

Fig. 1: Agglomerations of Mediterranean countries in 1950 and 1995. (Source: *Géopolis*, 1998; *Plan Bleu pour la Méditerranée*, 1999).

Changing urban policies towards sustainability in the Mediterranean

Serge Antoine

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Foreword

"Urban Management and Sustainable Development" was chosen to be one of the main topics to be considered by the Mediterranean Commission for Sustainable Development (MSDC) in the period 1999-2001.

This Commission was created following the 1992 Rio Earth Summit. It is an institution unique in the world working at a regional scale. It groups 20 representatives of states and 15 persons from environmental NGOs, socio-economic actors and local authorities.

The MSDC was set up and is working in the framework of the "Mediterranean Action Plan" (MAP) launched in 1975 by the 20 Mediterranean riparian states, under the umbrella of the United Nations, whose headquarters are in Athens.

A Working Group on towns was established at the beginning of 1999; it launched a number of activities in order to respond to its mandate, defined, together with its composition, in July 1999 as follows: "The Working Group on Sustainable Development and Urban Management was, within its present mandate, established at the Meeting of the Mediterranean Commission for Sustainable Development in Monaco (20-22 October 1998). The task managers of the Group are Egypt, MEDCITIES and Turkey. [...] The Group is supported by the Priority Actions Programme and the Blue Plan Regional Activity Centres of the Mediterranean Action Plan (MAP). The meeting also decided

that the Group will concentrate its work on the issues of urban development and sustainable management ..." (excerpt from the Report of the Fifth Meeting of the MCSD, Rome, July 1999)

After two years, the main activities¹ implemented can be summarised as follows:

- organisation of three meetings and fora (Split, 1999; Paris, 2000; Sophia Antipolis, 2001), each enjoying the participation of fifteen-odd experts in urban issues in the Mediterranean;
- preparation of a preliminary assessment of urban issues and challenges of urban management aimed at a sustainable development of the Mediterranean region;
- implementation of an "information campaign" through questionnaires sent to the authorities of 50 Mediterranean towns and 20 coastal states;
- mobilisation of 12 experts (national, sub-regional, regional) from three shores of the Mediterranean in order to get a better insight into the priority urban problems of each sub-region, as well as the principal obstacles and difficulties standing in the way of a sustainable urban development;
- identification of 6 examples of urban management (Malaga, Ismailia, Split, Iskenderun, Tetouan, Limassol), illustrating the diversity of methods of progressing towards a more harmonised urban future;
- creation of an overview of international and regional initiatives towards a sustainable development of Mediterranean towns;
- organisation of a Mediterranean meeting on "Urban Management and Sustainable Development" (Barcelona, September 3-5, 2001), attended by 55 participants from the three shores of the Mediterranean, representing all the members of the urban group.

The document presented at the Berlin meetings of the WSE in October 2001 was the latest draft for approval by the 20 riparian states of the Mediterranean region. The four orientations and 10 propositions contained are directed to states, city managers, socio-economic actors and civil societies.

The figures and forecasts mentioned here come from the *Blue Plan* (Dr Michel Batisse, V.P. Serge Antoine) located in Sophia Antipolis (France), working in the framework of the MAP.

Introduction

Throughout the world, urban reality is a major issue of our contemporary society. This was recognised as one of the priorities at the Habitat II Conference (Istanbul, 1996).

The Mediterranean does not escape to the global evolutions; moreover, it has its specific features and its history. This history, often several thousand years old, gave birth to a true urban network and the living concept of "a town" where urbanism, institutions and society meet.

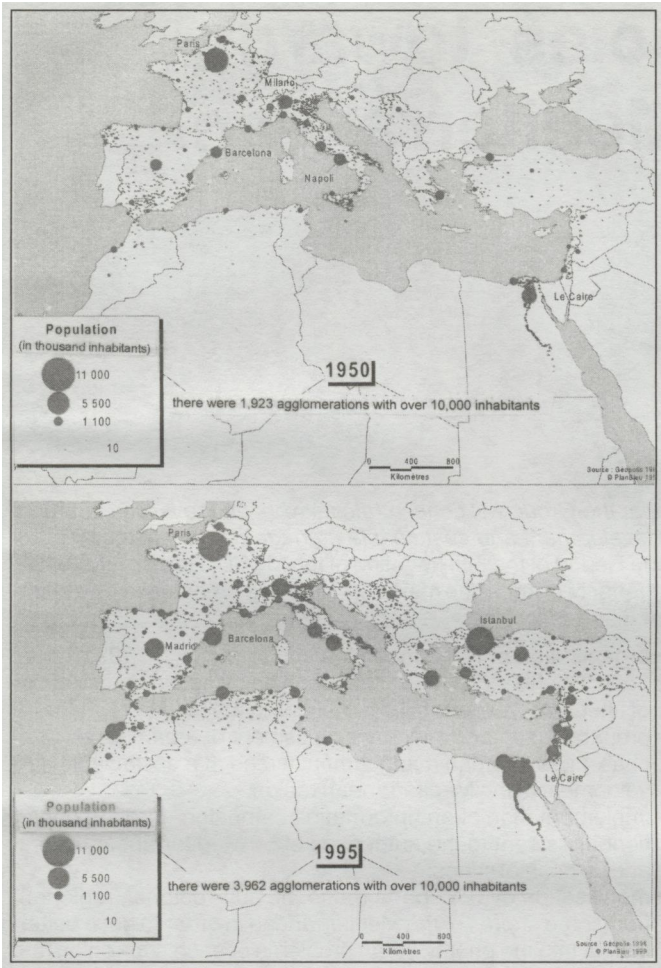


Fig. 1: Agglomerations of Mediterranean countries in 1950 and 1995. (Source: *Géopolis*, 1998; *Plan Bleu pour la Méditerranée*, 1999).

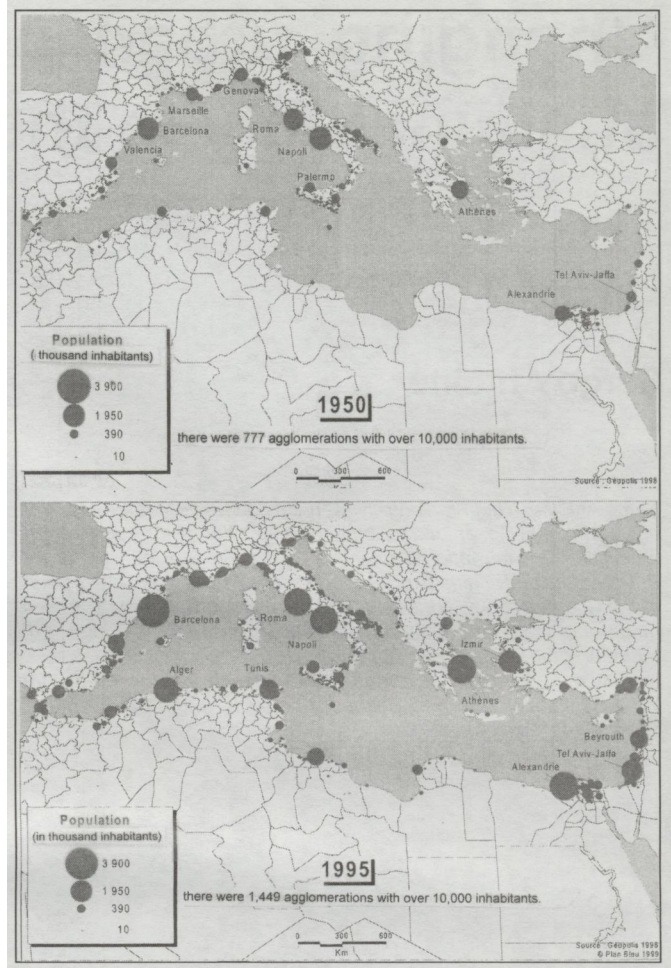


Fig. 2: Agglomerations of coastal Mediterranean regions in 1950 and 1995. (Source: *Géopolis*, 1998; *Plan Bleu pour la Méditerranée*, 1999).

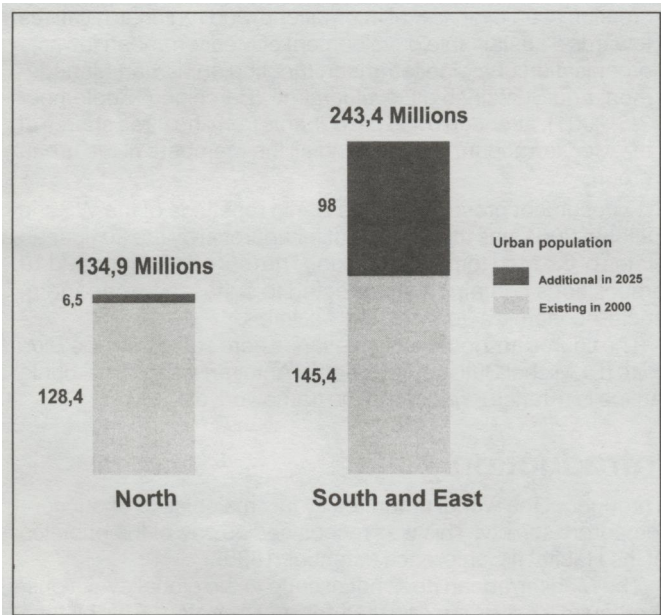


Fig. 3: Estimated evolution of urban population in the total Mediterranean Basin, 2000-2025. (Source: *Plan Bleu pour la Méditerranée*, 1998).

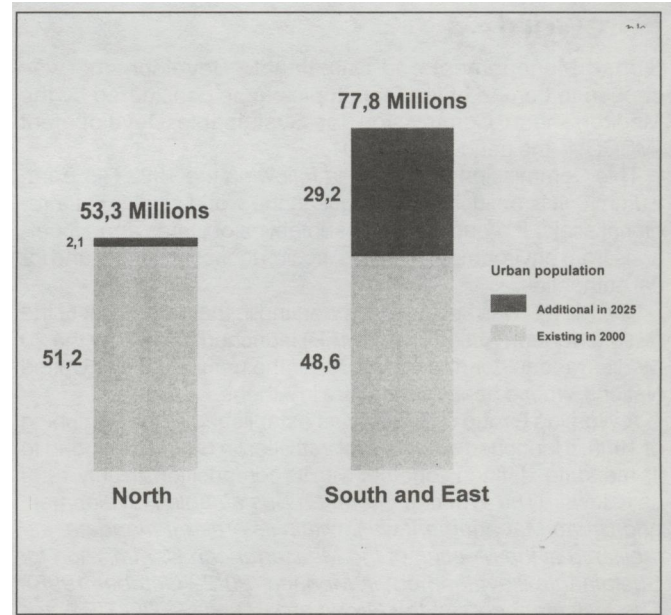


Fig. 4: Estimated evolution of urban population in the coastal Mediterranean regions, 2000-2025. (Source: *Plan Bleu pour la Méditerranée*, 1998).

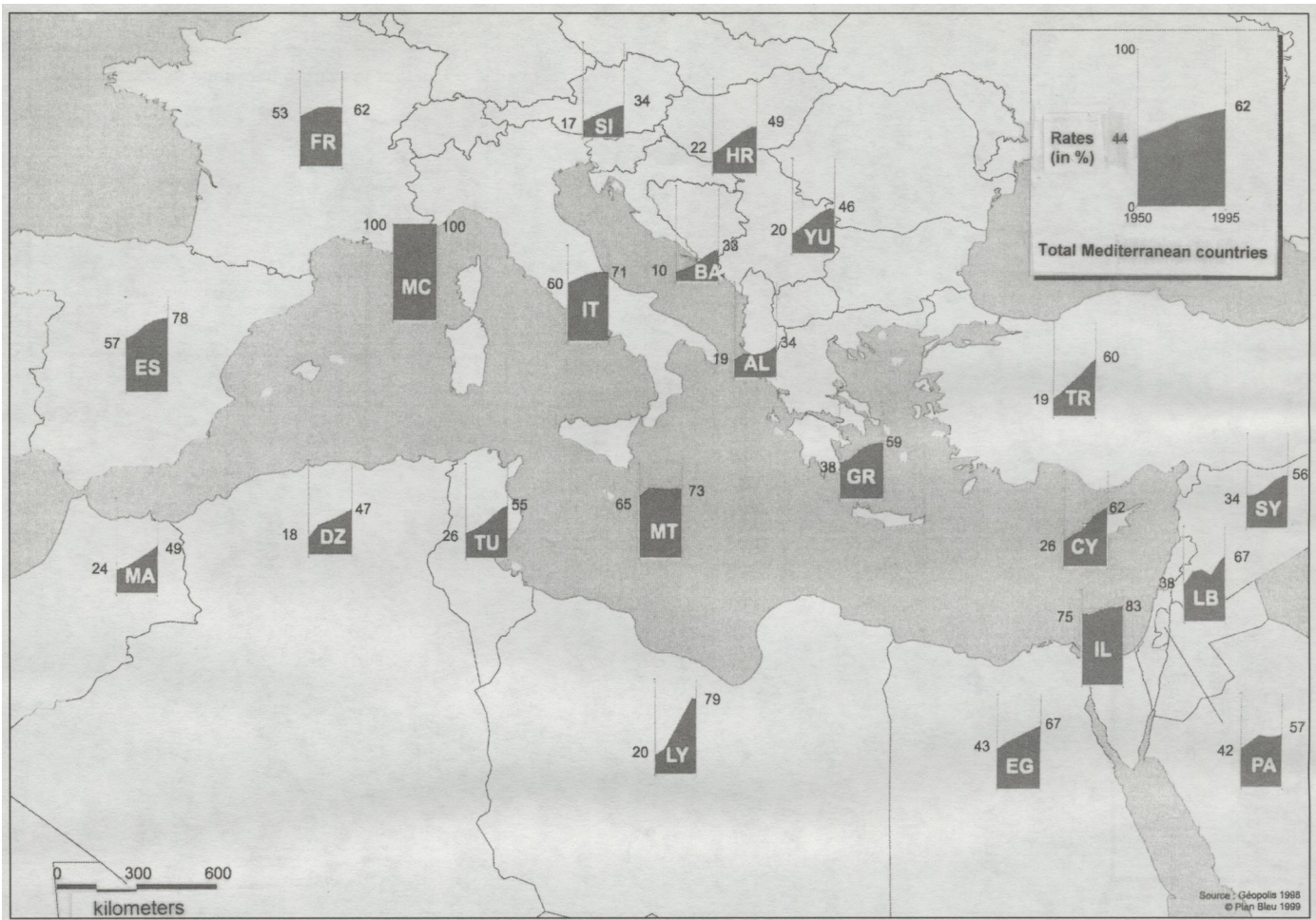


Fig. 5: Growth of urbanization rates in Mediterranean countries or territories between 1950 and 1995. (Source: Géopolis, 1998; Plan Bleu pour la Méditerranée, 1999).

Mediterranean societies are predominantly urban

After half a century of intensive urbanisation (1950-2000) and the accompanying transformations of the way of life and consumption, Mediterranean societies have become predominantly urban. The urban population of the coastal states grew from 94 million in 1950 to 274 million in 2000. From 1965 to 2000, the urbanisation rate in the countries between Spain and Greece (northern shore) has grown from 58 percent to 67 percent, and between Turkey and Morocco (eastern and southern shores) from 37 percent to almost 62 percent (figs. 1, 2, 3, 4 and 5).

In spite of a recently noted deceleration in the demographic growth in the countries of the northern shore, which is growing or expected to grow in the countries of the south, and in spite of a relative slowing down of rural exodus, in the future the heavy urbanisation trend will continue, even if it might be modified by the evolution of migratory flows which is hard to predict, and in 25 years, more than 7 inhabitants of 10 in the Mediterranean region will probably live in a town.

In absolute figures, the urban population could grow from the present 274 million to approximately 378 million in 2025, with a very important growth potential lying in the towns of the eastern and southern shores (probably, an additional 100 million inhabitants) (figs. 3 and 4).

The population littoralisation is not a general phenomenon, but is highly pronounced in a number of countries. According to

demographic trend perspectives, in the next 25 years the coastal urban population of the northern shore will remain relatively unchanged, while that of the southern and eastern shores could grow by additional 30 million inhabitants. However, coastal urban sprawl, the touristic para-urbanisation in some areas, and concentration of certain economic activities, such as transport infrastructure, will probably continue turning natural coastal spaces into artificial environments (47,000 km length of coast).

Urbanisation perspectives, long-term environmental concerns, the burden of the towns in the national economies, lead to considering the towns and agglomerations as strategic places for sustainable development in the Mediterranean. In fact, the following are concentrated in the towns and agglomerations:

- most of the economic growth of the countries, and of the supply of production factors relevant to the land,
- consumption of an important part of both renewable and non-renewable resources,
- “production” of most of the waste, as well as being the source of a considerable portion of pollution of various environments (air, water, surface and underground soil, sea ...),
- critical social situations, sometimes extremely serious (economic, social and environmental dualities, insufficient services, deterioration of the quality of life and sanitary risks, bursting of urban services, segregation, conflicts and violence, ...).

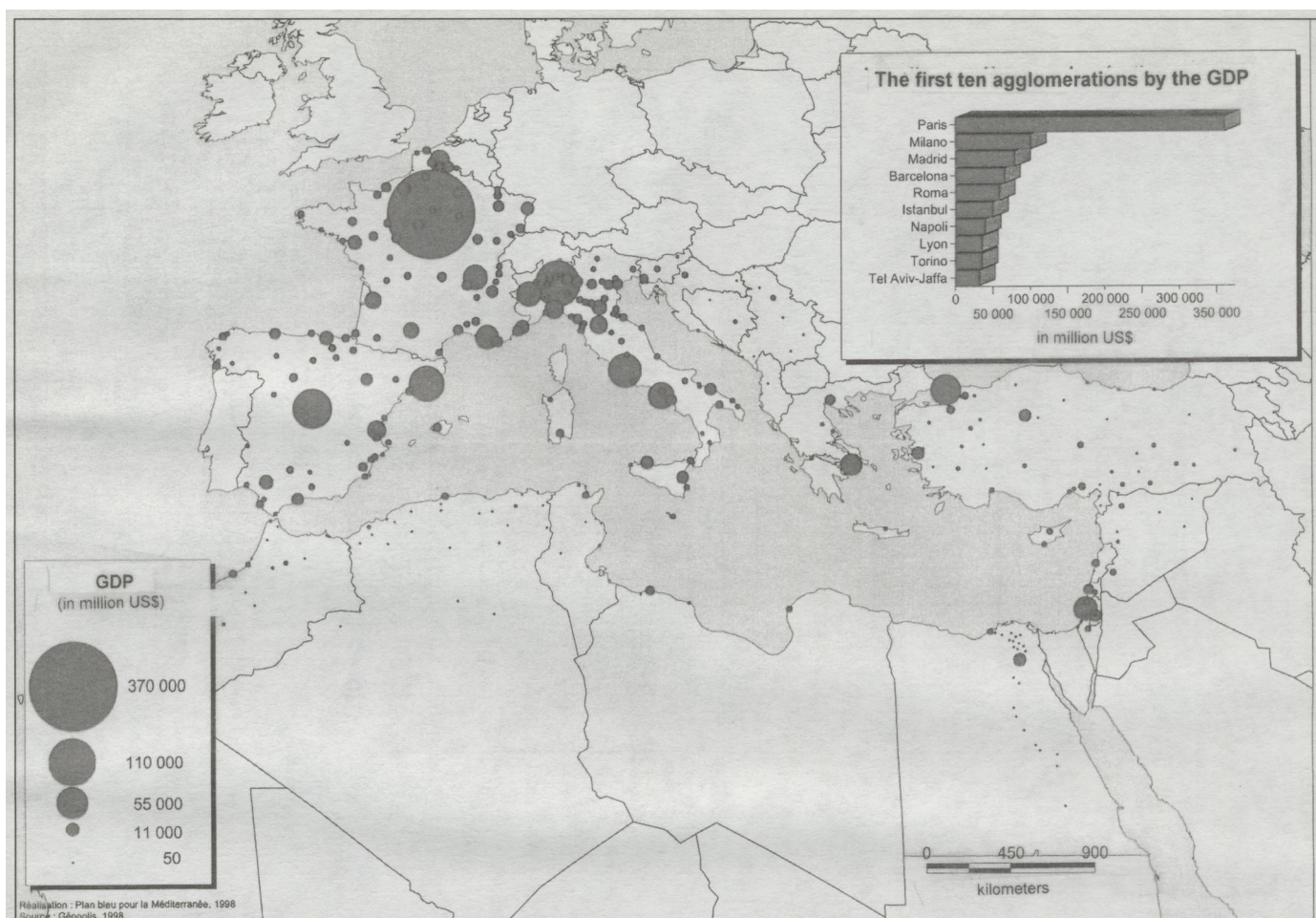


Fig. 6: The GDP of Mediterranean agglomerations in 1995. (Source: Plan Bleu pour la Méditerranée, 1998; Géopolis, 1998).

The problems are serious and even critical, even if in the Mediterranean space where the first nuclei of urban life developed and flourished, the negative features have rarely reached the intensity or severity thresholds observed in other regions of the world.

Moreover, the towns are vectors of innovation and key points of maintenance and promotion of significant models of social and cultural diversity.

Urban economies in a globalisation context

Regardless of the contexts varying greatly from one country to another, globalisation affects the Mediterranean region just as any other region in the world. The countries of the south and the east join this dynamic, one aspect being their approaching the European Union, pre-empted by the association agreements preparing an area of free market and a Euro-Mediterranean space (fig. 6).

Although modalities vary from one country to another, all towns are confronted by challenges of globalisation of economy, progressive liberalisation of the market, displacement of enterprises, relative restriction of the production sectors, an ever growing importance of the services sector, commerce, urban tourism and new information technologies, various privatisations of public companies, and an ever more frequent transfer of responsibility in the management of public urban services. Urban areas are priority factors of progress within this new global scenario.

The current economic changes, as well as socio-economic or geographic contrasts within the Mediterranean urban subsystems lead to situations which are sometimes competing and sometimes complementary. Apart from the positive aspects, the globalisation concept implies numerous de-structuring effects, between territories, between towns and even within the towns themselves, which risk to get even more pronounced in the future; hence the need for the towns and cities to affirm their identities.

Urban management institutions and methods

Both in the countries of the north, with a long tradition of municipal organisation which is now being re-considered, and in the countries of the south and east, involved for just a few decades in the profound institutional changes, all the towns are today faced by the need to respond to common challenges, notably:

- responses to segmented demands coming from urban societies which are getting more and more exigent;
- implementation of a negotiated, pragmatic urbanisation involving a large panel of actors, including those coming from the civil society;
- harmonisation of public urban policies, still too often sectorial;
- partial retreat of the States and the growing decentralisation;
- insufficient resources and funds of the local communities which depend in practically everything on external support;

- adoption of the public/private partnership formula, especially in the domain of public urban services;
- necessary training and sensibilisation, especially in the developing countries, for the leaders and municipal administrative staff, on the most recent knowledge of more complex urban issues.

Facing the real difficulties in tackling urban problems, it is necessary to find responses adapted to the specific context and traditions of each country. When proceeding towards a more sustainable development, voluntary actions are possible, but must not remain alone. Aimed in each country by different actors – State, local communities, civil society – these will differ considerably.

Four groups of proposals for a sustainable development and urban management

Sustainable development of the Mediterranean towns and agglomerations should not only respect the environment, but has to be socially accepted and have a solid economic base. Sustainable urban development requires measures characterised by a search for coherent actions. Moreover, in the Mediterranean towns, culture, in a broad sense, imposes itself naturally as a fundamental dimension for the objectives of sustainability which inevitably combine material and immaterial criteria, especially in an area where towns have written the history for millennia. It is in the towns that the art of living together has developed; it is there that the degree of interdependence of the people is manifested; it is also in the towns and around them that one usually sees the development of new spatial and environmental interdependencies.

The activities of the MCSD's urban group allowed for the defining of four groups of proposals. These groups are often "transversal", multidimensional, and characterised by a search for coherence and solidarity mentioned above:

- Mobilising actors and means of action towards achieving sustainable urban development* (institutional coherence);
- Acting towards a better management to guide urban dynamics* (territorial coherence, spatial and environmental interdependence);
- Improving public urban services management* (coherence of management methods);
- Strengthening Mediterranean and Euro-Mediterranean co-operation for sustainable urban development* (better synergy of regional and international initiatives).

Each axis is divided into several proposals for action by decision makers, managers and various urban stakeholders (socio-economic actors, associations, urban professionals, population).

Certain proposals are strictly targeted, addressing the State, local communities, urban networks, non-governmental organisations, international organisations. Others are "shared": they advocate joint work of different stakeholders in order to achieve the objectives of sustainable development.

A total of 12 proposals are submitted to the attention of the MCSD. The stress has been placed on the need to anticipate, to be "proactive", i.e. to act before the negative impacts of urban growth are actually felt, and to propose actions regarding life in the towns itself – economic, social, and institutional.

These proposals are not intended to just define "good" solutions, but rather to encourage the decision makers, managers and various stakeholders to choose, through several tracks, the one or the ones that are best suited to the context in which they operate and to the specific needs or requirements they have to meet.

The progress towards sustainable urban development requires a strong political will of the decision makers, both national and local, as well as a dialogue and dedicated participation of numerous town stakeholders, in order to resolve the problems, often very serious, relevant to non-viable economic growth, absence of social involvement, and disregard of the environment.

A. Mobilising actors and means of action

Today, throughout the Mediterranean basin, in spite of several pioneering initiatives (Tripoli, Malaga, Essouira, Ismailia, Rome, ...), the relevant stakeholders have not been in a position to offer their full support to the policy of sustainable development. It should be possible for the local authorities to express a strong political will regarding more transparent choices for the town and its inhabitants. They should be able to "tailor" it according to the size of the agglomeration and the specific situation. Particular attention should be paid to the small and medium-size towns (65 percent of the urban population of the region lives in agglomerations with less than 64,300,000 inhabitants).

The stakeholders are often municipalities which are either isolated or under the "sectorialised" tutorship of ministries and other administrative bodies which operate too separately from each other, while sustainable development requires a more "transversal" action and a synergy between the local communities grouped at a suitable level and the State, provinces or regions, which should be true partners in land-use management and, accordingly, urban planning.

Civil society as a whole – population, associations, professions, enterprises – is not yet fully involved in practice as required by the Rio Declaration (chapter 28 of the activities). Very often, throughout the Mediterranean, the local expressions of Agenda 21 are good check-lists, but are not followed by decisive action. Citizen groups, organised as early as possible, enable better formulation of requirements and expectations over a long-term period and with respect to the mobilisation of available funds (participatory budgeting).

Training of stakeholders not yet aware of the ideas of sustainable development, and strengthening of local capacity building are prerequisites of good participation.

International financial means, and especially European support, very seldom identify urban programmes as such, although local communities are the best places for implementing transversal projects that, for example, link transports, habitat and greenhouse effect, or water demand pricing and social equity. Euro-Mediterranean meetings like, for example, the Ministerial Conference to be held in Athens in 2002, could be good occasions for a new opportunity for the towns which, by the year 2025 in the Mediterranean, will account for 70 percent of the population and where a large part of the problems relevant to sustainable development will be concentrated.

As regards the resources, national and local financing in the region is still controlled by, often outdated, fiscal frameworks. Changes are expected in order to enable the local communities, depending on the situation, to redirect revenues and useless expenditures to environmentally friendly services or social objectives like the reduction of poverty.

Recommendations to the Contracting Parties

1. Sustainable urban development calls for the elaboration and implementation, by the urban municipalities and groups of municipalities, of medium and long-term development strategies, plans and programmes. These actions, of the Agenda 21 type, should be initiatives shared and contracted by all of the concerned stakeholders (services of the State, local communities, various actors of the civil society, socio-economic partnerships).

They should have integrated in character, not only at the national interministerial level or at the inter-services local level, but also between national, regional and local levels. The Contracting Parties are invited to promote and facilitate the elaboration of this approach.

2. Recognition of the role of various actors of the civil society in urban governance should take the form of their involvement in the process as early as possible. It is advised that this participation be in the form of a continuous consultative and management process. The local expressions of Agenda 21, and other similar initiatives such as Urban Strategic Plans, could become dynamic exercises for the realisation of this participative democracy.

3. The Contracting Parties are encouraged to create the necessary conditions for strengthening the administrative, technical and financial capacities of the municipalities. The strengthening of the local capacities should be implemented at all levels and involve directly the new stakeholders which have emerged from the process of decentralisation (local communities, community organisations, local or neighbourhood associations, ...). Capacity-building mechanisms require transparency and actions aiming at popularisation of and sensibilisation to the issues and challenges of sustainable urban development, as well as specific training adapted to the role and prerogatives of the various local stakeholders (leaders, technical municipal services, associations, ...).

4. The present financial resources of urban municipalities are largely insufficient to cover increasing needs for sustainable urban development, and in particular for fighting urban poverty. Contracting Parties are invited to review and, where needed, to increase the financial resources allocated to local authorities. This could be done, *inter alia*, by increasing transfers from the State budgets to the local authorities and/or by using innovative local economic instruments. International donors are invited to increase their funding targeted at specific urban development programs.

Recommendation to the Secretariat

5. MAP should prepare an overview of the recent evolution and distribution of international (multilateral, bilateral and decentralised) and national financing intended for urban development in the Mediterranean. Criteria could also be defined in order to better guide future financing towards sustainable development.

B. Acting towards a better management to guide urban dynamics

Urban planning, from Hippodamos of Miletus to La Cerda in Barcelona, has marked the organization of the Mediterranean towns, and still today physical planning is an indispensable affirmation of public interest in the towns where speculations and individual initiatives could not become lasting components of the systems which are becoming more and more complex. Over the past 30 years, urban and regional planning in the Mediterranean has provided good examples of what physical and land-use plans could be. The coast, which is generally exposed to most of the urban pressure in the Mediterranean, calls for ever stricter control (coastal laws, coastal programmes, "contrats de baie" / a tool for protecting and managing the coastal areas, created in France some 10 years ago; the contract is made by the local authorities concerned – municipalities, urban communities, ...).

However, placed within a time frame, as requested by sustainable development, "the plans" should be reconsidered and formulated as strategies and programmes paying greater attention to the dynamics, organised or spontaneous, of urbanisation and to the ever faster changes of civil society. Participative planning is a present day request expressed ever more frequently

and strongly.

The Mediterranean towns and regions will draw long-term benefits from the exchange of new experience (Catalonia 2010, Egypt 2020, etc.) and from regional strategic programmes with time horizons of 2010 or 2025 (France, Egypt, Morocco, etc.).

Some issues, characteristic of the entire Mediterranean basin, which were examined more thoroughly, are briefly discussed later.

● **Sprawl prevention.** In the compact Mediterranean town the territory spreads through pavilion housing, cars, tourism, and especially the very strong demographic growth (an increase of 100 million urban inhabitants in the South by 2025), prices of land. Urban spreading is often to the detriment of the neighbouring agricultural land in the coastal plains, already scarce in the region. Other negative consequences are the risk of marginalisation (uncontrolled, often illegal housing), the high vulnerability of urban areas to natural and technological risks, and an increased greenhouse effect due to longer trips in motor vehicles. The "reconstruction of the town on the town", the importance of town cores require renewed urban strategies. A long-term maintenance of the peripheral agriculture is often the most economical way of securing aeration of the town, upkeep of "landscape areas", and reconnecting, in a positive sense, of the town and the countryside.

● **Urban transports** are one of key issues of sustainable development. Increased numbers of private cars, already considerable in the region or expected to become so (by the year 2025 an increase of more than 400 percent in the number of cars in Morocco, and an increase of more than 40 percent in freight transport and 30 percent in human transport in Southern Europe), will bring a considerable risk of air pollution in a part of the world where, in summertime, meteorological inversions are important.

● **Demographic explosion**, uneven distribution of revenue, unemployment, have led in the towns, sometimes in the degraded ancient centres, and sometimes in marginalised suburbs, to the appearance and development of uncontrolled housing. In view of a progressive reintegration of often unhealthy housing, the local communities have to develop appropriate social and environmental policies that would benefit from being adopted with the involvement of the concerned population.

● The desired **revival of the urban centres**, but sometimes also the degradation of the housing fund or implosion due to traffic congestion, are very strong facts. The "reconstruction of the town on the town" is necessary; yet it could pose risks if a careful and subtle strategy is not applied with regard to the historic heritage, both ancient and more recent. Local authorities, as well as State agencies (historic monuments, archaeology) should join forces, and the State itself should play its role in order to ensure that the clear laws on historic heritage are respected. It is evident that if the approach is global, in the Mediterranean the stakes are higher since this region is the most important tourist destination in the world. Furthermore, the directly interested population should be more involved in protection and rehabilitation measures.

● Finally, some more aspects typically Mediterranean like the **harbours and harbour zones** which, often in decline, had to or still have to be "rehabilitated" or converted to open the Mediterranean towns to the sea. But also to give all their space to inter-Mediterranean maritime navigation that could, in the years to come, have a renaissance in a new form, especially if we want to avoid air traffic congestion already indicated by an annual increase of more than 8 percent, or negative environmental effects of freight traffic along the coastal roads.

Recommendations to the Contracting Parties

6. Each Mediterranean country is invited to prepare guidelines,

aimed at upgrading the existing planning tools in their towns in order to move towards global, integrated and prospective strategic planning, taking into account the social, economic and environmental aspects.

7. The Contracting Parties are invited, within their regional development policies, to encourage balanced development of towns and regions, so as to prevent the excessive concentration on the coastal areas and/or the explosion of too large urban agglomerations.

8. Contracting Parties and Mediterranean towns, with the support of international programmes and the participation of the population concerned, are encouraged to increase efforts to prevent natural and technological risks. They are invited to prepare and implement rehabilitation programmes for degraded or unhealthy neighbourhoods in central and peripheral neighbourhoods of significant poverty, and contingency plans in risk-exposed urban areas. The preservation of the urban historic heritage should take into consideration not only the heritage or tourism objectives, but also aim at improving the living conditions of the local population.

9. Rehabilitation programmes for harbour fallow land should be established by the towns concerned, bearing in mind at the same time their interest in the use of the space, urban opening to the sea, and the possible future renaissance of inter-Mediterranean maritime navigation.

10. The Mediterranean towns are encouraged to prepare and implement, in cooperation with the civil society stakeholders, municipal "greenhouse effects" combating plans. These plans should integrate all aspects of resource management (waste minimisation, recycling, energy saving, limiting urban sprawl...). They should also adopt specific plans for improving urban mobility and transport, favouring the modes of transport that require less space and energy. Those plans would be harmonised with the principle of mixing of urban functions and uses.

Recommendations to the Secretariat

11. MAP is invited to assist countries in preparing the guidelines for upgrading the planning tools and in publishing and disseminating them. It is also encouraged to prepare cost-effectiveness analysis of urban sprawl.

12. MAP should promote the exchange of experience in the field of policies for controlling urban sprawl, upgrading of poor neighbourhoods, the preservation and rehabilitation of historic settlements, and harbour rehabilitation and their integration in urban structure.

C. Improving public urban services management

The Mediterranean towns evidently share most of the urban management dysfunctions with the rest of the world, but especially those on the southern and eastern shores are characterised by the great problems relevant to following the rhythm of urban growth and to the lack of their own means. The priority problems concern water supply, sewerage and solid waste management, and urban transport.

Faced by this situation, and within their efforts to mobilise means needed to finance infrastructure and urban services or to initiate social policies in their competence, the Mediterranean urban municipalities, even those that have managerial competence, search for external resources, and sometimes partner enterprises for the management. The States play a decisive role for good management of the services, in the planning, regulation, financing, and distribution of competencies among various levels of administration.

The public urban services of municipalities or groups of municipalities could be managed either directly by the municipality

personnel or by transferring those duties to public or private enterprises. In fact, it has been realised that neither the rules of the public market, concession charts, monitoring of sub-contractors, public accountability of the heritage, nor technical control are sufficiently taken into consideration in this respect. As for the methods of assessing public opinion and impact assessment, these are still insufficient.

The need was also realised to implement legislative measures in order to improve the financial and control capacities of the administrative bodies in charge of services management. Ways should be explored of how to secure the necessary control by the communities where some partners tend to impose inadequate conditions in terms of costs or sustainable development.

The pricing (adapted to economic and social criteria) and the administrative or techno-economic tools of control are the instruments on which good implementation of sustainable development will depend.

Recommendations to the Contracting Parties

13. The States should strengthen the capacities of the authorities (national, regional, local) in charge of urban services and clarify, whenever needed, the institutional framework in order to improve service quality and management efficiency.

14. In the case of management transferred to private companies or public-private partnerships (PPP), the municipalities or groups of municipalities should ensure that the contractors integrate sustainable development concerns in their mandates, and that they are capable of implementing efficient monitoring methods (progress and performance indicators, tariff control, etc.). When evaluating bidding applications the selection criteria should not be solely based on the "least cost" principle, but also on taking into consideration social and environmental goals and the costs of sustainable development. The cost recovery principle in pricing public urban services should ensure access to services for the poorest citizens.

Recommendation to the Secretariat

15. MAP should compile regional databases on management of public services and its costs in the Mediterranean towns which would facilitate the comparative analysis of the efficiency of these services, as well as of the pricing policies applied.

D. Strengthening Mediterranean and Euro-Mediterranean co-operation

For several decades now, co-operation among nations has become an instrument for improving social, economic and environmental development. The United Nations Charter, the declarations and action plans from Stockholm (1972) and Rio (1992), Vancouver (1975) and Istanbul (1996) are some of the important milestones of the sustainable development of countries and towns.

The towns level is essential, and its interest was shown in Curitiba and Rio in 1992, in Istanbul (1996), and confirmed in New York in 2001 (Habitat+5). The local authorities and urban NGOs should be present in Johannesburg as they were in Rio and Istanbul. The Rio+10 Conference in Johannesburg will be an occasion to reaffirm that interest, and the Mediterranean States would benefit from a joint approach, and from showing also their own efforts at the regional level. The Conference could provide a new impetus to sustainable urban development.

At their level, the Mediterranean countries have already undertaken initiatives of co-operation, launched in Barcelona in 1975 and confirmed, from the point of view of sustainable development, in Tunis in 1994, and again in Barcelona in 1995. This also refers to the Euro-Mediterranean process.

However, a significant benefit would be drawn from bringing this co-operation down to the level of towns. Twinning of towns (more than 200 towns), existence of a network created in 1991 (Medcities), opened a path that could now be enlarged by a joint effort made by the towns, provinces or regions, and States.

This approach does not require the creation of an ad hoc institution or an RAC, but the use of guidelines prepared by the States, identification of urban programmes by European and international donors, and a boost, on a voluntary basis, for thematic networks comprising regional and national towns and experts. Little by little, the associations and other representatives of the civil society, as well as the socio-economic partners would draw benefit from their active participation in this co-operation.

Recommendations to the Contracting Parties

16. The existing co-operation networks, both general (Medcities, MEDForum, MIO-ECSDE) and thematic (Medener, Healthy Cities, Medsafe, etc.), would be strengthened. They would be supported, as necessary, by European or international financing.

17. The local authorities and associations should be encouraged to be better connected with and benefit from the programmes of international co-operation in the Mediterranean: identification of urban programmes by donors would facilitate this task, as well as the work of various institutions concerned, such as Euromed Partnership, UNEP, UNDP, UNESCO, The

World Bank, EIB, METAP, CEDARE.

18. The Mediterranean Commission for Sustainable Development, supported by the Mediterranean towns, could address the Euromed Partnership making better use of the existing funding possibilities for establishing or promoting a specific funding instrument and supporting urban sustainable development in the Mediterranean region.

Recommendations to the Secretariat

19. Sustainable development is not a uniform model: it should be tailored to local conditions. MAP should encourage exchange of experience by organising, *inter alia*, thematic workshops and web conferences for the towns sharing common problems and similar objectives, and maintain the information exchange, whenever possible, together with the existing networks.

Note

1. A number of those activities were implemented with the support of the European Commission – DG Environment.

Editor's Note

Because two important appendices to this paper could not be reduced or edited, they were unfortunately omitted for lack of space. It is hoped that they may be used on another occasion in *Ekistics*.