



# Cooperation Needs and Perspectives in Western Balkans Slovenian view

Territorial Conference:  
**Potentials for Territorial Co-operation with Western Balkans**  
Maribor, 19-20 April 2010



# Cooperation in a specific geographical context and setting



- Better use of potentials and resources, avoiding duplication of work, overcoming shortages
- Dealing with the global challenges specific in the given territory (climate change, demography, energy, globalization)
- Comparison in the wider area - strategic view
- Joint implementation of documents adopted at international and European levels (ESDP, TA EU, Leipzig Charter, EU strategies and directives - Lisbon/Europe2020, WFD,...) and conventions (Danube, Barcelona, Florence,...), national documents (national policies, strategies), bilateral agreements (energy,.....) - making synergies



# The European Territory - physical view and integration (ESPON)

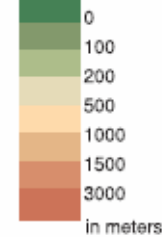


The European Territory - Physical view and integration

2



**Elevation**



Countries of ESPON programme 2006

**Largest cities by inhabitants**

- 250,000 to below 500,000
- 500,000 to below 1 Million
- 1 Million and more

**European Integration**

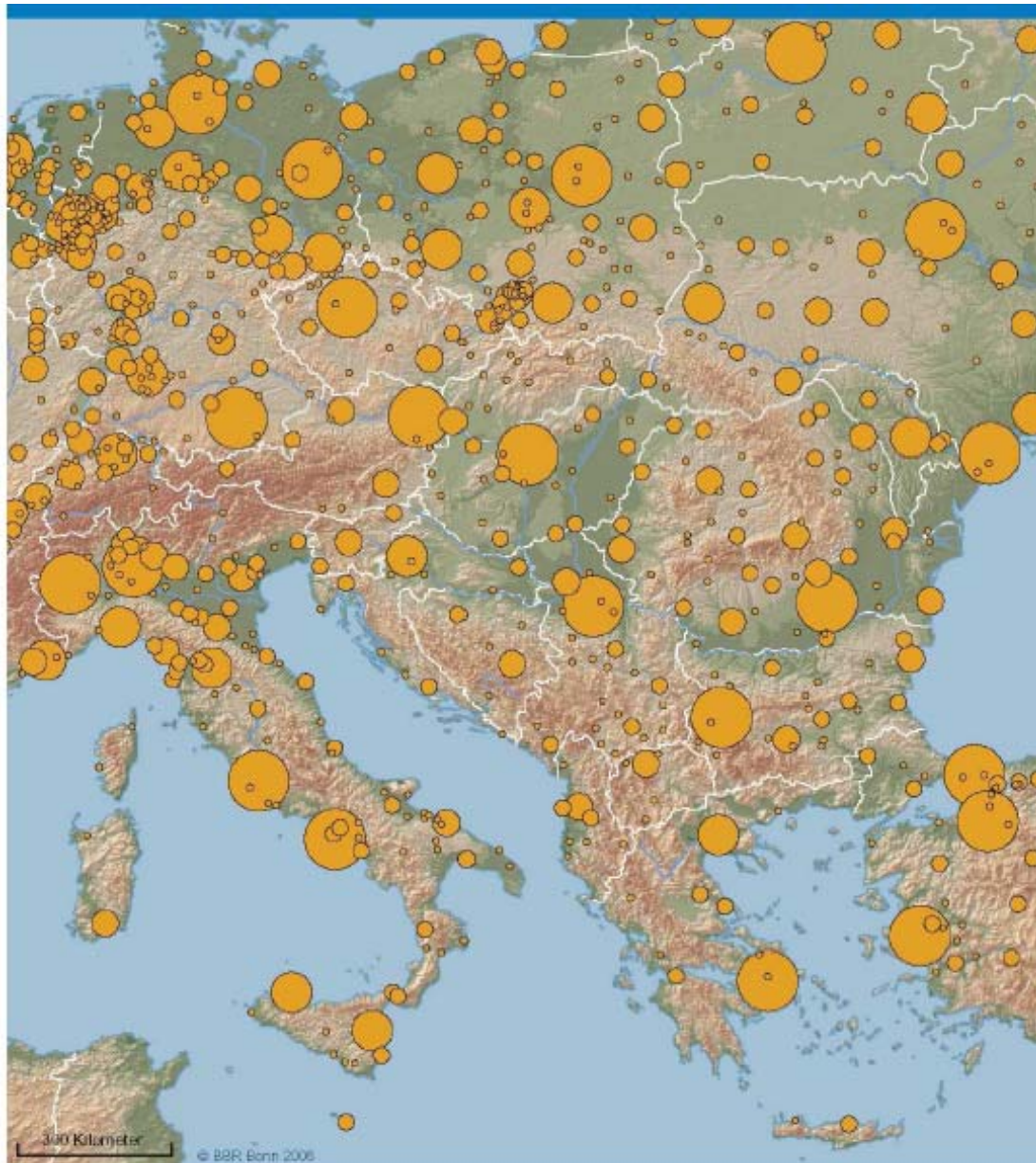
- Member States of the European Union
- Candidate Countries of the European Union
- Euro countries
- Schengen countries
- Capital cities

This map does not necessarily reflect the opinion of the ESPON Monitoring Committee

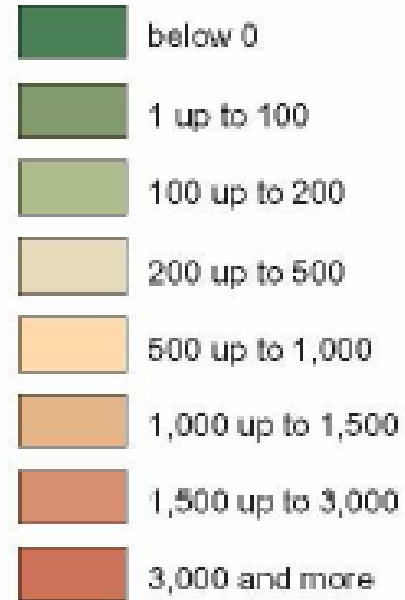


500 km

# Morphology and population (PlaNET CenSE project) - small and medium size cities but also a big city



## Heights in meters

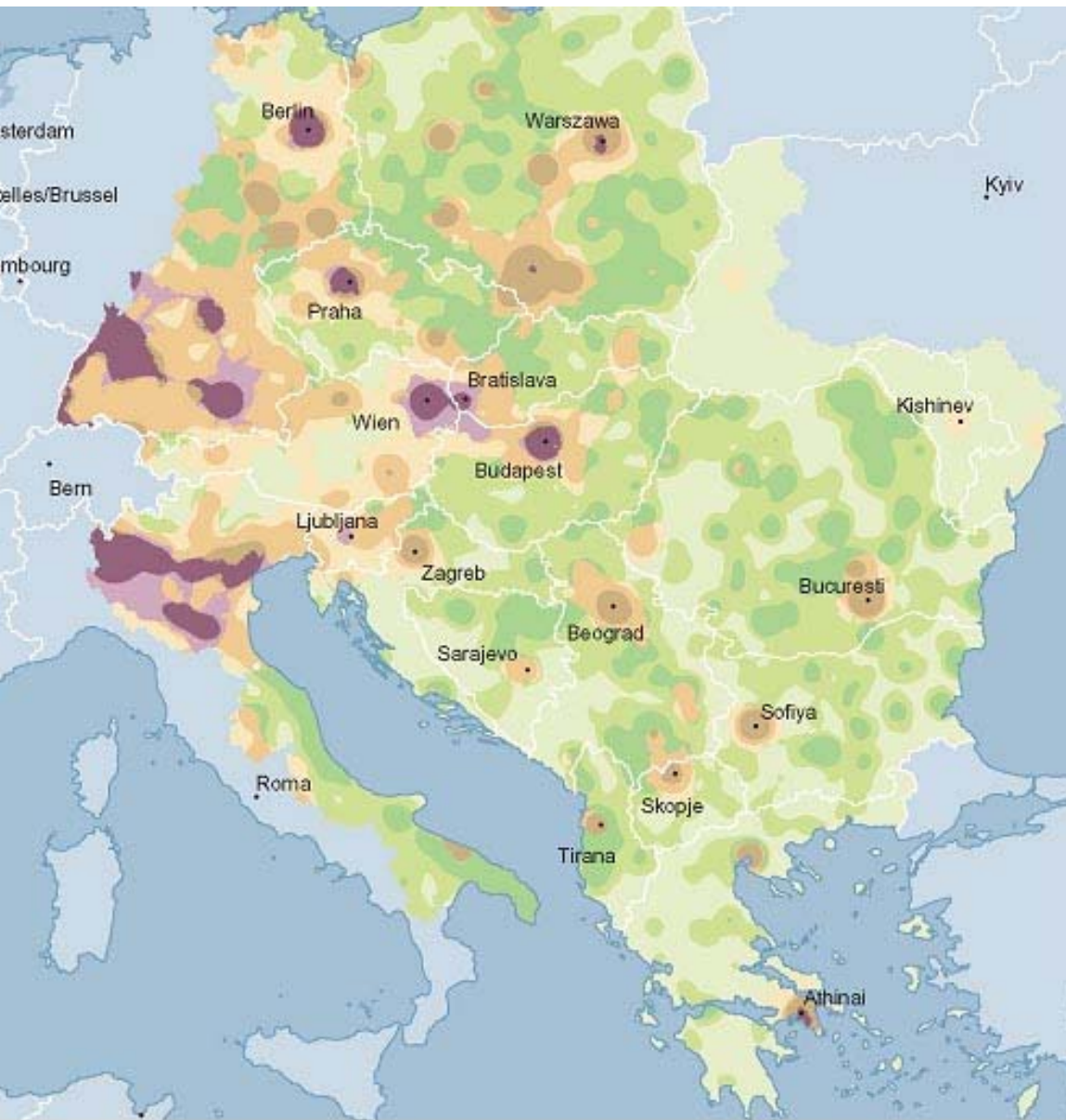


## Cities with more than 50,000 inhabitants

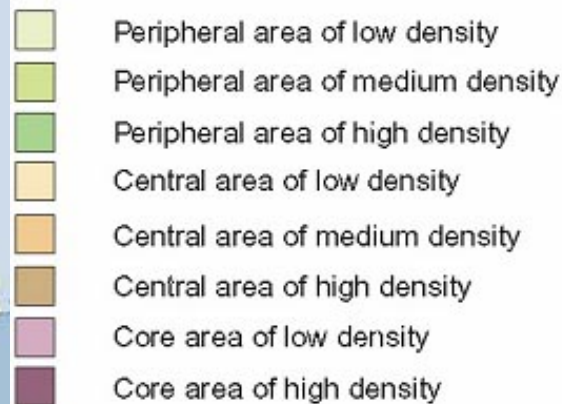




# Accessibility - at the edge of the main economic integration areas (PlaNET CenSE project)



Typology of spatial structures in CADSES based on population density and accessibility to all MEGAs and transnational/national FUAs



Source: Accessibility model of the BBR, Continuous Spatial Monitoring of the BBR, National Statistics  
Geometric Basis: GfK Macon AG

	POPULATION DENSITY	<25	25-50	50-100	100-250	250-500	>500
ACCESSIBILITY							
outmost peripheral area		Peripheral area of low density	Peripheral area of low density	Peripheral area of medium density	Peripheral area of high density		
peripheral area		Peripheral area of low density	Peripheral area of medium density	Peripheral area of high density	Peripheral area of high density		
centre-oriented area		Peripheral area of low density	Peripheral area of medium density	Peripheral area of high density	Peripheral area of high density	Peripheral area of high density	Peripheral area of high density
extended central area		Central area of low density	Central area of medium density	Central area of medium density	Central area of high density	Central area of high density	Central area of high density
central area		Central area of low density	Central area of medium density	Central area of medium density	Central area of high density	Central area of high density	Central area of high density
core area				Core area of low density	Core area of low density	Core area of high density	Core area of high density

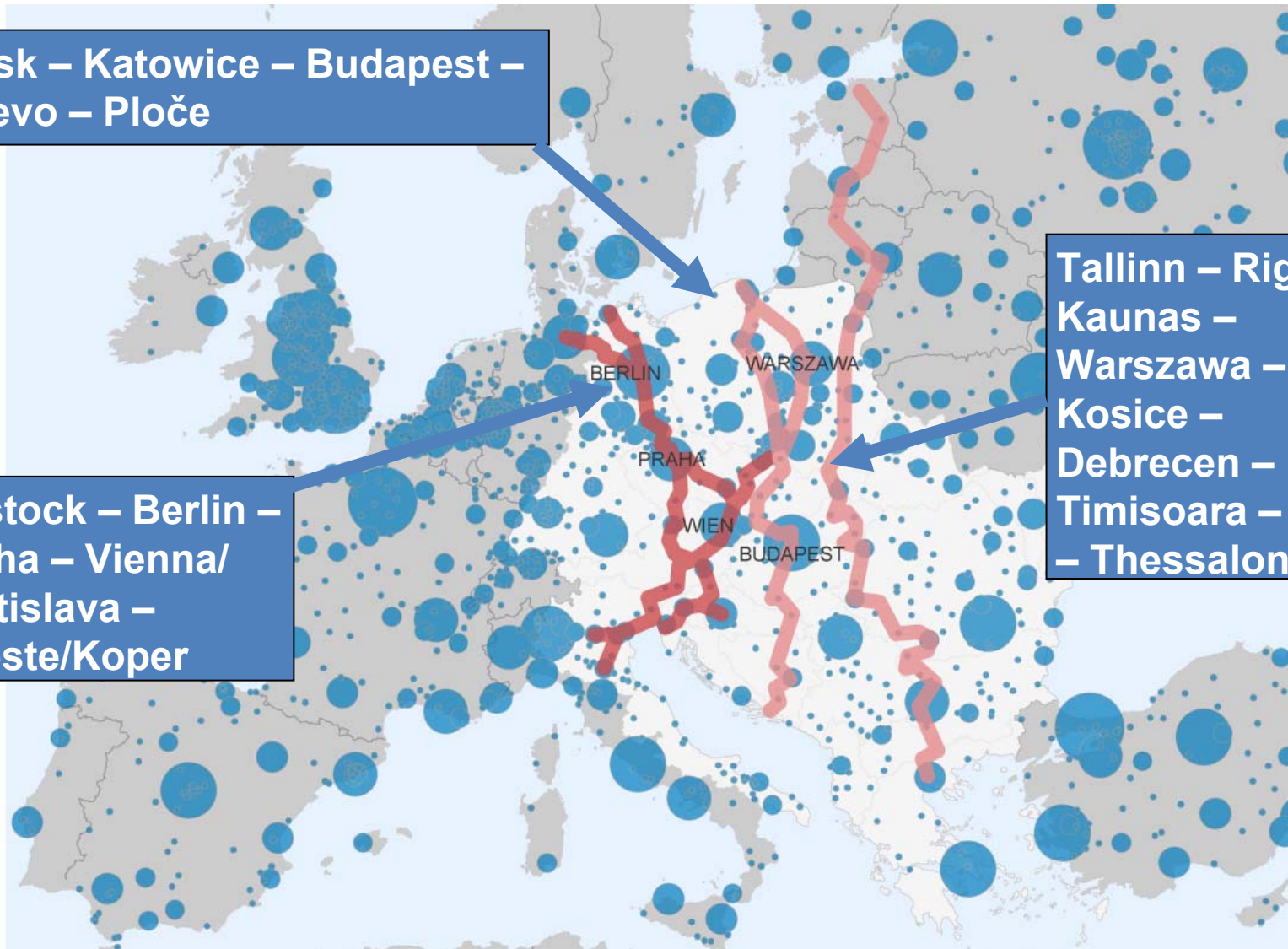
# North-South Railway Corridors - alternative routes (PlaNET CenSE project)



**Gdansk – Katowice – Budapest –  
Sarajevo – Ploče**

**Tallinn – Riga –  
Kaunas –  
Warszawa –  
Kosice –  
Debrecen –  
Timisoara – Sofia  
– Thessaloniki**

**Rostock – Berlin –  
Praha – Vienna/  
Bratislava –  
Trieste/Koper**





# Development potential of individual FUAs (PlaNet CenSE project)



## PlaNET CenSE Draft Trend Scenario 2020 (February 2006)

- MEGA Category 1
- MEGA Category 2
- MEGA Category 3
- MEGA Category 4
- MEGA not categorised
- Transnational/national FUA

Candidates to rise due  
to individual potential

- MEGA Category 4
- Transnational/national FUA

# Cooperation need: Urban networking



- Polycentricism to be strengthened – towards balanced and territorially efficient urban development
- Cooperation between small and medium size cities - working together for achieving critical mass (economy of scale) for competitiveness and visibility in a greater territory
- Urban - rural relationships: improving cooperation between cities and their surroundings (“city regions”?)
- Improved attractiveness and efficiency of cities for their inhabitants and economy ( quality of life in cities, quality of services) - know-how, institutional and capacity building





# Cooperation need: Improvement of accessibility and connectivity



- Combination of E-W corridors and N - S corridors
- Identification of missing transport links and bottlenecks
- Improving intermodality - supporting transnational trade flows but also urban development
- Fostered cooperation among sea ports in Adriatic sea in relation to sea motorways
- Network of airports



# Cooperation needs: economic benefit from natural and cultural values



- Quality of resources, preserved natural beauty, biodiversity, landscapes, cultural heritage, water and soil resources
- Contribution to wellbeing, quality of life, attractiveness of territory, economic development
- Definition of ecosystem services - public goods (not only in the mountains), i. e. landscape and culture for tourism
- New role of agriculture and forestry in the urban development (food supply - 0 km agriculture, energy and timber supply)
- Green networks for long term territorial quality



# Cooperation approach



- Strategic view (having in mind broader picture) - planners' network!
- Stimulating, influencing processes
- Capacity building (institutional, individual) for networking
- Developing knowledge and data supply - evaluation of trends and development perspectives - making greater visibility of territories
- Building on innovation: not technological but territorial and social innovations taking into account specificities of the territories turning them into advantages





Thank you!

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