City of Ljubljana

Ljubljana
Smart, Green and Core European Capital:
The proposal for the cohesion corridors between North Adriatic sea-ports and Mid-Danube capitals

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City-Globe 2015
Budapest, April 24th, 2015

Prologue

Infrastructure enables growth

Enhanced transport infrastructure is a key driver of regeneration and economic performance.

1. Introduction

The European Union 2020 policy is representing by smart growth, inclusive growth and sustainable development. On the other side, social cohesion, economical cohesion and territorial cohesion represent common denominator of many EU sectorial policies. Inclusive growth and social cohesion represent first pair; smart growth and economic cohesion the second one; sustainable development and territorial cohesion the third.

The problem is almost the same on the level of the EU as well as on the level of EU member state: very strong sectorial policies and atomization of development on one side and the very need of the cohesive development based on the intersectorial development and strategies.

1. Introduction

The city of Ljubljana won the European competition for the **EU Green Capital 2016**. Twelve groups of the Green Capital indicators have been successfully fulfilled; still a lot of work has to be done until the year 2016.

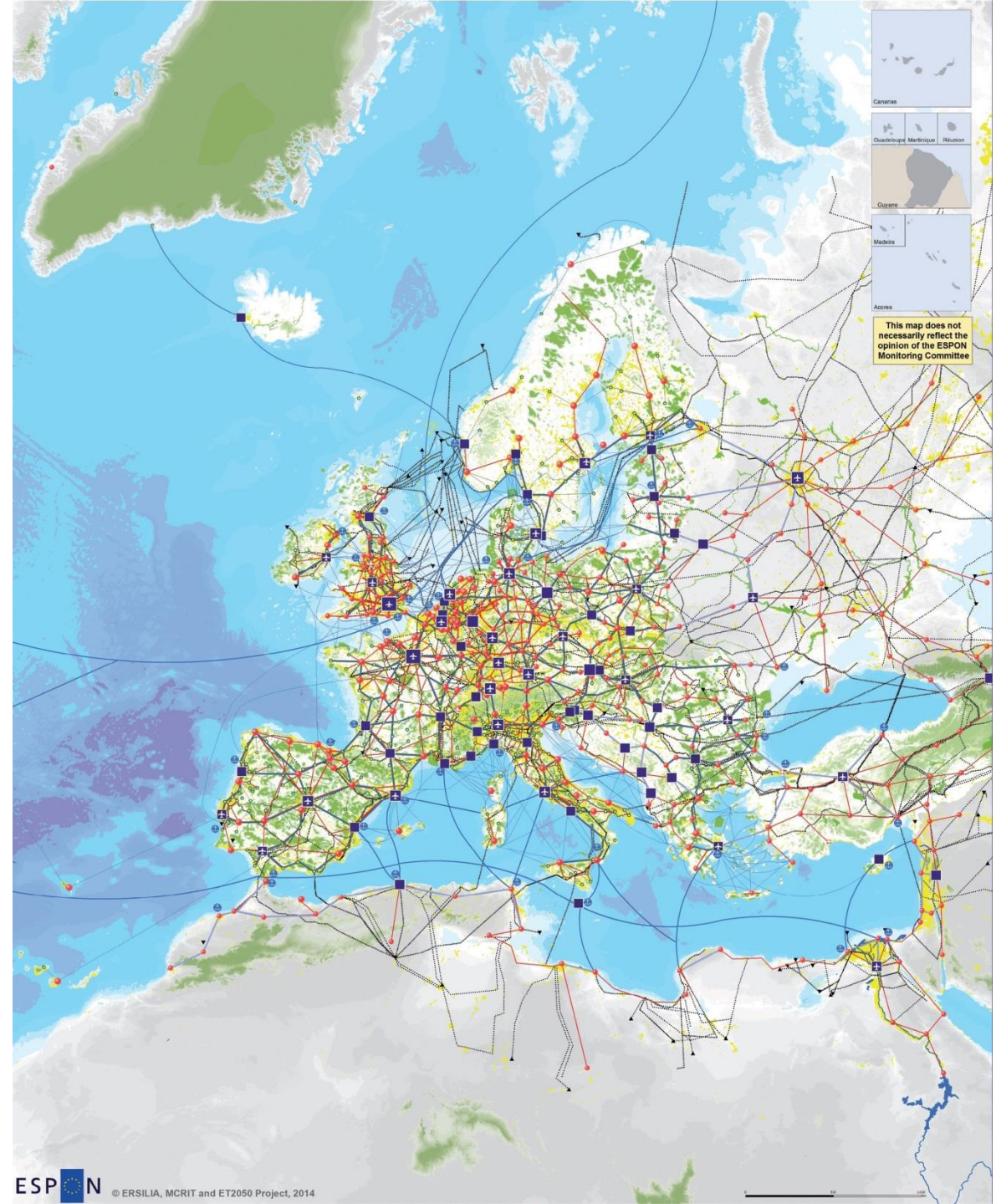Ljubljana is – together with the port of Koper - the **core city** according to the revision of TEN's.

The goal being the **smart city** is the last one, but very important one. One part of the city inside the Partnership Šmartinska – BTC smart city – represents successful management of the hug mixed area.
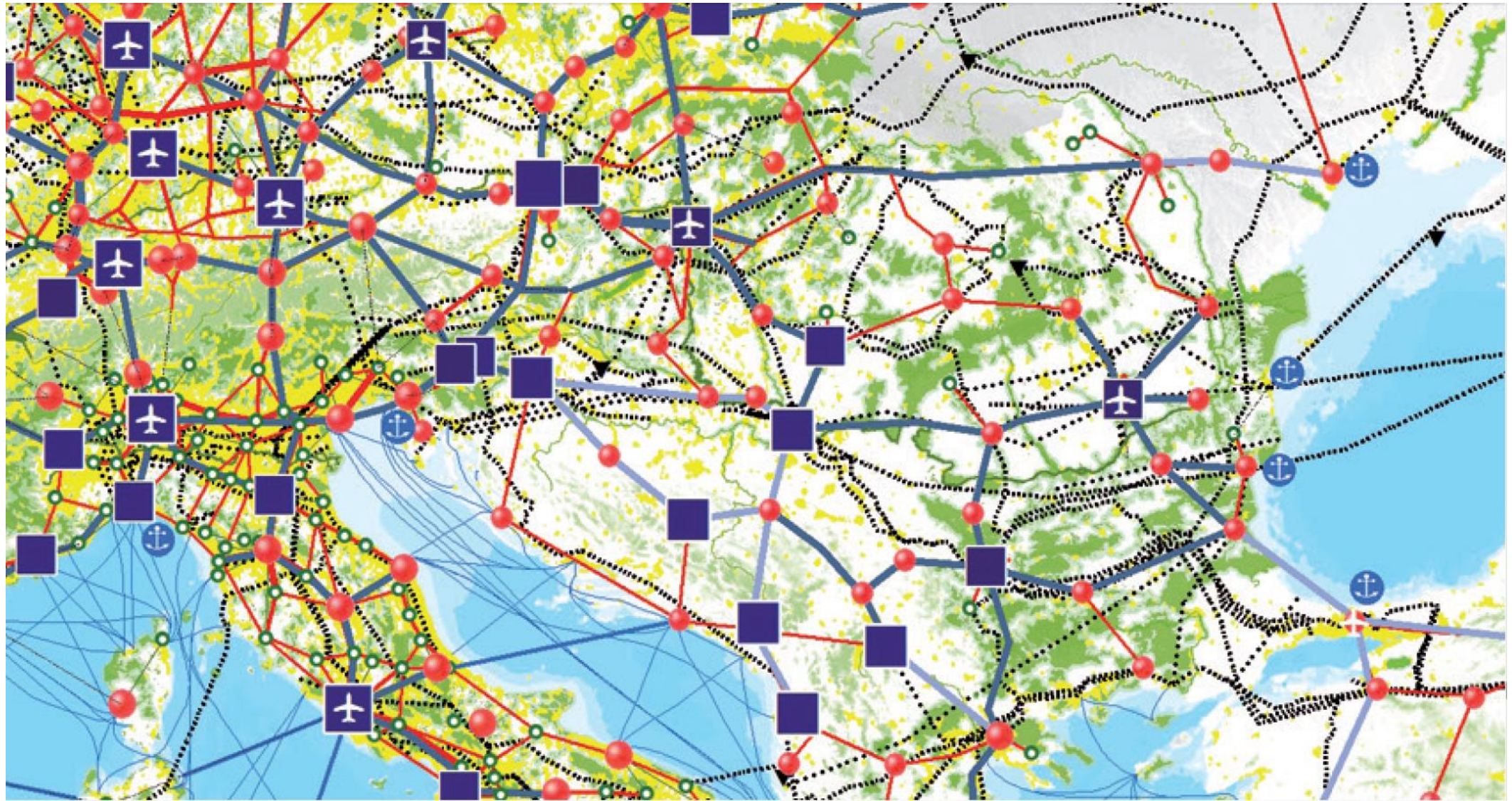
2. The Globe: Five Megatrends

1. Accelerating urbanization
2. Climate change and resource scarcity
3. Demographic shifts
4. Shift in global economic power
5. Technological breakthroughs

Source: PWC, Five megatrends and possible implications, April 2014
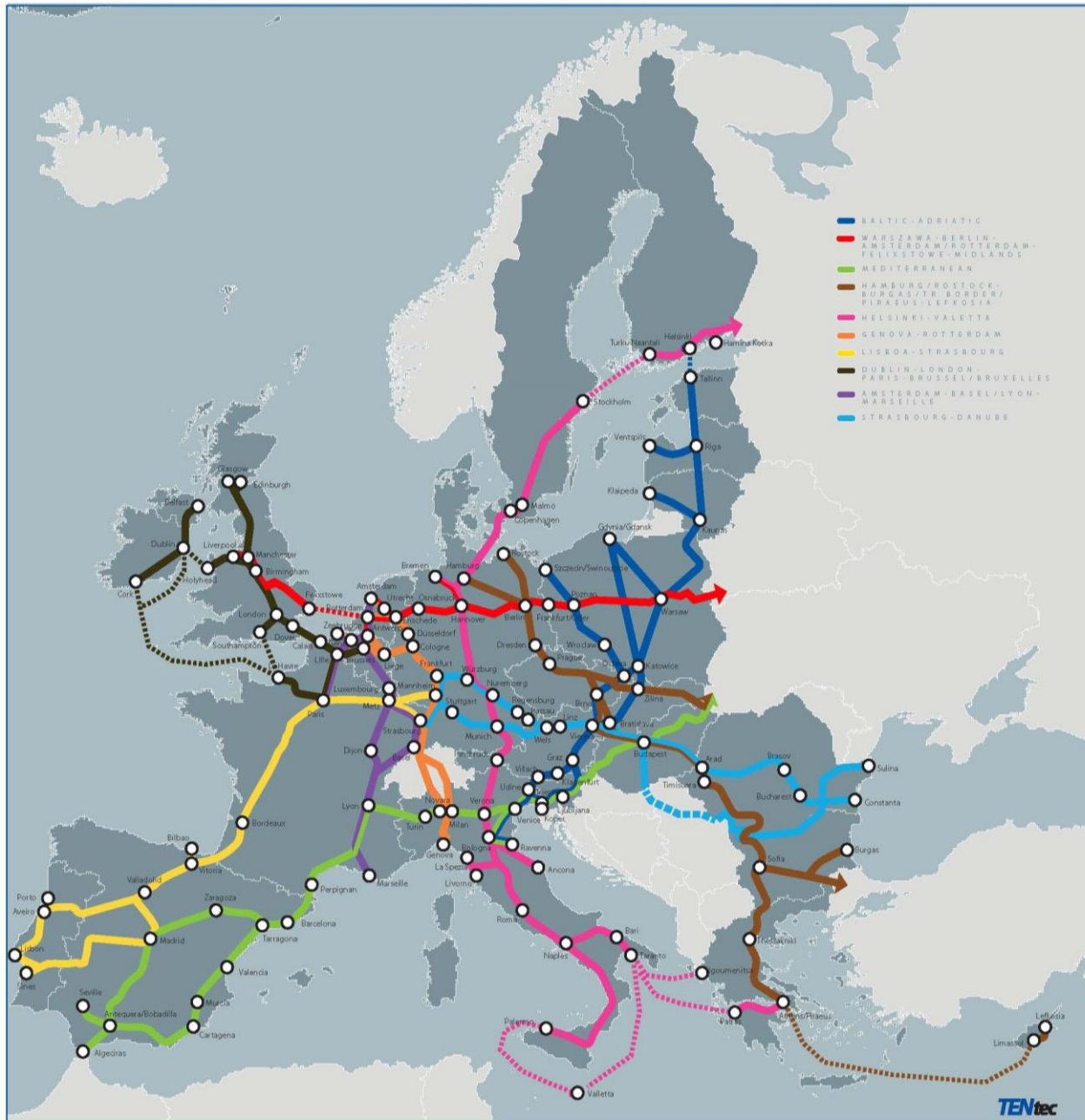
3. EU - ESPON

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

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European Commission

TRANS-EUROPEAN TRANSPORT NETWORK

TEN-T CORE NETWORK CORRIDORS (COUNCIL'S GENERAL APPROACH)

- BALTIC-ADRIATIC
- WARSZAWA-BERLIN-AMSTERDAM/ROTTERDAM-FELIXSTOWE-MIDLANDS
- MEDITERRANEAN
- HAMBURG/ROSTOCK-BURGAS/TR BORDER/PIRAEUS-LEFKOSIA
- HELSINKI-VALETTA
- GENOVA-ROTTERDAM
- LISBOA-STRASBOURG
- DUBLIN-LONDON-PARIS-BRUSSEL/BRUXELLES
- AMSTERDAM-BASEL/LYON-MARSEILLE
- STRASBOURG-DANUBE

TEN-T Core Network Corridors

Trans-European Transport Network

Comprehensive Network: Railways, ports and rail-road terminals (RRT)

Core Network: Railways (freight), ports and rail-road terminals (RRT)

Compr.	Core		Compr.	Core		Compr.	Core	
——	▬▬	Conventional rail / Completed	——	▬▬	High speed rail / Completed	⚓	⚓	Ports
– – –	▬ ▬ ▬	Conventional rail / To be upgraded	– – –	▬ ▬ ▬	To be upgraded to high speed rail	○	⬤	RRT
– – –	▪ ▪ ▪	Conventional rail / Planned	– – –	▪ ▪ ▪	High speed rail / Planned			

TENtec

3. EU Transport 2050: the major challenges

- Oil will become scarcer in future decades.

- Transport has become more energy-efficient.

- Congestion costs Europe about 1% of gross domestic product (GDP) each year.

- Need to drastically reduce world greenhouse gas emissions.

- Infrastructure is unequally developed in the eastern and western parts of the EU.

- The EU's transport sector faces growing competition in fast developing world transport markets.

- Transport 2050: 50 facts and figures.

3. EU Transport 2050: The main measures

- A major overhaul of the regulatory framework for rail.

- A core network of strategic infrastructure is essential for the creation of a real Single European Transport Area.

- A fully functioning multi-modal transport system requires removing bottlenecks and barriers in an airport package, a communication on inland waterway transport, the e-maritime initiative, to road cabotage.

- To create a fair financial environment: a new approach to transport charges.

3. EU Transport 2050: The main measures

- Infrastructure costs to passenger cars; the internalization of costs to all road vehicle.

- The priority will be on producing clean, safe, quiet vehicle for all transport modes.

- A three-part strategy for transport in cities.

- Urban mobility audits and urban mobility plans.

- A major push towards multi-modal travel planning and integrated ticketing.

4. EU macro regions

- Danube Strategy
- South-east Europe (Balkan Peninsula)
- Adriatic-Ionian Strategy
- Alpine Space
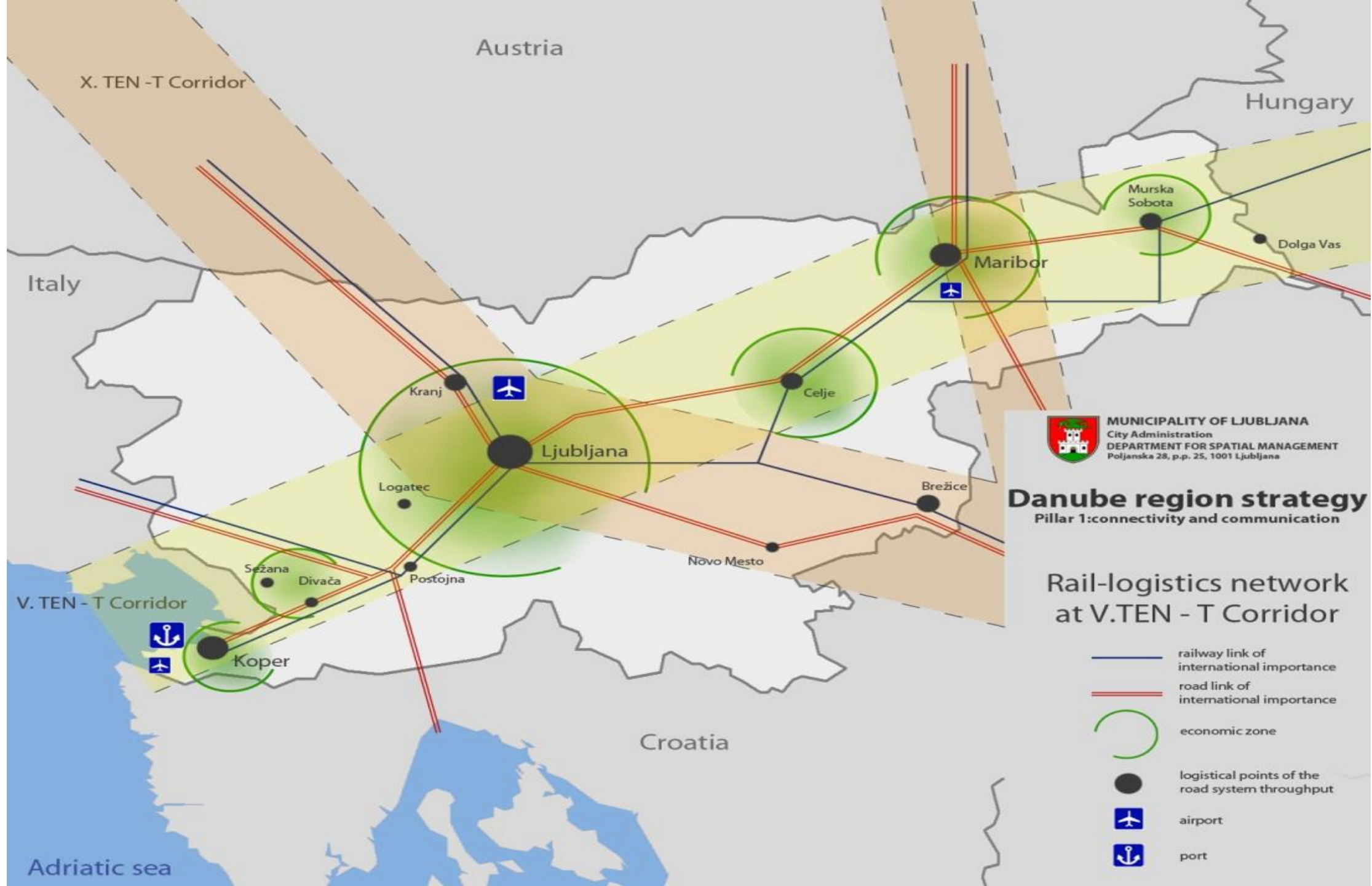
Austria

Hungary

X. TEN -T Corridor

Italy

Murska Sobota

Dolga Vas

Maribor

Kranj

Celje

Ljubljana

Logatec

Brežice

Sežana

Divača

Postojna

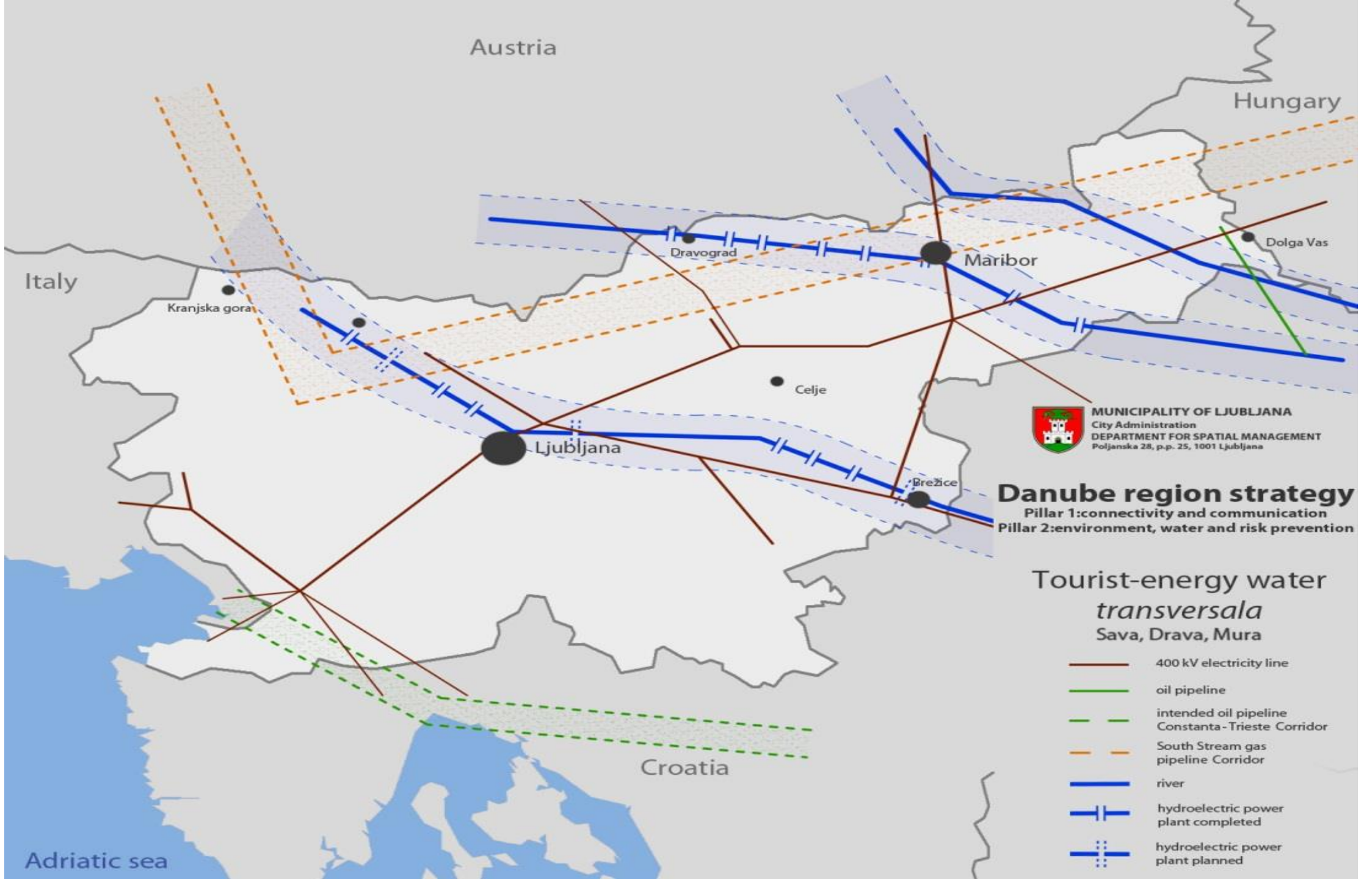Novo Mesto

V. TEN - T Corridor

Koper

Croatia

Adriatic sea

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City Administration
DEPARTMENT FOR SPATIAL MANAGEMENT
Poljanska 28, p.p. 25, 1001 Ljubljana

Danube region strategy
Pillar 1:connectivity and communication

Rail-logistics network
at V.TEN - T Corridor

railway link of
international importance

road link of
international importance

economic zone

logistical points of the
road system throughput

airport

port

Danube region strategy
Pillar 1:connectivity and communication
Pillar 2:environment, water and risk prevention
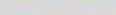
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Tourist-energy water
transversala
Sava, Drava, Mura

400 kV electricity line

oil pipeline

intended oil pipeline
Constanta-Trieste Corridor

South Stream gas
pipeline Corridor

river

hydroelectric power
plant completed

hydroelectric power
plant planned

Danube region strategy

Pillar 3: intercultural dialogue, socio-ekonomic, human and institutional development

University-settlement network on development axes

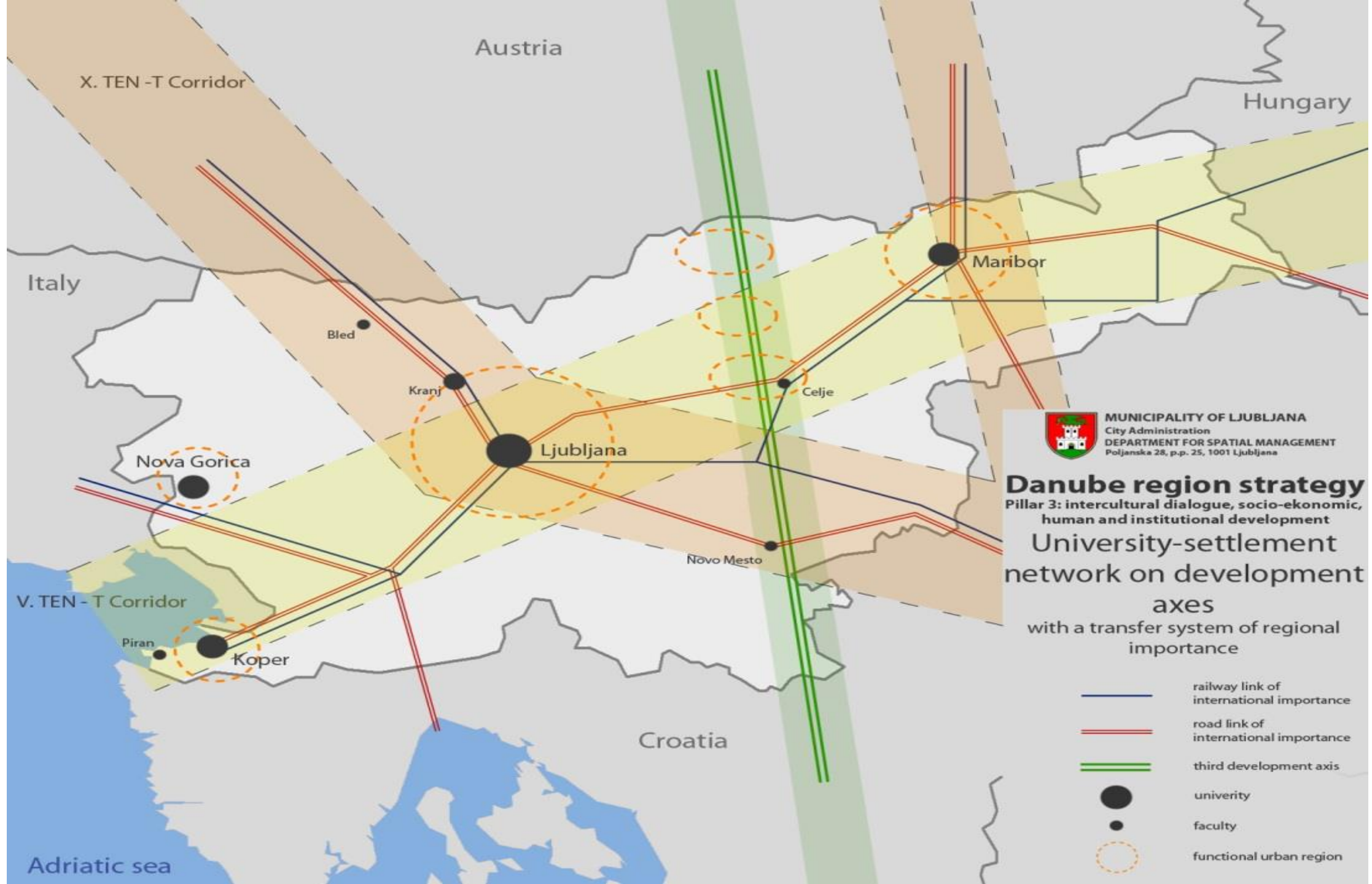with a transfer system of regional importance

Austria

Hungary

Italy

Maribor

Kranj

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Nova Gorica

Ljubljana

Danube region strategy
Pillar 3: intercultural dialogue, socio-ekonomic,
human and institutional development

Koper

Croatia

"Forgotten pockets"
settlement, tourist and
agricultural eco-potentials

Adriatic sea

railway link of
international importance

road link of
international importance

third development axis

"forgotten pockets" area
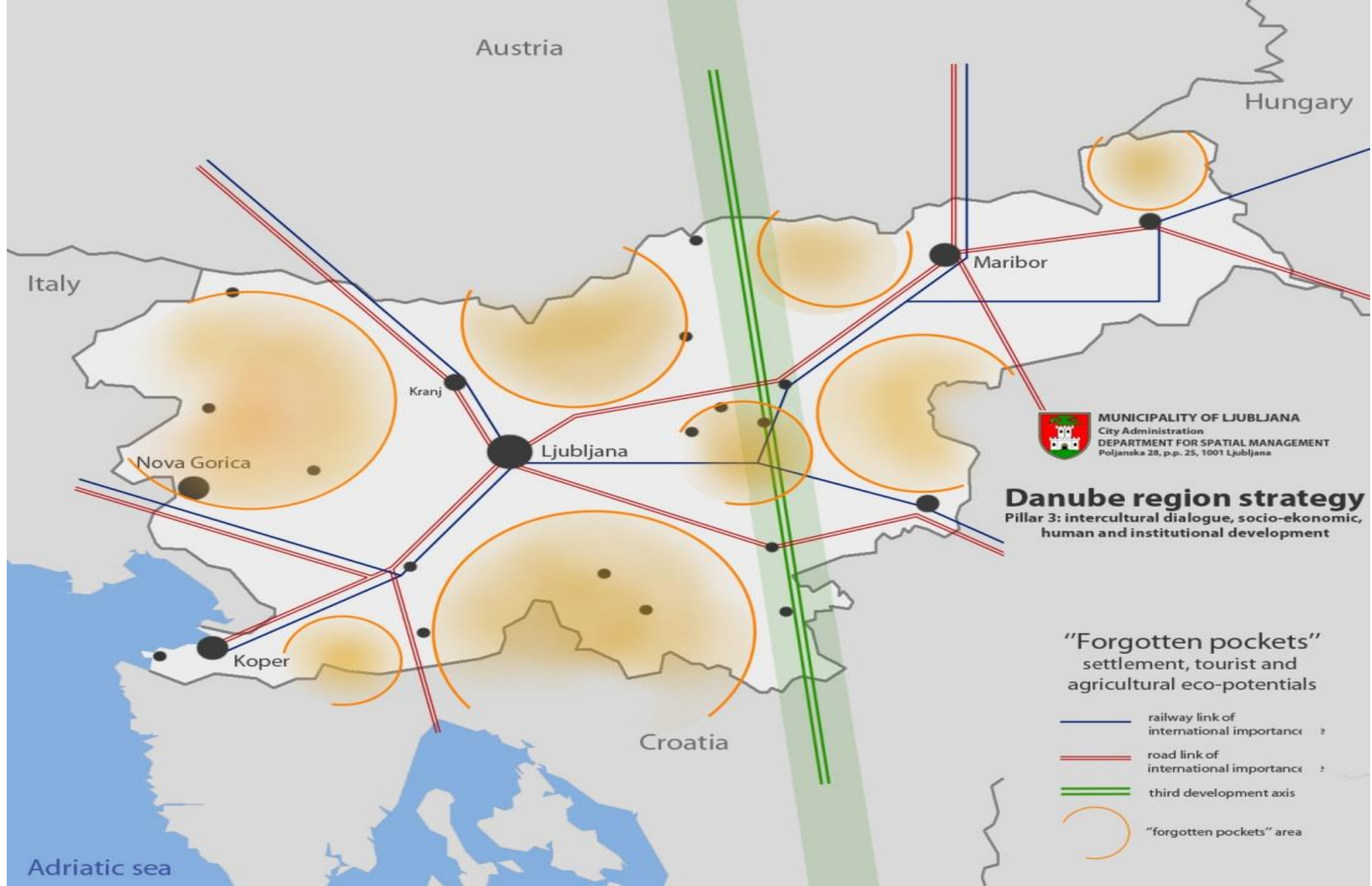
5. Republic of Slovenia and Ljubljana – The Capital City

- Ljubljana: metropolitan European growth area; core city (railroad terminal, airport Ljubljana …)

- Ljubljana – the capital of the Republic of Slovenia (constitution, one of the eleven city municipalities …)

- Ljubljana urban region: regional development program 2014-2020; the project Public transport in the Ljubljana region …

- The city of Ljubljana: European green capital 2016 …

Ljubljana – **MEGA**
Metropolitan European Growth Area
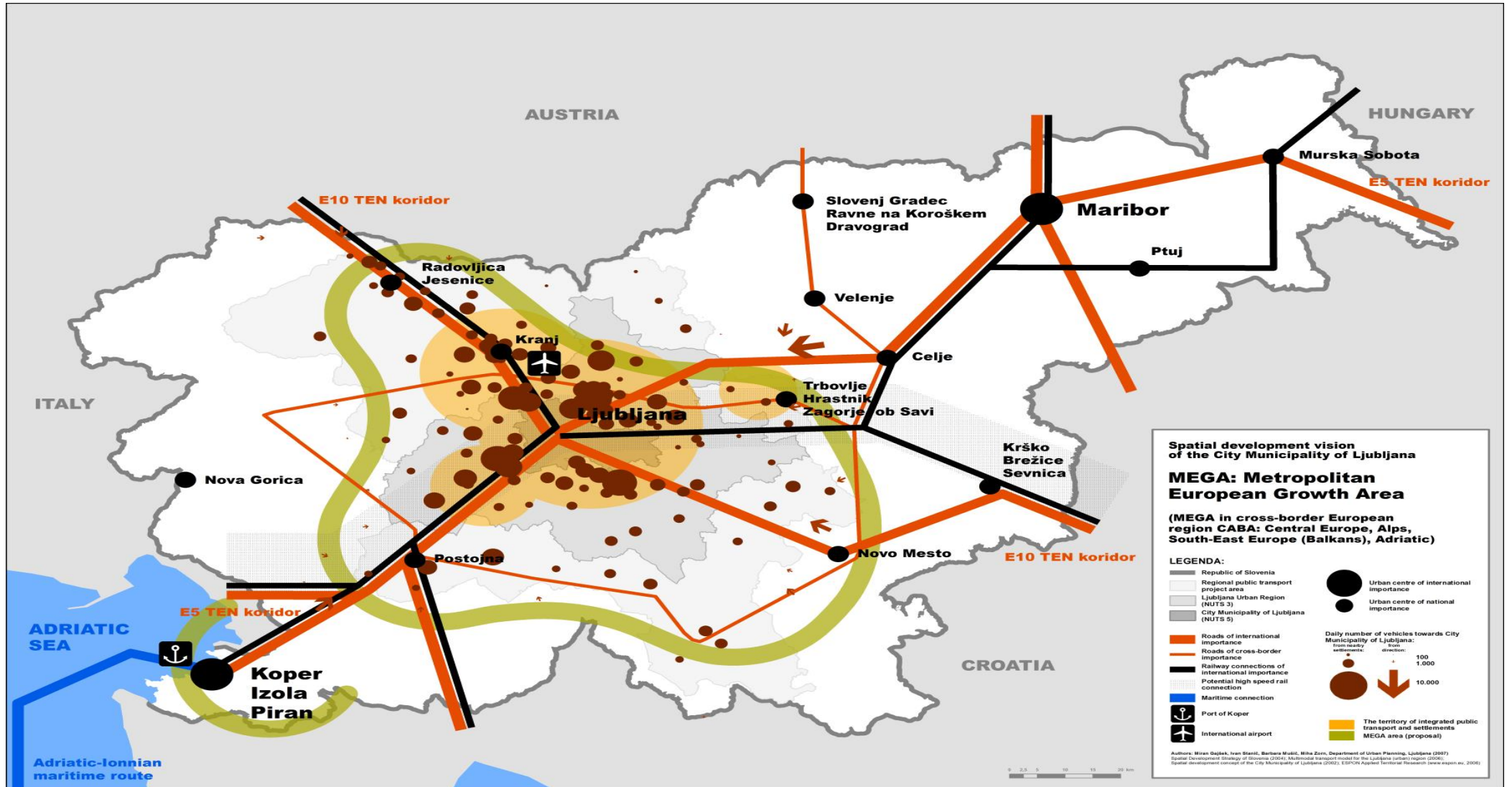
Ljubljana – green capital
The planning rationale

Scheme: Concept of green wedges and connections

NW Sava wedge
NE Sava wedge
Rožnik and Šiška hill with Tivoli
Castle Hill with Golovec and hinterland
South, Barje wedge

- green wedges
- green wedges with emphasised topography
- connection
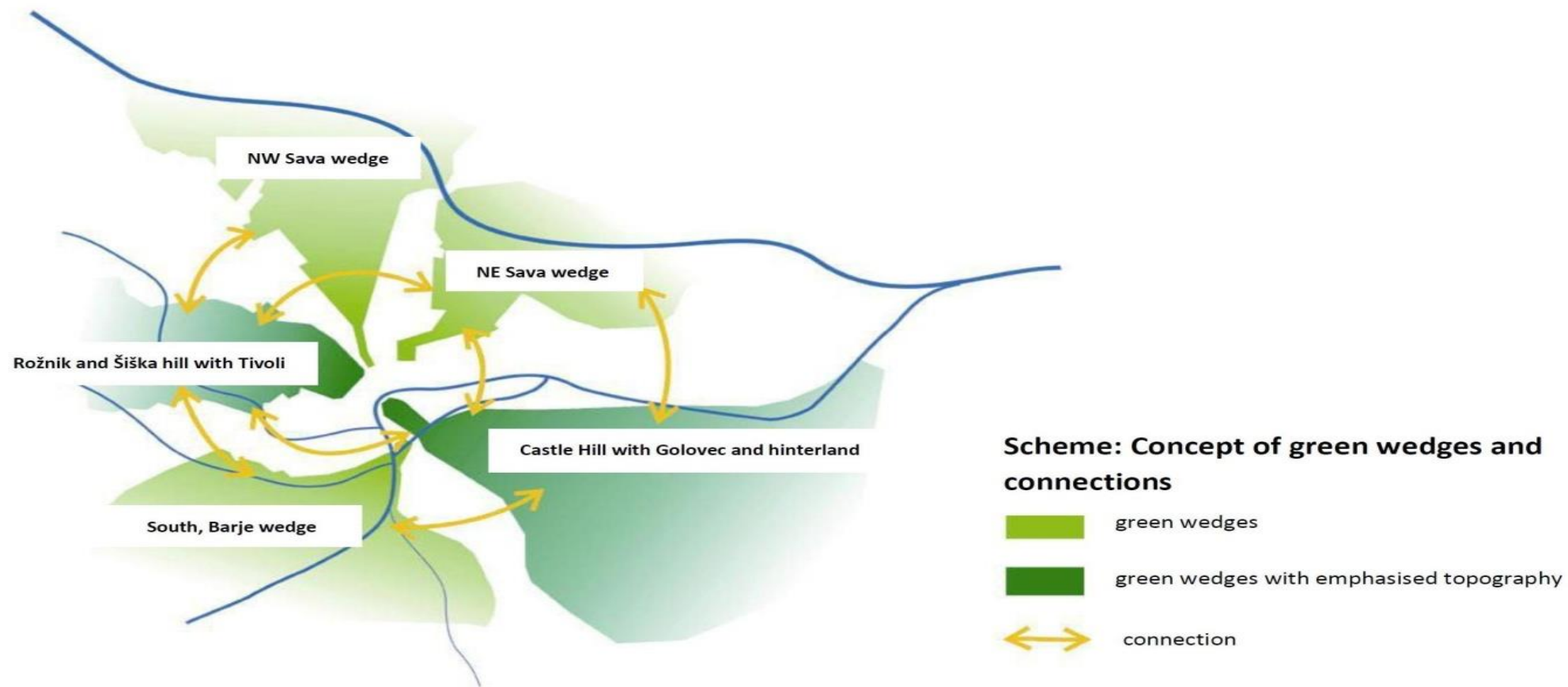
Ljubljana – Planned green capital city

Key
- Housing
- Central functions
- Production and services
- Special area
- Green area
- Traffic
- Communication infrastructure
- Energy infrastructure
- Environment infrastructure
- Defence
- Dispersed settlement
- Best agricultural land
- Other agricultural land
- Forest
- Surface water
- Water infrastructure
- Mineral exploitation
- Dedicated area for contingencies
- Defence, outside built-up area

Source: Municipal spatial plan of the city of Ljubljana – Implementation part (Official gazette of the Republic of Slovenia, No. 78/2012, 8/2013 + amendments and changes)

Source: Municipal spatial plan of the city of Ljubljana – Implementation (Official gazette of the Republic of Slovenia, No. 78/2010, 9/2013 + amendments and changes)

Ljubljana – Partnership Šmartinska

MASTERPLAN

Hoscya Schaefer Architects AG
Space Syntax Limited
IBV/ Hösler AG
Mountainworks / Fabton bv
Vogt Landschaftsarchitekten
Arup Ltd
Partnership Šmartinska Ljubljana

"Crystal Palace"   Hotel Plaza

Figure 14: Šmartinska Partnership

6. Conclusions

- The macro-regional strategies are not prepared.
- **Cohesion corridors** through development axes (for example: along core corridors – Adriatic-Ionian, Mediterranean …) could represent the functional and not administrative regions for EU cohesion policy.
- Enterprise zones, business accelerators and business zones inside the core cities, metropolitan European growth areas and second tier cities have to be the issue for economic, social and territorial cohesion policy.
- The ECTP-CEU could propose the establishment of the **European cohesion corridors** projects.
- The very first EU cohesion corridor project could be between North Adriatic ports (Venice, Trieste, Koper, Rijeka), core cities like Ljubljana and Zagreb, and finally Mid-Danube capitals (Vienna, Bratislava, Budapest, …).

Thank you for your attention!

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