of national education, with subsequent amendments and completions; GEO 75/2005 on quality in education	Central level
		Public management service for adult vocational training	Government Ordinance no. 129/2000 on the vocational training of adults with subsequent amendments and completions; Law 53/2003-Labor Code	Central level
		Research and development public service	Law no. 1/2011- National education Law, as amended and supplemented, G.O. 57/2002 on scientific research and technological development	Central level
		Public service for assessment and examination in pre-university education	Law no. 1/2011 - the law of national education, with subsequent amendments and completions; Government Emergency Ordinance no. 75/2005 on the quality assurance of education	Central level
		Public management service of space activities	Law no. 40 of June 28-1993 for the ratification of the Agreement between the Government of Romania and the European Space Agency (ESA) on peaceful spatial cooperation	Central level
		Public service for diploma equivalence	Law no. 1/2011- the law of national education, as subsequently amended and completed;	Central level

Numeric code	AREA	Name of public service	Normative acts	Performance level
11	EMPLOYMENT AND LABOR RELATIONS	Public service to empower employment	Law no. 76/2002, G.D. no. 174/2002, Law no. 219/2015, G.D. no. 377/2002, Law no. 72/2007, Law no. 202/2006	Central level
		Occupational safety and health services	Law no. 319/ 2006 of occupational health and safety.	Central and local level
		Labor inspectorate service	Law 108/1999 on the establishment and organization of Labor Inspection as amended by Law 51/2012	Central and local level
		Social security services for migrant workers	Law 90/2008 approving GEO 116/2007 on the organization and operation of the National Agency for Social Benefits; Order 123/2008 of the minister of labor, family and equal opportunities and Order 281/2008 of the Minister of public health on the establishment and functioning of the commission for Social Security for Migrant Workers; Decision 1577/2009 on the determination of the number of labor permits that may be issued to foreigners; Order no. 1430/2009 of the minister of labor, family and equal opportunities and Order no. 184/2009 of the minister of administration and interior and order 5392/2009 of the minister of education, research and innovation on the amendment and completion of the order of the minister of labor, family and equal opportunities, the minister of interior and administrative reform and the minister of education, research and youth no. 742/303/2720/2007 approving the guidelines for the implementation of the provisions of council regulation (EEC) 1408/1971 on the application of social security schemes to employed workers, to self-employed workers and to family members traveling within the Community and of Regulation no. 574 of 1972	Central and local level
		Public pension service	Law no. 263/2010 on the unitary pension system; Law no. 142/2016 for the amendment of Law no. 263/2010 on the unitary pension system	Central and local level
		Public service for the protection of individuals under the unemployment insurance scheme	Law no. 76/2002 on the unemployment insurance system and the stimulation of employment	Central and local level
12	PERFORMING THE ACT OF JUSTICE	Probation public service	Law no. 252/2013, Law no. 254/2013	Central level
		Public service of the judicial police	Law no. 218/2002	Central level
		Public service for the execution of punishments	Law no. 254/2013	Central level
		Public service for the protection of witnesses	Law 682/2002 on the protection of witnesses - REPUBLISHING*)	Central level
		Public service for the management of disposed goods	G.O. 14/2007 for the regulation of the manner and conditions for capitalization of the goods entered, according to law, in the private property of state, republished; Law 318/2015 on the establishment, organization and operation of the National Agency for disposed Goods and for the amendment and completion of some normative deeds	Central and local level
13	ENVIRONMENT PROTECTION	Protected area management service	Chapter 2 of the Emergency Ordinance no. 57/2007, Law no. 82/1993; Law no. 5/2000, Law no. 167/2010; G.E.O. no. 195/2005; G.D. no. 1284/2007	Central and local level
		Hydrographic basin management service	Emergency Ordinance no. 244/2000; Law No.107 of September 25-1996, with subsequent amendments and completions	Central level
		Public service for the administration of the national forestry fund/public service	Law no. 46/2008; Government Decision no. 996/27.08.2008, Chapter 3 of Ordinance no. 96 of August 27-1998	Central and local level
		Public service for sustainable forest management	G.D. no. 1.476 of December 12-2002; Art. 5, letter a, Art. 19-25, Art. 97-101 of Law no. 46/2008	Central and local level
		Public service for sustainable development of the national forest fund	Law no. 46/2008; G.D. no. 996/27.08.2008	Central level
		Public service to control forestry compliance	Chapter 4 of Government Ordinance No. 96 of August 27-1998	Central level
		Public service for the management and administration of the hunting habitat of Romania	Law no. 407 of November 9-2006	Central and local level
		Public service for the management of protected natural areas	GEO 57/2007; Order 1533/2008	Central and local level
		Public service for the conservation of natural habitats, wild flora and fauna	Chapter 3 of Law no. 73/2015 regarding the approval of G.O. no. 20/2014 for the amendment of G.E.O. no. 57/2007; Regulation (EC) no. 338/97 of Council on December 9-1996	Central level
		Public service for classification and management of radioactive waste	GEO no. 195/2005, Law no. 211/2011, G.D. no. 856/2002	Central level
		Public service for the control of waste management	GEO no. 195/2005, Law no. 211/2011, G.D. no. 856/2002	Central level
		Public service to conduct regulatory procedures for projects or activities that may have significant environmental effects	Art. 63, par. 1, letter a, j, k, l of the Annex to the Order no. 3/04.01.2016	Central level
		Public service to control compliance with environmental protection measures	Art. 13, letter v of the Decision no. 564 of July 30-2013 amending the Government Decision no. 1.005/2012, chapters 13, 14 of the Emergency Ordinance no. 195 of 22/12/2005	Central level

Numeric code	AREA	Name of public service	Normative acts	Performance level
13	ENVIRONMENT PROTECTION	Public service for the management of dangerous substances and preparations	Chapters 3 and 4 of the Emergency Ordinance no. 195/2005 of 22/12/2005, Law 360/2003;	Central level
		Public service for the management of fertilizers and plant protection products	Chapter 5 of Emergency Ordinance no. 195/2005 of 22/12/2005, art.27.2.1 of the Decision no.713/13.09.2013	Central level
		Public Service for the authorization and management of activities involving genetically modified organisms obtained by modern biotechnology techniques	Art. 35-44 of GEO 195/2005;	Central level
		Public Service for the Management of Nuclear Activities	Law no. 111/1996 of 10/10/1996, with subsequent amendments and completions, Law no. 703/2001- Decision no. 623/2009 of 20/05/2009, Government Decision no. 1627/2003; Chapter 7 of GEO 195/2005;	Central level
		Public service for the protection of waters and aquatic ecosystems	art.55,56,57,58 of GEO 195 2005; Decision no. 53 of 29/01/2009, art.2, letter d of Law 107/1996, updated	Central level
		Public service for atmospheric protection, climate change, environmental noise management	cap.10 of GEO 195/2005	Central level
		Public service for soil, subsoil and terrestrial ecosystems protection	CHAP.11 of Government Emergency Ordinance 195/2005; Government Decision no. 1403/26.11.2007	Central level
		Public service for the protection of human settlements	Art. 61,62,63,64 of Law 137/1995, with subsequent amendments and completions; CHAP.12 of GEO 195/2005	Central level
		Public service of meteorology	Law no. 139 of 24.07.2000; G.D. No. 1405/02.09.2004	Central level
14	YOUTH PROTECTION AND ASSISTANCE	Public service of management of camps/leisure centers of county/local level and interest	Law 350/2006, G.D. 886/2010	Local level
		Public Service to support young people in housing	Law no. 350/2006, Law no. 114/1996 Law no. 152/1998, G.D. no. 962/2001	Central and local level
15	CULTURE	Public service for the protection of historical monuments	Law no. 422/2001, G.O. no. 493/2004, Order no. 2828/2015	Central and local level
		Public service for the protection of technical and industrial heritage	Law 6/2008 on the legal regime of technical and industrial heritage	Central and local level
		Public service for the protection of museums and public collections	Law 311/2003 on museums and public collections - Republished	Central and local level
		Public service for the protection of intangible cultural heritage	Law 26/2008 on the protection of intangible cultural heritage	Central level
		The service of representation, promotion and protection of culture and national civilization in the country and abroad	Law 356/2003 on the establishment, organization and operation of the Romanian - Cultural Institute - Republished	Central level
		Public service management of cultural establishments and performances or concerts	GEO no. 118/2006 on the establishment, organization and carrying out of the activities of cultural establishments, ORDINANCE no. 21 of January 31 2007 on performances and concerts and performances, as well as the performance of artistic activity, EMERGENCY ORDINANCE no. 189 of November 25 2008 on the management of public cultural institutions; ORDER no. 2799 of 10 December 2015 for the approval of the Framework Regulation for the organization and conduct of the management project competition, the Framework Regulation for the organization and conduct of the management evaluation, the framework model of the objective booklet, the framework model of the activity report, as well as the framework model of the management agreement; LAW no. 350 of December 2 nd , 2005 on the regime of non-reimbursable grants from public funds allocated to non-profit activities of general interest	Central and local level
		Public service for protecting the national cultural movable heritage	Law 182/2000 on the protection of national movable cultural heritage - Republished	Central level
		Public service for religious recognition	Law 489/2006 on religious freedom and the general regime of denominations - REPUBLISHED	Central level
		Public service for the management of graves and war memorial works	Law 379/2003 on the regime of graves and war memorial works	Central level
16	ENERGY	General interest service for access to the public electricity networks	Law no. 123/2012	Central level
		Service of general interest transport of electric power	Law no. 123/2012	Central level
		Service of general interest in the distribution of electricity	Law no. 123/2012	Central level
		Service of general interest for the transport of natural gas	Law no. 123/2012	Central level
		Service of general interest in the distribution of natural gas	Law no. 123/2012	Central level

Numeric code	AREA	Name of public service		Normative acts	Performance level
17	ELECTRONIC Communications	Universal service for electronic communications		G.E.O. no. 111/2011	Central level
18	SPORT	Sports base management service		Law no. 69/2000 of physical education and sport	Central and local level
		Public service for the organization and development of physical education and sport		Law no. 69/2000 of physical education and sport	Central and local level
		The public service of representing the country at the Olympic Games		Law no. 69/2000 of physical education and sport	Central level
		Public service to organize physical education activity and practice sport in pre-university and higher education		Law no. 69/2000 of physical education and sport	Central and local level
		The public service for recording and control of sports structures		Law no. 69/2000 of physical education and sport	Central and local level
		Public service disciplinary authority in sports, surveillance and control		Law no. 69/2000 of physical education and sport	Central level
		Public service research and scientific support for physical education and sports		Law no. 69/2000 of physical education and sport	Central level
		Public service for organizing and deploying doping control		Law no. 69/2000 of physical education and sport	Central level
		Public service for promotion and support of youth activities		Law no. 69/2000 of physical education and sport; Youth Law no. 350/2006; Law 333/2006 on setting up information and counseling centers for young people	Central and local level
		Public service to prevent violence in sport		Law no. 69/2000 on Physical Education and Sport, Law 4/2008 on preventing and combating violence in competitions and sports games	Central and local level
19	PROTECTION AND EXPLOITATION OF MINERAL RESOURCES	Licensing, agreements and permits service for the exploitation of mineral resources		Law 85/2003 - Mining Law; L.238/2004 - Petrol Law	Central level
20	ELECTRONIC GOVERNANCE	Public service implementation and operation of information systems providing eGovernment services		GEO 96/2012	Central level
21	STATISTICS	Service to achieve national annual statistical program		Law 226/2009 on the organization and operation of official statistics in Romania	Central level
22	SCIENTIFIC RESEARCH	Conducting studies, research for deepening the knowledge of the communist regime and the phenomenon of Romanian exile		Law no. 329/2009, on the reorganization of some public authorities and institutions	Central level
		Identify, collect, research papers, and solve scientific issues about the Holocaust		I. 90/2001	Central level
		Scientific research services carried out by the Romanian Academy and Research Institutes		Law no. 752/2001, rep. on the organization and operation of the Romanian Academy	Central level
23	PUBLIC INFORMATION	Broadcasting public service		Law 41/1994, on the organization and operation of the Romanian Broadcasting Society and of the Romanian Television Company, republished, with the subsequent amendments and completions	Central level
		Television public service		Law 41/1994, on the organization and operation of the Romanian Broadcasting Society and of the Romanian Television Company, republished, with the subsequent amendments and completions	Central level
		The service for collecting, editing and disseminating information and press releases		Law 19/2003 regarding the organization and operation of AGERPRES	Central level
		Service to ensure access to public information		Law no. 544/2001 concerns the free access to public information	Central and local level
24	RECREATIONAL ACTIVITIES	Public service granting the right to organize and operate gambling in Romania		GEO no. 20/2013	Central level
25	PROTECTION OF THE RIGHTS OF NATIONAL MINORITIES	Public service for promoting the rights of national minorities		GEO no. 11/2004 on the establishment of reorganization measures within the central public administration, GEO 78/2004	Central level

Numeric code	AREA	Name of public service	Normative acts	Performance level
26	POST	Postal services in the sphere of universal service	G.E.O. no. 13/2013	Central level
27	AGRICULTURE	Public service for the protection, conservation, management and exploitation of living aquatic resources, aquaculture, processing and marketing of products obtained from fishing and aquaculture	Emergency Ordinance 23/2008 supplemented and amended by Law 317/2009	Central level
		Public land management service	Law no. 18 of February 19-1991, amended by Law no. 169/1997	Central and local level
		Public service for management and exploitation of meadows	Law 214/2011; Emergency Ordinance no. 34/2013	Central and local level
		Public service for the classification of farms and agricultural holdings	Law 37/2015	Central level
		RICA service	Art. 1.2 of the Ordinance no. 67 of August 13-2004, Art. 70, 71 of MADR Order no. 410 of 01.04.2016	Central level
		Service of promotion and trade with agro-food products	ORDER no. 57 of June 24-2010 for the approval of the Sanitary Veterinary Norm regarding the procedure of veterinary sanitary authorizogation of the units that produce, process, store, transport and/or distribute products of animal origin	Central and local level
		Irrigation service	Law no. 138/2004 of land improvements, republished	Central and local level
		Public health and animal welfare regulation and control (animal health protection, animal protection, prevention of animal disease transmission in humans, food safety of animal origin intended for human consumption, animal feed sanitation and protection environment, in relation to livestock breeding)	Art.2.3 of GD no. 1415/2009	Central level
		Public service for exploitation, maintenance and repair of declared land use improvements	Law no. 138/2004 of land improvements, republished	Central and local level
		Public service for the control and certification of the quality of seeds and propagating material, testing and registration of plant varieties	Law no. 266/2002 on production, processing, control and certification of quality, marketing of seeds and planting material, as well as testing and registration of plant varieties	Central level
		Public service for sustainable development of vegetables	Law no. 312/2003 on the production and use of vegetables	Central and local level
		Public service of attestation of origin, marketing, and control of wine products	Law on vineyard and wine in the system of common organization of the wine market no. 164/2015; DECISION no. 1.408 of November 18, 2009 (updated)	Central and local level
		Public service for organization of the market for ornamental plants and floricultural products	LAW 305/2003 on the organization of the market for ornamental plants and floriculture products on the basis of Community market principles	Central level
		Public Service Control of Agricultural Producers Natural Entities	Law 145/2014 on the establishment of measures regulating the market of agricultural products .	Local level
		Public service organization of the market of medicinal, aromatic and hive products	Law no. 491/2003 on medicinal and aromatic plants, as well as bee products, republished, with subsequent amendments and completions; Law no. 239/2010 regarding the amendment and completion of the Law on Medicinal and Aromatic Plants no. 491/2003	Central level
		Public service for the management of plants, substances and preparations of psychotropic drugs	Law 339/2005 on the legal regime of narcotic and psychotropic plants, substances and preparations	Central level
		Public service to ensure food and feed safety	Law no. 150/2004 on the safety of food and feed; Ordinance no. 42/2004 on the organization of veterinary and food safety activities	Central level
		Public service for organizing and carrying out the activity of neutralization of animal waste	Ordinance no. 24/2016 regarding the organization and carrying out of the activity of neutralization of the animal waste; Government Ordinance no. 42/2004 on the organization of sanitary-veterinary and food safety activities, approved with amendments and completions by Law no. 215/2004, with subsequent amendments and completions.	Local level
		Public agricultural consultancy service	Decision no. 1609/2009 on the establishment of county agricultural chambers by reorganizing county agricultural advisory offices/centers, subordinated to the National Agency for Agricultural Consultancy	Local level
		Public service to manage forms of support to agriculture	Law no. 1/2004 on the establishment, organization and operation of the Payment and Intervention Agency for Agriculture	Central and local level
		Public beekeeping management service	Beekeeping Law 383/2013; Law 280/2015 for the amendment of the Law on beekeeping 383/2013; DECISION 1188 of December 29-2014 on the organization and operation of the National Agency for Animal Husbandry "Prof. Dr. G. K. Constantinescu"	Central and local level
		Public service for organizing breeding, nutrition, improving, reproduction and protection of animals	Animal Husbandry Law no. 72/2002	Central level
		Public service for the organization of ecologic agricultural-food production	Emergency Ordinance no. 34/2000 on ecologic agricultural-food products	Central level
		Public service for the organization and operation of the cereal market	Law 145/2014 on the establishment of measures regulating the agricultural products market; Emergency Ordinance 12/2006 on the establishment of market regulation measures on the cereals and processed cereal products	Central level
		Public Service Protection against the introduction and spreading of quarantine pests harmful to plants or plant products	Ordinance no. 136/2000 on protective measures against the introduction and spread of quarantine organisms harmful to the plants or plant products in Romania	Central level

Numeric code	AREA	Name of public service	Normative acts	Performance level
28	TAX Administration	Public Service for Tax Administration	GD no.109/2009 regarding the organization and operation of ANAF - Flowchart; Order no. 2256 of the President of the National Agency for Tax Administration regarding the modification of the organizational structure of the General Taxation Directorate General, approved by Order no. 2754/2015 of the President of the National Agency for Tax Administration. - published on 05.08.2016;	Central level
		Public assistance service for taxpayers	Order no. 1338/2008 for the approval of the Procedure for guidance and assistance of taxpayers by the tax authorities	Central level
		Public service of economic and financial inspection	Order no. 447/2015 regarding the model, content and conditions for approval of the activity programs for the economic-financial inspection institution; Law no. 107/2012 for the approval of Government Emergency Ordinance no. 94/2011 on the organization and operation of the economic and financial inspection at the economic operators	Central level
		Public insolvency service	Law no. 85/2014 on insolvency and insolvency prevention procedures	Central level
		Public treasury service	Accountancy Law no. 82/1991	Central level
		Public Service for the Management of State Assets	Emergency Ordinance no. 96/22.12.2012	Central level
		Public service for the management of the exchange of cargo and goods between Romania and other countries	Law no. 86/2006 on the Customs Code of Romania	Central level
29	TRADE	Public service for consumer protection	Ordinance no. 21/1992; Law no. 363/2007; Law no. 150/2004; Decision no. (EC) No. 723/2011 establishing the legal framework necessary for the implementation of Council Regulation (EC) 1924/2006 of the European Parliament and of the Council of December 20, 2006; Decision no. 106/2002; Emergency Ordinance no. 34/2014; Law no. 193/2000; Ordinance no. 37/2015	Central level
		The public service for the analysis and marking of precious metals, their expertise and precious stones and the authorization of natural and legal entities to carry out operations with precious metals, their alloys and precious stones	Chapter 3, Art. 7, of the Organic Regulations and the functioning of the central structure and subordinate structures of ANAP; Emergency Ordinance no. 190/2000	Central level
		Public service of legal metrology	Art. 2.3 of the Decision no. 193/2002	Central level
		Boiler control, pressure receptacles and lifting installation service	Decision no. 1139/2010, as well as the amendment and completion of the Government Decision no. 1.340/2001, Law no. 64 of March 21, 2008, Law no. 80 of 2016 in MOF 348 of May 6, 2016 for the approval of Government Emergency Ordinance no. 64/2015	Central level
		Inventions and trademarks service	LAW 64/1991, republished on patents, Law no. 83/2014 on service inventions, LAW no. 84/1998 on trademarks and geographical indications, Government Ordinance no. 41/1998*) (*republished *), Chapter 6, Art. 3.4,5,6,7 of Order 18/10.02.2015	Central level
		Public Trade Registry Service	ART. 27, of Order no. 1082/C of March 202014, Law no. 26/1990 *), republished;	Central level
30	TRANSPORTS	Airline Transport Services	Article 4, paragraph 1, lit. 1.8,23,27,32 of the Government Decision no. 21 of January 14-2015; Ordinance no. 29 of August 22 nd , 1997, republished	Central level
		Maritime Transport Services	ORDINANCE no. 42 of August 28-1997 on sea and inland waterway transport; Law no. 191 of May 13-2003 on offenses to the shipping regime	Central level
		Railway Transport Services	Emergency Ordinance 12/1998 on the transport of the Romanian railway and the reorganization of the Romanian Railway Company; Ordinance 58/2004 on the establishment of the National Qualification and Training Center - CENAFER; G.O. no. 95/1998 regarding the establishment of public institutions subordinated to the Ministry of Transport; Law no. 55/16.03.2006 on railway safety; Law no. 203/2003 regarding the performance, development and modernization of the transport network of national and European interest; G.O. no. 60/2004 regarding the Regulations regarding the construction, maintenance, repair and operation of the railway, other than those managed by the National Railway Company "CFR" SA; G.O. no. 39/2000 for establishing and sanctioning of contravention actions in the railway and subway operations; GEO no. 8/2013 regarding the medical and psychological examination of the personnel responsible for transport safety and amending Law no. 95/2006 on health reform	Central level
		Road Transport Services	Art. 4, art .6, paragraph 3, letters e, f, o, Art. 8 of the Ordinance no. 27/2011	Central level

Numeric code	AREA	Name of public service		Normative acts	Performance level
31	FOREIGN AFFAIRS	Consular assistance service for Romanian citizens		Law no. 271 of December 22 nd , 2010; (EC) Regulation no. 810/2009 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of July 132009; GEO no. 194/2002	Central level
		Visa services		Law no. 271 of December 22 nd , 2010; Regulation (EC) 810/2009 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of July 132009; Art.17-36, GEO no. 194/2002	Central level
32	NATIONAL DEFENSE	Defense training Service		Law 446/2006 on the preparation of the population for defense	Central, central-deconcentrated level
		Public Service of Army Organization		LAW no. 346/2006 on the organization and operation of the Ministry of Defense	Central level
		Public service for the participation of the armed forces in missions and operations outside the territory of the Romanian state		Law 121/2011 on the participation of armed forces in missions and operations outside the territory of the Romanian state	Central level
		Public Service for Control of Exports, Imports and Other Military Goods Operations		GEO 158/1999 rep. on the regime for controlling exports, imports and other operations with military goods	Central level
		Special telecommunication public service		Art. 1 of the Law no. 92 of July 24th 1996 on the organization and operation of the Special Telecommunications Service	Central level
		Public service for the preparation of national economy and the territory for defense		Law no. 477/2003 on the preparation of national economy and the territory for defense	Central level
33	NATIONAL SAFETY AND SECURITY	Romanian Information Service		Law 51/2006, Law 14/1992	Central level
34	NATIONAL SAFETY AND SECURITY	External Information Service		Law 51/2006, Law 1/1998	Central level

ANNEX 5. FUA Integrated Urban Development Strategies in the EU (2014-2020 programming period)

Country	Strategy name	Administrative Unit(s)	OP name(s)	Implementation mechanism	Thematic Objectives
Austria	Urban regional strategy for the Mattighofen city region	Mattighofen, Helpfau-Uttendorf, Munderfing, Pfaffstätt, Pischelsdorf am Engelbach, Schalchen	Investments in Growth and Employment - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Urban regional strategy for Braunau city region	Braunau am Inn, Burgkirchen, Neukirchen an der Enknach, St. Peter am Hart	Investments in Growth and Employment - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Urban regional strategy for Ried im Innkreis city region	Ried im Innkreis, Aurolgmünster, Hohenzell, Mehrnbach, Neuhofen im Innkreis, Tumeltsham	Investments in Growth and Employment - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Urban regional strategy for Schärding city region	Schärding, Brunnenthal, St. Florian am Inn, Suben	Investments in Growth and Employment - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Urban regional strategy for Obere Feldaist city region (Freistadt)	Freistadt, Rainbach, Grünbach, Lasberg, Waldburg	Investments in Growth and Employment - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Urban regional strategy for Untere Feldaist city region (Pregarten)	Pregarten, Hagenberg, Wartberg ob der Ai, Unterweikersdorf	Investments in Growth and Employment - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Urban regional strategy for Aist-Naarn city region (Perg)	Perg, Arbing, Naarn, Schwertberg	Investments in Growth and Employment - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Urban regional strategy for Wels city region	Wels, Buchkirchen, Gunskirchen, Holzhausen, Krenglbach, Schleißheim, Steinhaus, Thalheim bei Wels, Weißkirchen	Investments in Growth and Employment - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Urban regional strategy for Lambach city region	Lambach, Edt bei Lambach, Neukirchen bei Lambach, Stadl-Paura	Investments in Growth and Employment - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Urban regional strategy for Vöcklabruck city region	Vöcklabruck, Attnang-Puchheim, Pilsbach, Regau, Timelkam, Ungenach	Investments in Growth and Employment - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Urban regional strategy Leonding city region	Leonding, Pasching, Kirchberg-Thening, Oftering, Wilhering, Linz	Investments in Growth and Employment - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Urban regional strategy for Steyr city region	Steyr, Aschach an der Steyr, Dietach, Garsten, St. Ulrich, Sierning, Wolfers	Investments in Growth and Employment - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Urban regional strategy for Kremsmünster city region	Kremsmünster, Bad Hall, Pfarrkirchen, Rohr im Kremstal	Investments in Growth and Employment - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
Belgium	Integrated urban strategy for Gmunden city region	Gmunden, Altmünster, Pinsdorf, Laakirchen, Gschwandt, Vorchdorf	Investments in Growth and Employment - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Urban regional strategy for Kirchdorf city region	Kirchdorf, Micheldorf, Ingersdorf, Schlierbach, Oberschlierbach	Investments in Growth and Employment - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Integrated urban strategy - Sub-regional entity: Picard Wallonia	Wallonie Picarde	Wallonia - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Integrated Urban Strategy: AXUD (Namur; Sambreville)	AXUD (Namur, Sambreville)	Wallonia - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Integrated territorial strategy for Luxembourg province	Luxembourg	Wallonia - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Integrated territorial strategy for Charleroi province	CDS de Charleroi Sud-Hainaut	Wallonia - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Integrated urban strategy for Hainaut centre	Hainaut centre	Wallonia - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Integrated urban development strategy for Liege province	Liege	Wallonia - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency

Country	Strategy name	Administrative Unit(s)	OP name(s)	Implementation mechanism	Thematic Objectives
Czech Republic	Integrated Strategy Ústí-Chomutov agglomeration	Ústí nad Labem	Integrated Regional Programme - ERDF, Research Development and Education - ESF/ERDF, Transport - ERDF/CF, Environment - ERDF/CF, Employment, Human Capital and Social Cohesion - ESF/YEI	Integrated Territorial Investment	1. Research, technological development and innovation, 7. Sustainable transport and network infrastructures, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 5. Climate change adaptation, risk prevention and management, 7. Sustainable transport and network infrastructures
	Integrated Territorial Investment strategy Hradec-Pardubice agglomeration	Hradec Kralove	Transport - ERDF/CF, Integrated Regional Programme - ERDF, Environment - ERDF/CF, Research Development and Education - ESF/ERDF, Enterprise and Innovation for Competitiveness - ERDF	Integrated Territorial Investment	1. Research, technological development and innovation, 3. Competitiveness of SMEs, 6. Environment and resource efficiency, 7. Sustainable transport and network infrastructures, 10. Education, training and vocational training, 7. Sustainable transport and network infrastructures
	Integrated Territorial Investment strategy Olomouc agglomeration	Olomouc	Integrated Regional Programme - ERDF, Employment, Human Capital and Social Cohesion - ESF/YEI, Enterprise and Innovation for Competitiveness - ERDF, Research Development and Education - ESF/ERDF, Transport - ERDF/CF, Environment - ERDF/CF	Integrated Territorial Investment	1. Research, technological development and innovation, 3. Competitiveness of SMEs, 6. Environment and resource efficiency, 7. Sustainable transport and network infrastructures, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 7. Sustainable transport and network infrastructures
	Integrated Territorial Investment strategy Prague metropolitan area	Prague	Prague Growth Pole - ERDF/ESF, Integrated Regional Programme - ERDF, Environment - ERDF/CF	Integrated Territorial Investment	4. Shift towards a low-carbon economy, 5. Climate change adaptation, risk prevention and management, 7. Sustainable transport and network infrastructures, 10. Education, training and vocational training
	Integrated Territorial Investment strategy Ostrava agglomeration	Ostrava	Integrated Regional Programme - ERDF, Employment, Human Capital and Social Cohesion - ESF/YEI, Enterprise and Innovation for Competitiveness - ERDF, Research Development and Education - ESF/ERDF, Transport - ERDF/CF, Transport - ERDF/CF	Integrated Territorial Investment	1. Research, technological development and innovation, 3. Competitiveness of SMEs, 6. Environment and resource efficiency, 7. Sustainable transport and network infrastructures, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 6. Environment and resource efficiency, 7. Sustainable transport and network infrastructures
	Integrated Territorial Investment strategy Pilsen metropolitan area	Pilsen	Transport - ERDF/CF, Environment - ERDF/CF, Enterprise and Innovation for Competitiveness - ERDF, Research Development and Education - ESF/ERDF, Employment, Human Capital and Social Cohesion - ESF/YEI, Integrated Regional Programme - ERDF	Integrated Territorial Investment	1. Research, technological development and innovation, 3. Competitiveness of SMEs, 5. Climate change adaptation, risk prevention and management, 7. Sustainable transport and network infrastructures, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 7. Sustainable transport and network infrastructures
	Integrated Territorial Investment strategy Brno metropolitan area	Brno	Transport - ERDF/CF, Employment, Human Capital and Social Cohesion - ESF/YEI, Enterprise and Innovation for Competitiveness - ERDF, Integrated Regional Programme - ERDF	Integrated Territorial Investment	1. Research, technological development and innovation, 3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 7. Sustainable transport and network infrastructures, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 7. Sustainable transport and network infrastructures
Germany	Potsdam and partner - naturally linked together	Potsdam, Dallgow-Döberitz, Michendorf, Nuthetal, Schwielowsee, Stahnsdorf, Wustermark, and Werder town	Brandenburg - ERDF, Brandenburg - ESF	No data	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Innovation region Itzehoe and Brunsbuettel	Itzehoe, Brunsbuettel	Schleswig-Holstein - ERDF	Integrated Territorial Investment	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Northern energy and sustainability path NES-trail	ND	Schleswig-Holstein - ERDF	Integrated Territorial Investment	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency

Country	Strategy name	Administrative Unit(s)		OP name(s)	Implementation mechanism	Thematic Objectives
Germany	Cultural value West Coast - sustainable living and experience of cultural heritage	ND		Schleswig-Holstein - ERDF	Integrated Territorial Investment	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Pearls of the West Coast - Future building blocks for the realisation of sustainable and resource sparing tourism in tourism intensive areas	Büsum, Büsumer Deichhausen, Friedrichskoog, Sankt Peter-Ording, Westerheven		Schleswig-Holstein - ERDF	Integrated Territorial Investment	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Integrated strategy of Ilm-Kreis	District administration Ilmkreis		Thüringen - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination
	Integrated district strategy for Schalkau with the community of Bachfeld	Schalkau		Thüringen - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination
Estonia	Sustainable development strategy of Jõhvi and Kohtla Järve urban area 2015-2020	Kohtla-Järve, Jõhvi Parish, Toila Parish		Cohesion Policy Funding - ERDF/ ESF/CF	Priority Axis	4. Shift towards a low-carbon economy, 9. Social inclusion, poverty and discrimination
	Sustainable development strategy of Narva urban area 2014-2025	Narva, Narva-Jõesuu		Cohesion Policy Funding - ERDF/ ESF/CF	Priority Axis	4. Shift towards a low-carbon economy, 9. Social inclusion, poverty and discrimination
	Sustainable development strategy of Pärnu urban area 2014-2020	Pärnu, Tori Parish, Häädemeeste Parish		Cohesion Policy Funding - ERDF/ ESF/CF	Priority Axis	4. Shift towards a low-carbon economy, 9. Social inclusion, poverty and discrimination
	Sustainable development strategy of Tallinn urban area	Tallinn, Harku Parish, Jõelähtme Parish, Kiili Parish, Maardu, Rae Parish, Saku Parish, Saue Parish, Viimsi Parish		Cohesion Policy Funding - ERDF/ ESF/CF	Priority Axis	4. Shift towards a low-carbon economy, 9. Social inclusion, poverty and discrimination
	Sustainable developement strategy of Tartu urban area 2014 – 2020	Tartu, Luunja Parish, Kambja Parish, Tartu Parish		Cohesion Policy Funding - ERDF/ ESF/CF	Priority Axis	4. Shift towards a low-carbon economy, 9. Social inclusion, poverty and discrimination
Greece	Strategy of Integrated Sustainable Urban Development ITI-SUD of Thessaloniki	Ampelokipoi-Menemeni, Thessaloniki, Kalamaria, Kordelio-Euosmos, Neapoli-Sykees, Pavlos Melas, Pylea-Chortiatis, Delta		Central Macedonia - ERDF/ESF	Integrated Territorial Investment	2. Quality of information and communication technologies, 3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 5. Climate change adaptation, risk prevention and management, 6. Environment and resource efficiency, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination
	Athens 2020: Sustainable Development for Tourism, Culture and Innovation	Athens, Moschato, Nea Smyrni		Attica - ERDF/ESF	Integrated Territorial Investment	1. Research, technological development and innovation, 2. Quality of information and communication technologies, 3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 5. Climate change adaptation, risk prevention and management, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination
Spain	Integrated Sustainable Urban Development Strategy of Langarote	San Bartolome, Arrecife, Teguisse		Sustainable growth - ERDF	Priority Axis	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination
	Integrated Sustainable Urban Development Strategy of Ferrol and Narón	Ferrol, Narón		Sustainable growth - ERDF	Priority Axis	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination
	Integrated Sustainable Urban Development Strategy of Don Benito and Villanueva de la Serena	Don Benito, Villanueva de la Serena		Sustainable growth - ERDF	Priority Axis	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination
	Integrated Sustainable Urban Development Strategy of Montijo - Puebla functional urban area	Montijo, Puebla, La Garrovilla, Lobón, Torremayor, Valdelacalzada		Sustainable growth - ERDF	Priority Axis	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination
	Integrated Sustainable Urban Development Strategy of Plasencia and surroundings	Aldehuela de Jerte, Cabezabellosa, Cañaveral, Carcaboso, Casas del Castañar, Galisteo, Gargüera, Holguera, Malpartida de Plasencia, Oliva de Plasencia, Riobobos, Valdeobispo		Sustainable growth - ERDF	Priority Axis	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination
	Integrated Sustainable Urban Development Strategy of Hellín functional area	Hellín, Albatana, Tobarra, Pogohondo, Liétor, Férez, Socovos		Sustainable growth - ERDF	Priority Axis	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination
	Integrated Sustainable Urban Development Strategy of the south-eastern metropolitan area of Tenerife	Santa Cruz de Tenerife, San Cristóbal de La Laguna		Sustainable growth - ERDF	Priority Axis	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination

Country	Strategy name	Administrative Unit(s)		OP name(s)	Implementation mechanism	Thematic Objectives
France	2014-2020 Integrated Territorial Strategy (Grand Saumurois)	ND		Pays de la Loire - ERDF/ESF	Integrated Territorial Investment	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 5. Climate change adaptation, risk prevention and management, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination
	Global development strategy (Nantes Metropolis)	ND		Pays de la Loire - ERDF/ESF	Integrated Territorial Investment	4. Shift towards a low-carbon economy, 5. Climate change adaptation, risk prevention and management, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination
	2015-2017 Territorial Cohesion Contract for Limoges metropolis	ND		Limousin - ERDF/ESF	Integrated Territorial Investment	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination
	2015-2017 Territorial Cohesion Contract for Western Corrèze	ND		Limousin - ERDF/ESF, Limousin - Rural Development	Integrated Territorial Investment	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination, 1. Research, technological development and innovation, 2. Quality of information and communication technologies, 3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 5. Climate change adaptation, risk prevention and management, 6. Environment and resource efficiency
	Integrated urban strategy for the Niort Area - Innovation for ecology transition	ND		Poitou-Charentes - ERDF/ESF	Integrated Territorial Investment	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Integrated urban strategy for Poitiers agglomeration	ND		Poitou-Charentes - ERDF/ESF	Integrated Territorial Investment	4. Shift towards a low-carbon economy
	Strategy of sustainable urban development for the Seine Eure Agglomeration	ND		Haute-Normandie - ERDF/ESF/ YEI	Priority Axis	4. Shift towards a low-carbon economy
	"2015-2025 A Metropolitan decade", Global and integrated strategy of sustainable urban development for the Rouen Normandie metropolis	ND		Haute-Normandie - ERDF/ESF/ YEI	Priority Axis	4. Shift towards a low-carbon economy
	Strategy of sustainable urban development for the Havraise Agglomeration	ND		Haute-Normandie - ERDF/ESF/ YEI	Priority Axis	4. Shift towards a low-carbon economy
	Strategy of sustainable urban development for the Seine Normandie Agglomeration	ND		Haute-Normandie - ERDF/ESF/ YEI	Priority Axis	4. Shift towards a low-carbon economy
	Integrated Territorial Investment for Caen La Mer urban community	ND		Basse-Normandie - ERDF/ESF	Integrated Territorial Investment	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Integrated Territorial Investment for Cotentin Agglomeration	ND		Basse-Normandie - ERDF/ESF	Integrated Territorial Investment	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Integrated Territorial Investment for Alençon urban community	ND		Basse-Normandie - ERDF/ESF	Integrated Territorial Investment	2. Quality of information and communication technologies, 3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Integrated Territorial Investment for Saint-Lô Agglomeration	ND		Basse-Normandie - ERDF/ESF	Integrated Territorial Investment	2. Quality of information and communication technologies, 3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Integrated Territorial Investment for Flers Agglomeration	ND		Basse-Normandie - ERDF/ESF	Integrated Territorial Investment	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Integrated Territorial Investment for Lisieux Normandie Agglomeration	ND		Basse-Normandie - ERDF/ESF	Integrated Territorial Investment	2. Quality of information and communication technologies, 3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency

Country	Strategy name	Administrative Unit(s)		OP name(s)	Implementation mechanism	Thematic Objectives
France	Integrated territorial approach "city policy" - CA Ales Agglo	ND		Languedoc-Roussillon - ERDF/ESF/YEI	Priority Axis	
	Integrated territorial approach "city policy" - CA Béziers	ND		Languedoc-Roussillon - ERDF/ESF/YEI	Priority Axis	
	Integrated territorial approach "city policy" - Gard Rhodanien	ND		Languedoc-Roussillon - ERDF/ESF/YEI	Priority Axis	
	Integrated Territorial Approach - Narbonne Légignan-Corbières. New circumstances for supportive neighbourhoods	ND		Languedoc-Roussillon - ERDF/ESF/YEI	Priority Axis	4. Shift towards a low-carbon economy, 9. Social inclusion, poverty and discrimination
	Integrated territorial approach - Perpignan Méditerranée	ND		Languedoc-Roussillon - ERDF/ESF/YEI	Priority Axis	4. Shift towards a low-carbon economy, 9. Social inclusion, poverty and discrimination
	Integrated territorial approach "city policy" - Hérault Méditerranée	ND		Languedoc-Roussillon - ERDF/ESF/YEI	Priority Axis	4. Shift towards a low-carbon economy, 9. Social inclusion, poverty and discrimination
	Integrated Territorial Approach "city policy" - CC Limoux	ND		Languedoc-Roussillon - ERDF/ESF/YEI	Priority Axis	
	Integrated Territorial Approach "city policy" - CC Lodevois-Coeur d'Hérault	ND		Languedoc-Roussillon - ERDF/ESF/YEI	Priority Axis	
	Integrated Territorial Approach "city policy" - Pays de Lunel	ND		Languedoc-Roussillon - ERDF/ESF/YEI	Priority Axis	
	Integrated territorial approach "city policy" - Petite Camargue	ND		Languedoc-Roussillon - ERDF/ESF/YEI	Priority Axis	4. Shift towards a low-carbon economy, 9. Social inclusion, poverty and discrimination
	Integrated Territorial Approach "city policy" - CA GIP Piémont Cénevol	ND		Languedoc-Roussillon - ERDF/ESF/YEI	Priority Axis	
	Integrated Territorial Approach "city policy" - Nîmes Métropolis	ND		Languedoc-Roussillon - ERDF/ESF/YEI	Priority Axis	
	Integrated Territorial Approach "city policy" - Thau Agglomeration	ND		Languedoc-Roussillon - ERDF/ESF/YEI	Priority Axis	
	Amiens Métropole's ITI: contributing to development through a sustainable, supportive and integrated urban approach	ND		Picardie - ERDF/ESF/YEI	Integrated Territorial Investment	3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Beauvais Community's ITI: contributing to development through a sustainable, supportive and integrated urban approach	ND		Picardie - ERDF/ESF/YEI	Integrated Territorial Investment	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination
	Compiègne Area's ITI: contributing to development through a sustainable, supportive and integrated urban approach	ND		Picardie - ERDF/ESF/YEI	Integrated Territorial Investment	3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Integrated territorial Investment for the Mulhouse Alsace Agglomeration	ND		Interregional Alsace - ERDF	Integrated Territorial Investment	2. Quality of information and communication technologies, 3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy
	Integrated territorial Investment for the Eurometropolis of Strasbourg	ND		Interregional Alsace - ERDF	Integrated Territorial Investment	2. Quality of information and communication technologies, 3. Competitiveness of SMEs
	2015-2020 Metropolitan contract for Brest Métropolis	ND		Bretagne - ERDF/ESF	Priority Axis	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy
	2015-2020 Metropolitan Contract of Rennes Métropole	ND		Bretagne - ERDF/ESF	Priority Axis	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy
	Integrated global strategy for the Greater Dijon area	ND		Regional program Bourgogne 2014-2020	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency

Country	Strategy name	Administrative Unit(s)		OP name(s)	Implementation mechanism	Thematic Objectives
France	Strategy - Creusot-Montceau	ND		Regional program Bourgogne 2014-2020	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Between transregional development and internal balances	ND		Franche-Comté et Jura - ERDF/ESF	Priority Axis	6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination
	Integrated Urban Strategy for the Centre Franche-Comté Metropolitan Pole	ND		Franche-Comté et Jura - ERDF/ESF	Priority Axis	6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination
	Sustainable urbanism operations for Métropole du Grand Nancy	ND		No OP title	Priority Axis	4. Shift towards a low-carbon economy
	Sustainable urbanism operations for Communauté d'Agglomération de Longwy	ND		No OP title	Priority Axis	4. Shift towards a low-carbon economy
	Sustainable urbanism operations for Communauté de Communes du Bassin de Pompey	ND		No OP title	Priority Axis	4. Shift towards a low-carbon economy
	Sustainable urbanism operations for Communauté de Communes Moselle et Madon	ND		No OP title	Priority Axis	4. Shift towards a low-carbon economy
	Sustainable urbanism operations for Communauté de Communes Terres Toulaises	ND		No OP title	Priority Axis	4. Shift towards a low-carbon economy
	Sustainable urbanism operations for Communauté de Communes du Lunévillois	ND		No OP title	Priority Axis	4. Shift towards a low-carbon economy
	Sustainable urbanism operations for Communauté de Communes du Territoire de Lunéville à Baccarat	ND		No OP title	Priority Axis	4. Shift towards a low-carbon economy
	Sustainable urbanism operations for Communauté de Communes du Pays de l'Orne	ND		No OP title	Priority Axis	4. Shift towards a low-carbon economy
	Sustainable urbanism operations for Communauté de Communes du Pays de Briey	ND		No OP title	Priority Axis	4. Shift towards a low-carbon economy
	Sustainable urbanism operations for Communauté de Communes Orne Lorraine Confluences	ND		No OP title	Priority Axis	4. Shift towards a low-carbon economy
	Sustainable urbanism operations for Communauté de Communes du Pays de Commercy	ND		No OP title	Priority Axis	4. Shift towards a low-carbon economy
	Sustainable urbanism operations for Metz Métropole	ND		No OP title	Priority Axis	4. Shift towards a low-carbon economy
	Sustainable urbanism operations for Communauté d'Agglomération du Val de Fensch	ND		No OP title	Priority Axis	4. Shift towards a low-carbon economy
	Sustainable urbanism operations for Communauté d'Agglomération Portes de France - Thionville	ND		No OP title	Priority Axis	4. Shift towards a low-carbon economy
	Sustainable urbanism operations for Communauté de Communes du Pays Haut Val d'Alzette	ND		No OP title	Priority Axis	4. Shift towards a low-carbon economy
	Sustainable urbanism operations for Communauté de Communes du Val de Moselle	ND		No OP title	Priority Axis	4. Shift towards a low-carbon economy
	Sustainable urbanism operations for Communauté de Communes de l'Arc Mosellan	ND		No OP title	Priority Axis	4. Shift towards a low-carbon economy
	Sustainable urbanism operations for Communauté de Communes Bougonvillois Trois Frontières	ND		No OP title	Priority Axis	4. Shift towards a low-carbon economy
	Sustainable urbanism operations for Communauté de Communes du Sud Messin	ND		No OP title	Priority Axis	4. Shift towards a low-carbon economy
	Sustainable urbanism operations for Communauté de Communes du Pays de Bitche	ND		No OP title	Priority Axis	4. Shift towards a low-carbon economy

Country	Strategy name	Administrative Unit(s)		OP name(s)	Implementation mechanism	Thematic Objectives
France	Sustainable urbanism operations for Communauté de Communes Haut Chemin - Pays de Pange	ND		No OP title	Priority Axis	4. Shift towards a low-carbon economy
	Sustainable urbanism operations for Communauté d'Agglomération d'Epinal	ND		No OP title	Priority Axis	4. Shift towards a low-carbon economy
	Sustainable urbanism operations for Communauté de Communes du Pays des Abbayes	ND		No OP title	Priority Axis	4. Shift towards a low-carbon economy
	Sustainable urbanism operations for Communauté de Communes de la Haute Moselotte	ND		No OP title	Priority Axis	4. Shift towards a low-carbon economy
	Sustainable urbanism operations for Communauté de Communes de la Porte des Hautes Vosges	ND		No OP title	Priority Axis	4. Shift towards a low-carbon economy
	Sustainable urbanism operations for Communauté de Communes des Hautes Vosges	ND		No OP title	Priority Axis	4. Shift towards a low-carbon economy
	Integrated territorial approach "city policy" - Montpellier Méditerranée Métropole	ND		Languedoc-Roussillon - ERDF/ ESF/YEI	Priority Axis	
Croatia	Sustainable urban development strategy of urban agglomeration Zagreb till 2020	Zagreb, Donja Stubica, Dugo Selo, Jastrebarsko, Oroslavje, Samobor, Sveta Nedelja, Sveti Ivan Zelina, Velika Gorica, Zabok and Zaprešić., Bistra, Brckovljani, Brdovec, Dubravica, Gornja Stubica, Jakovlje, Klinča Sela, Kravarsko, Luka, Marija Bistrica, Marija Gorica, Orle, Pisa		Competitiveness and Cohesion - ERDF/CF, Efficient Human Resources - ESF/YEI	Integrated Territorial Investment	3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 7. Sustainable transport and network infrastructures
	Sustainable urban development strategy of urban agglomeration Osijek till 2020	Osijek, Belišće and Valpovo, Antunovac, Bilje, Bižovac, Čeminac, Čepin, Darda, Erdut, Ernestinovo, Kneževi Vinogradi, Koška, Petrijevci, Punitovci, Šodolovci, Tordinci, Vladislavci, Vuka		Competitiveness and Cohesion - ERDF/CF, Efficient Human Resources - ESF/YEI	Integrated Territorial Investment	3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 7. Sustainable transport and network infrastructures
	Sustainable urban development strategy of urban area Slavonski Brod till 2020	Slavonski Brod, Bebrina, Brodski Stupnik, Bukovlje, Donji Andrijevi, Garcin, Gornja Vrba, Klakar, Podcrkavlje, Sibenj		Competitiveness and Cohesion - ERDF/CF, Efficient Human Resources - ESF/YEI	Integrated Territorial Investment	3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 7. Sustainable transport and network infrastructures
	Sustainable urban development strategy of urban area Zadar 2014 - 2020	Zadar, Nin, Preko, Kali, Kukljica, Vrsi, Posedarje, Ražanac, Novigrad, Sukošan, Zemunik Donji, Poličnik, Bibinje, Galovac and Škabrnja		Competitiveness and Cohesion - ERDF/CF, Efficient Human Resources - ESF/YEI	Integrated Territorial Investment	3. Competitiveness of SMEs, 6. Environment and resource efficiency, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 7. Sustainable transport and network infrastructures
	Sustainable urban development strategy of urban agglomeration Split till 2020	Split, Kaštela, Omiš, Sinj, Solin and Trogir, Dicmo, Dugi Rat, Dugopolje, Klis, Lečevica, Muć, Podstrana		Competitiveness and Cohesion - ERDF/CF, Efficient Human Resources - ESF/YEI	Integrated Territorial Investment	3. Competitiveness of SMEs, 6. Environment and resource efficiency, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 7. Sustainable transport and network infrastructures
	Sustainable urban development strategy of urban agglomeration Rijeka 2016 - 2020	Rijeka, Kastav, Kraljevica, Opatija, Cavle, Klana, Kostrena, Lovran, Moscenicka Draga, Viskovo		Competitiveness and Cohesion - ERDF/CF, Efficient Human Resources - ESF/YEI	Integrated Territorial Investment	3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 7. Sustainable transport and network infrastructures
	Sustainable urban development strategy of urban area Pula	Pula, Vodnjan, Barban, Lignjan, Marcana, Medulin, Svetvincenat		Competitiveness and Cohesion - ERDF/CF, Efficient Human Resources - ESF/YEI	Integrated Territorial Investment	3. Competitiveness of SMEs, 6. Environment and resource efficiency, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 7. Sustainable transport and network infrastructures

Country	Strategy name	Administrative Unit(s)		OP name(s)	Implementation mechanism	Thematic Objectives
Ireland	Wexford Town and Environs Development Plan 2009-2015	Wexford		Southern & Eastern Regional Programme - ERDF	Priority Axis	6. Environment and resource efficiency
Italy	Sustainable Urban Development Integrated Strategy of the Urban Area of Verona	Verona, San Giovanni Lupatoto, Buttapietra		Veneto - ERDF	Priority Axis	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 9. Social inclusion, poverty and discrimination
	Sustainable Urban Development Integrated Strategy of the Urban Area of Padova	Padova, Maserà di Padova, Albignasego		Veneto - ERDF	Priority Axis	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 9. Social inclusion, poverty and discrimination
	Sustainable Urban Development Integrated Strategy of the Urban Area of Vicenza	Vicenza, Altavilla Vicentina, Caldogno, Creazzo, Sovizzo, Torri di Quartesolo		Veneto - ERDF	Priority Axis	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 9. Social inclusion, poverty and discrimination
	Sustainable Urban Development Integrated Strategy of the Urban Area of Treviso	Treviso, Silea, Casier, Paese, Villorba, Preganziol		Veneto - ERDF	Priority Axis	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 9. Social inclusion, poverty and discrimination
	Urban Innovative Project for Poggibonsi and Colle Val d'Elsa - City+City	Poggibonsi, Colle Val d'Elsa		Toscana - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 9. Social inclusion, poverty and discrimination
	Urban Innovative Project for Montemurlo e Montale - M+M	Montemurlo, Montale		Toscana - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 9. Social inclusion, poverty and discrimination
	Sustainable Urban Development Integrated Strategy of the Urban Area of Venice	Venezia, Marcon, Mirano, Quarto d'Altino, Salzano, Spinea		Veneto - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 9. Social inclusion, poverty and discrimination
	Sustainable Urban Development Integrated Strategy of the Urban Area Asolano-Castellana-Montebellunese	Montebelluna, Castelfranco Veneto, Altivole, Asolo, Caerano di San Marco, Istrana, Maser, Riese Pio X, Trevignano, Veduggio		Veneto - ERDF	Priority Axis	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 9. Social inclusion, poverty and discrimination
Italy/Slovenia	EGTC GO I.T.I. Programming Document	Gorizia, Nova Gorica, Šempeter - Vrtojba		Interreg V-A - Italy-Slovenia	Integrated Territorial Investment	6. Environment and resource efficiency, 11. Institutional capacity and efficient public administration
Poland	Integrated territorial investment strategy for Szczecin metropolitan area	Szczecin, Dobra Szczecinska, Goleniow, Gryfino, Kobylanka, Kolbaskowo, Nowe Warpno, Stepnica, Police, Stare Czarnowo, Stargard, city of Stargard, Swinoujscie		Zachodniomorskie Voivodeship - ERDF/ESF	Integrated Territorial Investment	3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 7. Sustainable transport and network infrastructures, 10. Education, training and vocational training
	Integrated territorial investment strategy for the development of Kalisko-Ostrowska agglomeration	Kalisz, Ostrow Wielkopolski, Nowe Skalmierzyce, Odolanow, Raszków, Stawiszyn, Blizanow, Brzeginy, Cekow-Kolonia, Godziesze Wielkie, Goluchow, Kozminek, Liskow, Mycielin, Opatowek, Przygodzice, Sieroszewice, Sosnie, Szczytniki, Zelazkow, Kaliski, Ostrowski, Pleszewski		Wielkolskie Voivodeship - ERDF/ESF	Integrated Territorial Investment	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 7. Sustainable transport and network infrastructures, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 10. Education, training and vocational training
	Integrated territorial investment strategy for Poznan functional urban area	Poznan, Buk, Czerwonak, Dopiewo, Kleszczewo, Komorniki, Kostrzyn, Kornik, Lubon, Mosina, Murowana Goslina, Oborniki, Pobiedziska, Puszczykowo, Rokietnica, Skoki, Steszew, Suchy Las, Swarzędz, Szamotuly, Srem, Tarnowo Podgorne		Wielkolskie Voivodeship - ERDF/ESF	Integrated Territorial Investment	3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 7. Sustainable transport and network infrastructures, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 4. Shift towards a low-carbon economy
	Strategy of Olsztyn functional urban area	Olsztyn, Barczewo, Purda, Stawiguda, Gietrzwałd, Jonkowo, Dywity		Warmińsko-Mazurskie Voivodeship - ERDF/ESF	Integrated Territorial Investment	4. Shift towards a low-carbon economy, 5. Climate change adaptation, risk prevention and management, 7. Sustainable transport and network infrastructures, 9. Social inclusion, poverty and discrimination
	Integrated territorial investment strategy for Kielce functional urban area 2014-2020	Kielce, Checiny, Daleszyce, Górnio, Masłów, Miedżiana Góra, Morawica, Piekoszków, Sitkówka-Nowiny, Zagnańska, Strawczyn, Chmielnik		Świętokrzyskie Voivodeship - ERDF/ESF	Integrated Territorial Investment	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 7. Sustainable transport and network infrastructures, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 4. Shift towards a low-carbon economy, 7. Sustainable transport and network infrastructures

Country	Strategy name	Administrative Unit(s)		OP name(s)	Implementation mechanism	Thematic Objectives
Poland	Regional Territorial Investment Strategy for the Northern Subregion of the Silesian Voivodeship	Częstochowski		Śląskie Voivodeship - ERDF/ESF	Integrated Territorial Investment	3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 7. Sustainable transport and network infrastructures, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Regional Territorial Investment Strategy for the Southern Subregion of the Silesian Voivodeship 2014-2020	Bielski		Śląskie Voivodeship - ERDF/ESF	Integrated Territorial Investment	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Regional Territorial Investment Strategy for the Western Subregion of the Silesian Voivodeship	Rybnicki		Śląskie Voivodeship - ERDF/ESF	Integrated Territorial Investment	3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Integrated Territorial Investment Strategy for the Central Subregion of the Silesian Voivodeship 2014-2020	Bytomski, Gliwicki, Sosnowiecki, Katowicki, Tyski		Śląskie Voivodeship - ERDF/ESF	Integrated Territorial Investment	3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Integrated territorial investment strategy for the metropolitan area of Gdansk-Gdynia-Sopot until 2020	Gdansk, Gdynia, Sopot, Hel, Jastarnia, Pruszcz Gdanski, Puck, Reda, Rumia, Tczew, Wejherowo, Wladyslawowo, Cedry Wielkie, Kartuzy, Kolbudy, Kosakowo, Lugin, Przywidz, Pszczółki, Przędzko, Somonino, Stegna, Suchy Dab, Sgemud, Trabki Wielkie, Wejherowo, Zukowo		Pomorskie Voivodeship - ERDF/ESF, Infrastructure and Environment - ERDF/CF	Integrated Territorial Investment	3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 7. Sustainable transport and network infrastructures, 9. Social inclusion, poverty and discrimination, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination
	Integrated Territorial Investment Strategy of Białystok Functional Area 2014-2020	Białystok, Choroszcz, Czarna Białostocka, Lapy, Suprasl, Wasilkow, Zabłudow, Dobryńniewo Duże, Juchnowiec Koscielny, Turosn Koscielna		Podlaskie Voivodeship - ERDF/ESF	Integrated Territorial Investment	3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 7. Sustainable transport and network infrastructures, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Integrated territorial investment strategy for Rzeszów functional urban area	Rzeszów		Podkarpackie Voivodeship - ERDF/ESF	Integrated Territorial Investment	3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination
	Integrated territorial investment strategy for Opole Agglomeration	Opole, Niemodlin, Proszkow, Lewin Brzeski, Ozimek, Gogolin, Krapkowice, Zdżieszowice, Murow, Popielow, Tulowice, Turawa, Izbicko, Strzeleczyki, Dabrowa, Lubniany, Walce, Chrzastowice, Tarnow Opolski, Dobrzyń Wielki, Komprachcice		Opolskie Voivodeship - ERDF/ESF	Integrated Territorial Investment	3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 10. Education, training and vocational training
	Integrated territorial investment strategy for Warsaw functional urban area 2014-2020+	Warszawa, Blonie, Brwinow, Czosnow, Gora Kalwaria, Grodzisk Mazowiecki, Halinow, Izabelin, Jablonna, Jaktorow, Jozefow, Karczew, Kobylka, Konstancin-Jeziorna, Legionowo, Leszno, Lesznowola, Lomianki, Marki, Michalowice, Milanowek, Nadarzyn, Nieporet, Nowy Dwor Mazowiecki, Otwock		Mazowieckie Voivodeship - ERDF/ESF	Integrated Territorial Investment	2. Quality of information and communication technologies, 3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 8. Sustainable and quality employment and labour mobility, 10. Education, training and vocational training
	Integrated territorial investment strategy for Krakow functional urban area	Krakow, Biskupice, Czernichow, Igołomia-Wawrzencyce, Kocmyrzów-Luborzyca, Liszki, Michalowice, Mogilany, Niepolomice, Skawina, Swiatniki Gorne, Wieliczka, Wielka Wies, Zabierzow, Zielonki		Małolskie Voivodeship - ERDF/ESF, Infrastructure and Environment - ERDF/CF	Integrated Territorial Investment	3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 7. Sustainable transport and network infrastructures, 9. Social inclusion, poverty and discrimination, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Integrated territorial investment strategy for Lublin functional urban area 2014-2020	Lublin, Glusk, Jablonna, Jastkow, Konopnica, Lubartow, Melgiew, Niedrzwica Duża, Niemce, Piaski, Spiczyn, Strzygiewice, Swidnik, Wolka, Naleczow		Lubelskie Voivodeship - ERDF/ESF	Integrated Territorial Investment	2. Quality of information and communication technologies, 3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 7. Sustainable transport and network infrastructures, 9. Social inclusion, poverty and discrimination, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training

Country	Strategy name	Administrative Unit(s)		OP name(s)	Implementation mechanism	Thematic Objectives
Poland	Strategy for the development of Lodz metropolitan area 2020+	Lodz, Aleksandrow Lodzki, Andrespol, Brojce, Dlutow, Dmosin, Dobron, Brzeginy, Glowno, Jegow, Koluszki, Konstantynow Lodzki, Ksawerow, Lutomiersk, Nowosolna, Ogorkow, Pabianice, Parzeczew, Ragow, Rzgow, Strykow, Tuszyn, Zgierz		Lodzkie Voivodeship - ERDF/ESF	Integrated Territorial Investment	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination
	Integrated territorial investment strategy for Gorzow Wielkopolski functional urban area	Gorzow Wielkopolski, Bogdaniec, Deszczno, Kłodawa, Santok		Lubuskie Voivodeship - ERDF/ESF	Integrated Territorial Investment	3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 7. Sustainable transport and network infrastructures, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 10. Education, training and vocational training, 4. Shift towards a low-carbon economy, 10. Education, training and vocational training
	Integrated territorial investment strategy for Zielona Gora functional urban area	Zielona Gora, Czerwiensk, Sulechow, Swidnica, Zabor		Lubuskie Voivodeship - ERDF/ESF	Integrated Territorial Investment	2. Quality of information and communication technologies, 3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 7. Sustainable transport and network infrastructures, 9. Social inclusion, poverty and discrimination, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Integrated territorial investment strategy for Bydgoszcz-Torun functional urban area	Bydgoszcz, Torun, Biale Blota, Dabrowa Chelminska, Dobrz, Koronowo, Nowa Wies Wielka, Osielsko, Sicienko, Solec Kujawski, city of Chelmga, Chelmga, Czernikowo, Lubicz, Lubianka, Lysomice, Obrowo, Wielka Nieszawka, Zlawies Wielka, Kowalewo Pomorskie, Labiszyn, Naklo nad Notec		Kujawsko-Pomorskie Voivodeship - ERDF/ESF	Integrated Territorial Investment	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Integrated territorial investment strategy for Walbrzych agglomeration	Walbrzych, Kamienna Gora, Kamienna Gora, Lubawka, Nowa Ruda, Swiebodzice, Boguszow-Gorce, Szczerwno-Zdroj, Czarny Bor, Gluszyca, Mieroszow, Walim, Jedlina-Zdroj, Stare Bogaczowice, Swidnica, Jaworzyna Slaska, Strzegom, Zarow, Dobromierz, Marcinowice		Dolnośląskie Voivodeship - ERDF/ESF	Integrated Territorial Investment	2. Quality of information and communication technologies, 3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 7. Sustainable transport and network infrastructures, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Integrated territorial investment strategy for Wroclaw functional urban area	Wroclaw, Jelcz-Laskowice, Katy Wroclawskie, Siechnice, Trzebnica, Oborniki Slaskie, Sobotka, Olesnica, Dlugoleka, Czernica, Zorawina, Kobierzyce, Miekinia, Wisznia Mala		Dolnośląskie Voivodeship - ERDF/ESF	Integrated Territorial Investment	1. Research, technological development and innovation, 2. Quality of information and communication technologies, 3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 5. Climate change adaptation, risk prevention and management, 6. Environment and resource efficiency, 7. Sustainable transport and network infrastructures, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Integrated strategy for the development of Biala Podlaska functional urban area 2015-2020	Biala Podlaska		Lubelskie Voivodeship - ERDF/ESF	Integrated Territorial Investment	2. Quality of information and communication technologies, 3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination, 1. Research, technological development and innovation, 3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 5. Climate change adaptation, risk prevention and management, 6. Environment and resource efficiency, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination
	Strategy for the development of Chelm functional urban area 2015-2020	Chelm, Kamien		Lubelskie Voivodeship - ERDF/ESF	Integrated Territorial Investment	3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 10. Education, training and vocational training

Country	Strategy name	Administrative Unit(s)		OP name(s)	Implementation mechanism	Thematic Objectives
Poland	Strategy for the development of the functional urban area of Puławy city 2014-2020	Pulawy, Janowiec, Kazimierz Dolny, Konskowola, Zyrzyn		Lubelskie Voivodeship - ERDF/ESF	Integrated Territorial Investment	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency
	Strategic territorial plan of Zamosc city and Zamosc Municipality	Zamosc		Lubelskie Voivodeship - ERDF/ESF	Integrated Territorial Investment	3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 9. Social inclusion, poverty and discrimination
	Strategy for the development of Elblag functional area / Integrated territorial investments	Elblag, Milejewo, Mlynary, Talkmicko		Warmińsko-Mazurskie Voivodeship - ERDF/ESF	Integrated Territorial Investment	4. Shift towards a low-carbon economy, 7. Sustainable transport and network infrastructures, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Strategy for the development of Elk Subregional area until 2025	Elk		Warmińsko-Mazurskie Voivodeship - ERDF/ESF	Integrated Territorial Investment	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 7. Sustainable transport and network infrastructures, 9. Social inclusion, poverty and discrimination, 9. Social inclusion, poverty and discrimination
Portugal	Pact for Territorial Development and Cohesion of the Intermunicipal Community of Tamega and Sousa	Tâmega e Sousa		Norte - ERDF/ESF, Sustainability and Resource Use Efficiency - PT - CF, Social Inclusion and Employment - PT - ESF/YEI, Continental Portugal - Rural Development	Integrated Territorial Investment	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Pact for Territorial Development and Cohesion of the Intermunicipal Community of Terras de Trás-os-Montes	Terras de Trás-os-Montes		Norte - ERDF/ESF, Sustainability and Resource Use Efficiency - PT - CF, Social Inclusion and Employment - PT - ESF/YEI, Continental Portugal - Rural Development	Integrated Territorial Investment	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Pact for Territorial Development and Cohesion of the metropolitana area of Porto	Área Metropolitana Porto		Norte - ERDF/ESF, Sustainability and Resource Use Efficiency - PT - CF, Social Inclusion and Employment - PT - ESF/YEI, Continental Portugal - Rural Development	Integrated Territorial Investment	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Pact for Territorial Development and Cohesion of the Intermunicipal Community of Alentejo Litoral	Alentejo Litoral		Alentejo - ERDF/ESF, Sustainability and Resource Use Efficiency - PT - CF, Social Inclusion and Employment - PT - ESF/YEI	Integrated Territorial Investment	4. Shift towards a low-carbon economy, 5. Climate change adaptation, risk prevention and management, 6. Environment and resource efficiency, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Pact for Territorial Development and Cohesion of the Intermunicipal Community of Alto Tamega	Alto Tâmega		Norte - ERDF/ESF, Sustainability and Resource Use Efficiency - PT - CF, Social Inclusion and Employment - PT - ESF/YEI, Continental Portugal - Rural Development	Integrated Territorial Investment	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Pact for Territorial Development and Cohesion of the Metropolitan Area of Lisbon	Área Metropolitana Lisboa		Lisboa - ERDF/ESF, Sustainability and Resource Use Efficiency - PT - CF	Integrated Territorial Investment	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 5. Climate change adaptation, risk prevention and management

Country	Strategy name	Administrative Unit(s)		OP name(s)	Implementation mechanism	Thematic Objectives
Portugal	Pact for Territorial Development and Cohesion of the Intermunicipal Community of Baixo Alentejo	Baixo Alentejo		Alentejo - ERDF/ESF, Sustainability and Resource Use Efficiency - PT - CF, Social Inclusion and Employment - PT - ESF/YEI	Integrated Territorial Investment	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 5. Climate change adaptation, risk prevention and management, 6. Environment and resource efficiency, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Pact for Territorial Development and Cohesion of the Intermunicipal Community of Cávado	Cávado		Norte - ERDF/ESF, Sustainability and Resource Use Efficiency - PT - CF, Social Inclusion and Employment - PT - ESF/YEI, Continental Portugal - Rural Development	Integrated Territorial Investment	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Pact for Territorial Development and Cohesion of the Intermunicipal Community of Ave	Ave		Norte - ERDF/ESF, Sustainability and Resource Use Efficiency - PT - CF, Social Inclusion and Employment - PT - ESF/YEI, Continental Portugal - Rural Development	Integrated Territorial Investment	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Pact for Territorial Development and Cohesion of the Intermunicipal Community of Douro	Douro		Norte - ERDF/ESF, Sustainability and Resource Use Efficiency - PT - CF, Social Inclusion and Employment - PT - ESF/YEI, Continental Portugal - Rural Development	Integrated Territorial Investment	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Pact for Territorial Development and Cohesion of the Intermunicipal Community of Alto Minho	Alto Minho		Norte - ERDF/ESF, Sustainability and Resource Use Efficiency - PT - CF, Social Inclusion and Employment - PT - ESF/YEI, Continental Portugal - Rural Development	Integrated Territorial Investment	2. Quality of information and communication technologies, 4. Shift towards a low-carbon economy, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
Romania	Integrated urban development strategy of Timișoara growth pole 2015-2020	Timisoara, Becicherecu Mic, Bucovăț, Dudeștii Noi, Dumbrăvița, Ghiroda, Giarmata, Giroc, Moșnița Nouă, Orțișoara, Pișchia, Remetea Mare, Săcălaș, Sîmihaiu Român, Șag		Integrated Regional Programme - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Integrated urban development strategy of Intercommunity Development Association "Metropolitan area Craiova" 2014-2020	Craiova, Filiași, Segarcea, Almăj, Brădești, Breasta, Bucovăț, Calopăr, Coțofenii din Față, Ghercești, Ișalnița, Mischii, Murgași, Pielești, Predești, Șimnicu de Sus, Terpegița, Țuglui, Vârvoru de Jos, Cârcea, Coșoveni, Vela, Teasc, Malu Mare, Coțofenii din Dos, Ghindeni, Goiești		Integrated Regional Programme - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Integrated urban development strategy of Ploiești growth pole 2014-2020	Ploiesti, Băicoi, Boldești-Scăeni, Plopeni, Boldești, Brazi de Sus, Brazi de Jos, Negoiești, Brazi, Bucov, Chițorani, Bucov, Ariceștii Rahtivani, Berceni, Blejoi, Dumbrăvești, Valea Călugărească		Integrated Regional Programme - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Integrated urban development strategy of National Growth Pole - Constanta Metropolitan Area	Constanța, Năvodari, Ovidiu, Murfatlar, Techirghiol, Eforie, Agigea, Cumpăna, Valu lui Traian, Poarta Albă, Lumina, Corbu, Mihail Kogălniceanu, Țugla, 23 August si Costinesti		Integrated Regional Programme - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Integrated urban development strategy of Cluj-Napoca Metroplitan Area	Cluj-Napoca, Aiton, Apahida, Baci, Bonțida, Borșa, Căianu, Chinteni, Ciurila, Cojocna, Feleacu, Florești, Gârbău, Gilău, Jucu, Petreștii de Jos, Tureni și Vultureni		Integrated Regional Programme - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Development strategy of Vaslui metropolitan pole 2014-2023	Vaslui, Balteni, Delesti, Laza, Lipovat, Muntenii de Jos, Muntenii de Sus, Puscasi, Stefan cel Mare, Văleni, Zăpodeni		Integrated Regional Programme - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training

Country	Strategy name	Administrative Unit(s)		OP name(s)	Implementation mechanism	Thematic Objectives
Romania	Integrated urban development strategy of Iasi metropolitan area 2015-2030	Iasi, Victoria, Popricani, Aroneanu, Rediu, Valea Lupului, Lețcani, Miroslava, Ciurea, Bârnova, Schitu Duca, Tomești, Holboca și Ungheni, Movileni, Țuțora, Comarna, Prisăcani și Mogoșești		Integrated Regional Programme - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Integrated urban development strategy of Metropolitan Area Brașov	Brașov, Săcele, Codlea, Râșnov, Ghimbav, Zărnești, Predeal, Sânpetru, Hărman, Prejmer, Târlungeni, Bod, Hălchiu, Cristian, Crizbav, Feldioara, Vulcan, Budila		Integrated Regional Programme - ERDF	Priority Axis	4. Shift towards a low-carbon economy, 6. Environment and resource efficiency, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
Sweden	Operational Program under the objective investment for jobs and growth	Stockholm		Stockholm - ERDF	Operational Programme	1. Research, technological development and innovation, 3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy
Slovakia	Sustainable urban development Strategy for Žilina	Žilina, Divinka, Horný Hričov, Teplická nad Vahom, Ovcarsko, Bitarova, Horký, Mojs, Rosina, Lietavska Lucka, Visnove		Integrated Regional Programme - ERDF, Human Resources - ESF/ERDF/YEI, Quality of Environment - ERDF/CF	Integrated Territorial Investment	6. Environment and resource efficiency, 7. Sustainable transport and network infrastructures, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Integrated territorial strategy of sustainable urban development for the functional urban area of the Trnava regional city 2014-2020	Trnava, Biely Kostol, Bohdanovce nad Trnavou, Brestovany, Bucany, Dolné Lovčice, Hrnčiarovce nad Parnou, Jaslovské Bohunice, Malženice, Selpice, Spacince, Zavar, Zelenec, Zvoncin, Rúžindol, Sucha nad Parnou		Integrated Regional Programme - ERDF, Human Resources - ESF/ERDF/YEI, Quality of Environment - ERDF/CF	Integrated Territorial Investment	6. Environment and resource efficiency, 7. Sustainable transport and network infrastructures, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Integrated territorial strategy of sustainable urban development for Trenčín city and its functional urban area	Trenčín, Kostolná-Záriečie, Skalka nad Vahom, Soblahov, Trenčianska Teplá, Trenčianska Turná, Veľké Bierovce, Zamarovce		Integrated Regional Programme - ERDF, Human Resources - ESF/ERDF/YEI, Quality of Environment - ERDF/CF	Integrated Territorial Investment	6. Environment and resource efficiency, 7. Sustainable transport and network infrastructures, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Intergrated territorial strategy for Prešov functional urban area	Presov, Veľký Saris, Bzenov, Drienov, Drienovská Nova Ves, Dulova Ves, Fintice, Haniska, Kapusany, Kendice, Kojatice, Kokosovce, Licartovce, Lubotice, Maly Saris, Petrovany, Podhradik, Rokycany, Ruska Nova Ves, Svinia, Teriakovce, Vysná Sebastova, Zaborske, Zlata Bana, Zupčany		Integrated Regional Programme - ERDF, Human Resources - ESF/ERDF/YEI, Quality of Environment - ERDF/CF	Integrated Territorial Investment	6. Environment and resource efficiency, 7. Sustainable transport and network infrastructures, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Sustainable urban development strategy for Nitra	Nitra, Malý Lapas, Veľký Lapas, Čechynce, Nitrianske Hrnčiarovce, Ivanka pri Nitre, Lužianky, Zbehy, Jelšovce, Čakajovce		Integrated Regional Programme - ERDF, Human Resources - ESF/ERDF/YEI, Quality of Environment - ERDF/CF	Integrated Territorial Investment	6. Environment and resource efficiency, 7. Sustainable transport and network infrastructures, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Integrated territorial strategy of sustainable urban development for the functional urban area of Košice city 2015-2020 (2023)	Košice, Trebejov, Sokol, Družstevná pri Hornade, Kostolany nad Hornadom, Budimír, Vajkovce, Rožňanovce, Beniakovce, Nizný Klatov, Hrasovík, Kosické Olsany, Bukovec, Baska, Sady nad Torysou, Mala Ida, Kosická Polianka, Vysná Hutka, Nizná Hutka, Veľká Ida, Kokšov - Baksa, Valal		Integrated Regional Programme - ERDF, Human Resources - ESF/ERDF/YEI, Quality of Environment - ERDF/CF	Integrated Territorial Investment	6. Environment and resource efficiency, 7. Sustainable transport and network infrastructures, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Integrated territorial strategy for Bratislava city area	Bratislava, Senec, Malacký, Modra, Peginok, Stupava, Svätý Jur, Bernolákovo, Borinka, Dunajská Lužná, Hamuliakovo, Chorvátsky Grob, Ivanka pri Dunaji, Jablonove, Kalinkovo, Kostoliste, Lab, Limbach, Logorno, Malinovo, Marianka, Miloslavov, Most pri Bratislave, Nova Dedinka, Plav		Integrated Regional Programme - ERDF, Human Resources - ESF/ERDF/YEI, Quality of Environment - ERDF/CF	Integrated Territorial Investment	6. Environment and resource efficiency, 7. Sustainable transport and network infrastructures, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
	Integrated territorial strategy of sustainable urban development for Banská Bystrica functional urban area	Banská Bystrica, Badin, Dolný Harmanec, Harmanec, Horne Prsany, Hronek, Kordiky, Kraliky, Kynčelova, Malachov, Nemce, Riečka, Selce, Slovenská Lupča, Tajov, Špania Dolina, Vlkanova		Integrated Regional Programme - ERDF, Human Resources - ESF/ERDF/YEI, Quality of Environment - ERDF/CF	Integrated Territorial Investment	6. Environment and resource efficiency, 7. Sustainable transport and network infrastructures, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training
United Kingdom	Leeds City Region; Integrated Actions for Sustainable Urban Development	Bradford, Calderdale, Kirklees, Leeds, Wakefield, York		England - ERDF	Integrated Territorial Investment	3. Competitiveness of SMEs, 5. Climate change adaptation, risk prevention and management, 6. Environment and resource efficiency
United Kingdom	Tees Valley European Structural and Investment Funds strategy	Tees Valley		England - ERDF, England - ESF/YEI	Integrated Territorial Investment	1. Research, technological development and innovation, 2. Quality of information and communication technologies, 3. Competitiveness of SMEs, 4. Shift towards a low-carbon economy, 5. Climate change adaptation, risk prevention and management, 8. Sustainable and quality employment and labour mobility, 9. Social inclusion, poverty and discrimination, 10. Education, training and vocational training

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