

EMA study detects larger conurbations than those defined by the WUP, as in the cases of Cologne, Liverpool-Manchester, Brussels and Lille.

1 This report was published in Papers.

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2 Bulgaria and Romania are not included because they joined the EU on 1 January 2007, after the completion of the study.

3 The 10 countries that joined the EU in January 2004 (Poland, Hungary, Czech Republic, Slovakia, Slovenia, Lithuania, Latvia, Estonia, Cyprus and Malta) and Greece, which could not be included in the previous edition due to lack of data.

4 In the present edition, 1,263 administrative units with urban municipality condition have been added. In these municipalities, that belong to the countries that joined the UE in 2004, live 45 millions of inhabitants.

5 The cities that have been excluded are: Nancy because it has lost population and falls short of 100,000 inhabitants and Dresden because its density has fallen below 1,500 inh/sq km, neither city therefore reaching the threshold values established to be considered the "core city" of an MA; and Saint-Étienne, Halle, Kingston upon Hull, Plymouth and Stoke-on-Trent because they fail to form an agglomeration of more than 250,000 inhabitants around them, as a result of population decreases in the municipalities of which they are comprised.

DATA ON EUROPEAN LARGE METROPOLISES

Amsterdam-Rotterdam

General aspects

This agglomeration is very extensive: it has two dense cores (Amsterdam and Rotterdam), 12 cities with 500,000 to 100,000 inhabitants, and about 100 municipalities of various sizes. It accounts for 40% of the Dutch population and a quarter of the country's municipalities, and is known as the *Randstad*. No institutional structure exists that includes all the municipalities of the agglomeration.

Amsterdam City Council

The city council is governed by an executive comprising a *burgemeester* or mayor appointed by central government and a college of *wethouders* or aldermen elected by the municipal Council. The Council is formed by 45 members elected every 4 years and is the organ of political representation of the citizens. The city is divided into 14 neighbourhoods, each with its own neighbourhood council dealing with local services and affairs.

Rotterdam City Council

The municipal Council is the organ of political representation of the citizens and is made up of 45 members elected every 4 years. The Council elects the aldermen (*wethouders*), who together with the mayor (*burgemeester*), appointed by central government, form the executive power. The city is divided into 11 neighbourhoods, each with its own neighbourhood council dealing with local services and affairs.

Metropolitan area

There is no political structure to coordinate the policies of the metropolitan agglomeration. Central government has fostered several attempts at an integrated management of the metropolitan areas of Amsterdam and Rotterdam which have been unsuccessful (the creation of administrative bodies such as suburban councils and city-provinces). The Ministry of Housing, Spatial Planning and the Environment has, on the other hand, played a very active role in the regional planning of the *Randstad*, by passing several development plans and directives. Provinces (supramunicipal bodies) are also responsible for drafting regional plans. However, they have no political or legislative autonomy; their responsibilities are limited to exerting regulatory power, especially with reference to the areas of regional planning, the environment, infrastructures and regional development. Despite the absence of a metropolitan institution, this region functions as an integrated whole thanks to its infrastructures and communications (particularly the network of motorways). Cooperation exists without

institutionalisation, especially in economic promotion. For example, the *Regio Randstad* network, an association for the promotion of the competitiveness of the region, operated from 2002 to 2007.

Other bodies and public enterprises

GVB (Amsterdam Transport): public body that coordinates public transport in Amsterdam and its neighbouring cities. Includes bus, tram, underground and ferry services.

Rotterdam Development Corporation (OBR): local public agency that works to promote economic development, new investment and tourism in the city of Rotterdam.

Websites of interest

Amsterdam City Council:

www.amsterdam.nl

Rotterdam City Council: www.rotterdam.nl

GVB (Amsterdam Transport): www.gvb.nl

Rotterdam Development Corporation: www.rotterdam.com

Athinai / Athens

General aspects

The agglomeration of the Greek capital has a central core, Athens, three more municipalities with a population of over 100,000, and some 60 municipalities of greatly varying sizes. The *Capodistrias* reform of 1997-98, which entailed the merging of municipalities and the restructuring of the regions and provinces (or prefectures), did not include the metropolitan agglomeration of Athens. This area still awaits a reform to simplify the coordination of metropolitan policies.

Athens City Council

The mayor is the highest authority and head of the municipal council, the organ of political representation of the citizens, which is formed by 41 councillors elected every 4 years. The city is divided into 7 districts, each with its own district council composed of 15 directly elected members acting in an advisory capacity.

Metropolitan area

There is no coordinating body for the metropolitan agglomeration, but rather a great institutional fragmentation that has been a subject of political debate for years, without any decision having been reached to simplify the institutional framework. Traditionally, the state has managed the affairs of the capital. In recent years there has been a process of decentralisation with the creation of administrative regions with certain powers (*peripherei*) and the introduction of a system whereby posts at the level of provinces (*nomoi*) are elected by the people. In practice, all levels of government (central, regional, provincial and local) are involved in metropolitan policies, without there being any true

coordination. The state is responsible for the coordination of public transport and infrastructures; the region for regional planning, emergencies, social services, environmental impact studies, forest management and coordination of the application of state policies; the province (in this case the province of Athens-Piraeus) for the supervision of the municipalities and economic, social and cultural development; and the municipalities for the management of typically local services (technical and material infrastructures, social services, education and culture, urban planning, environmental protection, traffic and the local economy).

Other bodies and public enterprises

Electric Railway Company (ISAP): state-owned company set up to manage the light railway (Metro line 1) that joins the capital and its surrounding municipalities.

Attiko Metro SA: state-owned company responsible for managing the underground railway (Metro lines 2 and 3).

Hellenic Agency for Local Development and Local Government SA (EETAA): provides technical and legal assistance for local governments. It comprises the state, the Loans Fund, the Central and Local Unions of Municipalities and Communes (KEDKE and TEDK), the Technical Chamber of Greece, the Panhellenic Confederation of Unions of Agricultural Cooperatives (PASEGES) and other social sector agencies.

Websites of interest

Athens City Council: www.cityofathens.gr

Electric Railway Company: www.isap.gr

Attiko Metro SA: www.ametro.gr

Hellenic Agency for Local Development and Local Government SA: www.eetaa.gr

Barcelona

General aspects

The Barcelona metropolitan area, in which more than half the Catalan population lives, spreads along the central Catalan coastal strip. On an institutional level, several organisations operate in this region: city councils, metropolitan bodies, county councils, agencies and consortiums, as well as the organs of the regional and state governments.

Barcelona City Council

The Municipal Charter of Barcelona grants ample powers to the city council. The mayor is the highest authority and head of the municipal council, the organ of political representation of the citizens of Barcelona, which is formed by 41 councillors elected every 4 years. The municipality is divided into 10 districts with powers over local services. Each has its own district council the composition of which is proportional to the election results obtained by each party in that district.

Metropolitan area

The inner metropolitan area has two sectoral metropolitan bodies created by the regional planning laws of 1987. One is the *Entitat Metropolitana del Transport*, comprising 18 municipalities and having powers over the organisation, management and planning of public transport systems; provision of the underground railway service; organisation and control of the taxi service; and programming of traffic and the road network. The other is the *Entitat Metropolitana del Medi Ambient*, comprising 33 municipalities and with responsibility over the construction and maintenance of water infrastructures; water supply and wastewater treatment; and treatment of urban and industrial waste. In addition, 31 municipalities voluntarily decided to set up the *Mancomunitat de Municipis* with the aim of providing a common metropolitan viewpoint and acting in the areas of planning and improvement of metropolitan infrastructures, public space, housing and land use. On January 2009 the Consorci Àrea Metropolitana de Barcelona was established including the three mentioned metropolitan bodies and 36 municipalities.

Catalonia

The Generalitat of Catalonia is the historical institution of the Catalan government, and has ample powers over regional planning, urban planning, housing, public works, transport, health care, education and so on. The legislative body providing political representation is the Catalan Parliament, comprising 135 members.

Other bodies and public enterprises

Autoritat del Transport Metropolità: consortium formed by public administrations responsible for public transport services in the metropolitan region of Barcelona (165 municipalities). Its purpose is to ensure cooperation, coordination and planning in transport services, funding and infrastructures.

Websites of interest

Barcelona City Council: www.bcn.cat

Metropolitan Area: www.amb.cat

Autoritat del Transport Metropolità: www.atm.cat

Generalitat of Catalonia: www.gencat.cat

Berlin

General aspects

Berlin is a city-state (like Hamburg and Bremen), and as such, its local institutions are merged with those of the *lând*. Furthermore, Berlin is the German federal capital and is governed by a special law passed in 1995. The metropolitan agglomeration lies within the *lând* of Brandenburg (of which Berlin does not form part) and is strongly dominated by the core city. There is no coordinating metropolitan authority, although there

is cooperation between the two *lând* regarding regional planning.

Government and parliament of Berlin

The governing mayor (*Regierender Bürgermeister*) is the head of the government. He or she directs and presides over the government of the *lând* (*Senate*), which has legislative initiative and regulatory power. The mayor and the government are designated by the parliament (*Abgeordneten-haus*), the legislative body that exercises control over the government and is also responsible for passing the budget. The 141 members are elected for terms of 4 years. The city-state is decentralised into 12 boroughs (*bezirke*) that carry out administrative activity under the supervision of the government. Each borough has an assembly, its organ of self-government, which oversees the administration and passes its budget. The assembly, formed by 45 members elected at the same time as the parliament, also elects the borough's administrative authorities: the office and the mayor.

Metropolitan area

There is no metropolitan authority that takes in the 25 municipalities of the agglomeration of Berlin. Services are provided basically from the capital, where the majority of the population is concentrated. This is the case of public transport, which is coordinated by the Berlin transport company.

As regards regional planning, a joint regional development department for Berlin and Brandenburg has existed since 1996. It is comprised of the department of urban development of Berlin and the ministry of regional planning of Brandenburg, and is a regional coordination body that takes in the city-state of Berlin and part of the *lând* of Brandenburg. Its tasks are to coordinate transport plans, regional development, green spaces and tourism.

Other bodies and public enterprises

Berliner Verkehrsbetriebe, BVG (Berlin Transport Company): public body created in 1996, grouping together the main public transport operators.

Berlin Tourismus Marketing GmbH: its main aim is to promote tourism in the region and publicise it nationally and internationally.

Unternehmensverbände Berlin-Brandenburg, UVB: (Confederation of Employers' and Business Associations of Berlin and Brandenburg): consists of 65 members, and seeks to promote the economic and social development of the Berlin-Brandenburg region.

Websites of interest

City-state of Berlin: www.berlin.de

Parliament of Berlin:

www.parlament-berlin.de

Gemeinsame Landesplanungsabteilung:
www.gl.berlin-brandenburg.de
Berlin Transport Company: www.bvg.de
Berlin Tourismus Marketing GmbH:
www.berlin-tourist-information.de
Confederation of Employers' and Business Associations of Berlin and Brandenburg (UVB): www.uvb-online.de

Birmingham

General aspects

The core of the agglomeration consists of Birmingham and 7 more cities with over 200,000 inhabitants. The West Midlands Metropolitan County, a two-tier structure, existed from 1974 to 1986, but cooperation is now channelled through the agencies that depended on this structure and that cover part of the metropolitan agglomeration.

Birmingham City Council

The Council is headed by the Leader and has 120 councillors, a third of which are elected every 4 years. The city is divided into 40 wards, each with its own committee to deal with local issues. The city also has 10 constituency committees for implementing policies on housing, sport, culture, security and transport.

Metropolitan area

The West Midlands Metropolitan County is made up of 7 metropolitan boroughs with a total population of 2.5 million. Despite the abolition of the county council, these boroughs continue to have joint services such as transport, policing and fire prevention. The remaining cities that did not form part of the former county are included in the West Midlands region. This is the Government Office region, comprising more than 5 million inhabitants and a larger area than the metropolitan county. It has administrative functions to implement programmes in education, economic development, the environment, culture, health care and transport.

Other bodies and public enterprises

West Midlands Passenger Transport Executive: known as *Centro*, this is the public body in charge of promoting and coordinating public transport services (bus, train and metro). It has a board of managers formed by representatives of the 7 metropolitan boroughs of the county.

West Midlands Police: public body responsible for ensuring public safety.

West Midlands Fire Service: public body responsible for protection, prevention and intervention in the event of fires and emergencies.

Websites of interest

City of Birmingham:
www.birmingham.gov.uk

West Midlands Passenger Transport Executive: www.centro.org.uk
West Midlands Police:
www.west-midlands.police.uk
West Midlands Fire Service:
www.wmfs.net
Government Office for the West Midlands:
www.gos.gov.uk

Bruxelles-Antwerpen / Brussels-Antwerp

General aspects

The expansion of these two major cities has brought them to merge into a single metropolitan agglomeration comprising 78 municipalities. However, there is no institutional structure; on the contrary, it is politically fragmented, as it spreads over two separate regions (Brussels Capital and Flanders), each a federated body with ample powers.

Brussels City Council

The organ of representation of the citizens is the municipal council, constituted by 46 members elected directly every 6 years. The executive comprises 9 councillors appointed by the council, and is in charge of the day-to-day running of the municipality. The mayor is appointed by the government of the Brussels Capital region, out of all the members of the council.

Antwerp City Council

The municipal council, constituted by 55 members, is the organ of representation of the citizens, and the executive is in charge of the day-to-day running of the municipality. The mayor is the head of the municipal administration and the president of both the council and the executive. He or she is appointed by the government of the region of Flanders, out of all the members of the council.

Metropolitan area

As there is no institution coordinating this agglomeration, it is the regional governments that act, together with their parliaments, with ample powers over economic development, energy, transport, social services, the environment and employment. Brussels and another 18 municipalities make up the *Région de Bruxelles-Capitale*, which includes the capital's direct area of influence. These municipalities also belong to a voluntary cooperative association (*Association de la Ville et des Communes de la Région de Bruxelles-Capitale*). Antwerp is the city with the largest population in Flanders, and capital of its province. In both cases, responsibilities of a metropolitan nature such as transport, planning and infrastructures are carried out by the two cities and their respective regions.

Other bodies and public enterprises

Société des Transports Intercommunaux de

Bruxelles (STIB): company responsible for the management of the public transport of the region's 19 municipalities, including the bus, metro and tram network.

Vlaamse Vervoermaatschappij De Lijn: company responsible for managing public transport (bus and tram) in the Flemish region. *De Lijn* was created in 1991 as a result of the merging of the municipal transport companies of Antwerp and Gent with the Flemish part of the Belgian transport company *Nationale Maatschappij van Buurtspoorwegen* (NMVB).

Websites of interest

Brussels City Council: www.brucity.be
Antwerp City Council: www.antwerpen.be
Brussels Capital region:
www.brussels.irisnet.be
Flanders: www.flanders.be
Société des Transports Intercommunaux de Bruxelles: www.stib.be
Vlaamse Vervoermaatschappij De Lijn:
www.delijn.be

Budapest

General aspects

Budapest has a special statute as capital city (*főváros*), with a two-tier system of government. The core city acts as the centre of the metropolitan area, as it accounts for 75% of its population, while the rest of the municipalities are very small (the largest has 60,000 inhabitants). The capital therefore undertakes most affairs of a metropolitan nature.

Budapest City Council

The capital city is organised according to a system of government on two tiers: municipal and district. Each level is independent and has powers fixed by the Law on Local Government of 1990. The municipality has a general assembly – the organ of political representation of the citizens – with 67 members, of which 66 are elected by means of party lists and one (the mayor) is elected directly, every 4 years. The mayor is the head of the municipal government and is responsible for the coordination of the departments.

The city is decentralised into 23 districts (*kerület*) with legal autonomy. Each district has an assembly, its organ of self-government, and its own directly elected mayor. In order to facilitate coordination with the city government, the district mayors can attend the general assembly and ask questions. With a view to the harmonisation of tasks, there are also cooperation mechanisms such as the permanent District Coordination Committee.

Metropolitan area

There is no metropolitan authority taking in the 39 municipalities of the agglomeration of Budapest. The metropolitan agglomeration is structured on the basis of

the capital and services are provided from the core city. As a municipality, Budapest is in charge of policies on housing, education, urban planning, tourism, transport and communications, traffic and technical infrastructures (water, gas, waste). The districts are in charge of health care, social welfare and maintenance of primary and secondary schools.

Other bodies and public enterprises

BKV (Budapest Transport): company that runs the urban passenger transport services (bus, metro, tram, trolleybus and local train) in and around the city. It coordinates the action of the various transport operators and fare integration.

Websites of interest

Budapest City Council: www.budapest.hu

BKV (Budapest Transport): www.bkv.hu

Frankfurt am Main

General aspects

Thanks to the Law on Conglomerations (*Ballungsraumgesetz*) passed by the Parliament of Hesse, since 2001 there has been a regional planning association encompassing the 75 municipalities of the metropolitan agglomeration. The association replaced the *Umlandverband Frankfurt* (UVF) (1975-2000), a multisector body covering 43 municipalities represented by a regional assembly, the members of which were elected directly by the people.

Frankfurt City Council

The mayor (*Oberbürgermeister*) is the head of the administration of the city and chairs the municipal council (*Rat der Stadt*), the organ of political representation of the citizens. All elected posts are renewed every 5 years. The city is decentralised into 16 districts, with powers over local services.

Metropolitan area

The *Planungsverband Ballungsraum Frankfurt/Rhein-Main* (Frankfurt/Rhine-Main Conurbation Planning Association) is a public body the function of which is to provide regional planning by drafting the Regional Land Use Plan and the Landscape Plan. It is also involved in the analysis of regional data, the management of projects funded by the European Union and the provision of technical advice to municipalities on European funds. The association is organised by the Council of the Region (*Rat der region*), the highest political organ of indirect representation, formed by the mayors, and the executive committee, which is responsible for day-to-day management and for preparing council meetings.

Hesse

The Prime Minister (*Ministerpräsident*) is the head of the government of the *länd*. The

government has legislative initiative and regulatory power. The parliament (*Landtag*) is the legislative body, and is responsible for controlling the government and passing the budget. Its 110 members are elected for five-year terms.

Other bodies and public enterprises

Rhein-Main Verkehrsverbund GmbH: organisation coordinating the public transport of the metropolitan agglomeration (train, underground, bus, tram and river transport). It works in conjunction with the various operators and government areas. *Wirtschaftsförderung Region Frankfurt Rhein-Main*: company founded in 1995 to promote the competitiveness of the region. It brings together local authorities, chambers of commerce, universities, enterprises, etc. It covers a large area of 13,000 sq km with a population of 5.2 million in three federated states (Hesse, Rhineland-Palatinate and Bavaria).

Websites of interest

City of Frankfurt: www.frankfurt.de

Frankfurt/Rhine-Main Conurbation Planning Association: www.planungsverband.de

Rhein-Main-Verkehrsverbund: www.rmv.de

Wirtschaftsförderung Region Frankfurt

Rhein-Main: www.frankfurt-rhein-main.de

Government of Hesse: www.hessen.de/

Hamburg

General aspects

Hamburg is a city-state (like Berlin and Bremen), and as such, its local institutions are merged with those of the *länd*. The core city acts as the centre of the metropolitan area, as it accounts for 75% of its population.

Government and parliament of Hamburg

The governing mayor (*Erste Bürgermeister*) is the head of the government. He or she directs and presides over the government of the *länd* (*Senate*), which has legislative initiative and regulatory power. The mayor and the government are designated by the parliament (*Bürgerschaft*), the legislative body that exercises control over the government and is also responsible for passing the budget. The 121 members are elected for terms of 4 years. The city-state is decentralised into 7 boroughs (*bezirke*) that carry out administrative activity under the supervision of the government. Each borough has an assembly, its organ of self-government, which oversees the administration and passes its budget. The assembly, formed by 41 members elected at the same time as the parliament, also elects the borough's administrative authorities: the office and the mayor.

Metropolitan area

There is no metropolitan authority that takes in the 33 municipalities of the agglomeration of Hamburg.

There is, however, a sectoral agency that coordinates public transport: the *Hamburger VerkehrsVerbund* (Hamburg Transport Association). It is a public body comprising a total of 35 operators of public transport (bus, underground, tram and river transport) in and around the city-state, the association's responsibility thus extending beyond the boundaries of Hamburg and including parts of the *länd* of Schleswig-Holstein and Lower Saxony, and serving 3.3 million inhabitants. In fact, there has been voluntary cooperation between the three states since the 1950s, and in 1991 the association *Metropolregion Hamburg* was created, as a tool for informal cooperation between the municipalities of the agglomeration.

Other bodies and public enterprises

Hamburgischen Gesellschaft für Wirtschaftsförderung (Association for the Economic Promotion of Hamburg): association to foster the economic competitiveness of the metropolitan agglomeration and to encourage business.

Websites of interest

City-state of Hamburg:

www.hamburg.de

Parliament of Hamburg:

www.hamburgische-uergerschaft.de

Hamburg Transport Association:

www.hvv.de

Metropolregion:

www.metropolregion.hamburg.de

Hamburgischen Gesellschaft für

Wirtschaftsförderung:

www.wirtschaftsfoerderung.hamburg.de

Katowice

General aspects

This is a multicore metropolitan agglomeration, with Katowice as the city with the largest population and another 8 cities with more than 100,000 inhabitants. Although there is no metropolitan structure, there is voluntary cooperation between municipalities.

Katowice City Council

The mayor (*prezydent*) is the head of the municipal government (executive power) and is elected directly by the people every 4 years. He or she directs and presides over the municipal council (*rada miasta*), formed by 34 councillors elected every 4 years.

Metropolitan area

Polish municipalities have ample powers, and in the absence of recognition for the metropolitan areas, most services (sewerage and waste, water and gas provision, public transport, urban planning) are provided by local government. The counties (*powiat*) are in charge of secondary education, public safety and social services, except in major cities such as Katowice, which have county

status. There is therefore no metropolitan authority taking in the 22 municipalities of the agglomeration. There have, however, been several initiatives by the municipalities to offer joint services: this has been the case with public transport since 1991. In 2006, a new initiative paved the way for the creation of a voluntary association of municipalities.

Silesia

The region, Silesia, covers a much larger area (with almost 5 million inhabitants) than the metropolitan one and acts by state delegation on two tiers. The first tier is that of so-called decentralised tasks, and includes general and strategic regional planning, the regional road network, higher education and cultural facilities, regional hospitals and environmental protection. The second tier is that of so-called deconcentrated tasks, which consist of supervising the local functions of the state and maintaining motorways, expressways and local roads.

Other bodies and public enterprises
Komunikacyjny Związek Komunalny GOP (Municipal Transport Union of the Upper Silesian Industrial District): 23 municipalities of the Katowice metropolitan agglomeration belong to this voluntary association for the management and planning of public transport. It coordinates the action of the various operators of the bus and tram services and also transport fare integration.
Górnśląski Związek Metropolitalny GZM (Metropolitan Association of Upper Silesia): 14 municipalities have participated in this voluntary association since 2006. Among its goals figure the development of a common vision, the elaboration of joint applications for European funds and the economic promotion of the region.

Websites of interest

Katowice City Council:

www.um.katowice.pl

Region of Silesia: www.silesia-region.pl

KZK GOP: www.kzkgop.pl

Górnśląski Związek Metropolitalny (GZM): www.gzm.org.pl

København / Copenhagen

General aspects

The Danish agglomeration is characterised by the existence of a central core (Copenhagen) and 25 municipalities with fewer than 100,000 inhabitants. As of 1 January 2007 a new tier of government (*Region Hovedstaden*) has come into being as a result of the territorial reform process carried out by the Danish government.

Copenhagen City Council

The central political institutions are the municipal council and the structure of committees. The council is the organ of representation of the citizens, and is made

up of 55 councillors elected every 4 years. The 7 sectoral committees are elected by the council on the basis of proportional representation. The most important is the Finance Committee, as it coordinates the functioning of the city council as a whole. The Finance Committee is chaired by the lord mayor, and its members are the chairs of the other 6 committees plus 6 other council members.

Metropolitan area: Region Hovedstaden

The *Hovedstadens Udviklingsråd* (Capital Development Board) or HUR existed from 2000 to 2006. It was a council of mayors, created with the aim of reaching joint decisions on the development of the capital's metropolitan agglomeration. One of its lines was to foster cooperation with the Swedish city of Malmö, with which the city forms the geographical region of the Øresund.

The reform of 2007 ushered in the *Region Hovedstaden*, which basically has responsibility over the management of the health services (hospitals) and has an elected council. Other services are provided by the Danish municipalities, which have ample powers and strong financial autonomy.

Other bodies and public enterprises

Metro: public enterprise that manages the metro network (underground and overground), opened in 2002.

The Ørestad Development Corporation, created in 1993, is responsible for the construction of the metro and is owned by the City of Copenhagen (55%) and the state (Ministry of Transport, 45%).

Trafikselskabet Movia: public transport agency that runs the bus and train services in and around Copenhagen.

Copenhagen Capacity: official economic development agency of the *Region Hovedstaden*. Formed by representatives of the public and private sectors, its function is to promote the region in order to attract investment and generate wealth.

Websites of interest

City of Copenhagen: www3.kk.dk

Region Hovedstaden: www.regionh.dk

Metro: www.m.dk

Trafikselskabet Movia: www.movia.dk

Copenhagen Capacity: www.copcap.com

Köln / Cologne

General aspects

The Cologne agglomeration, which accounts for more than half the population of the *land* of North Rhine-Westphalia, is a multicore one, as it comprises 20 cities with over 100,000 inhabitants, 8 of these with more than 300,000; Cologne has the largest population. There has been a long tradition of cooperation among the municipalities of one part of the

agglomeration (the Rhine-Ruhr region), basically the area around the cities of Dortmund, Essen and Duisburg.

Cologne City Council

The mayor (*Oberbürgermeister*) is the head of the city's administration and chairs the municipal council (*Rat der Stadt*), the organ of political representation of the citizens, with 90 members. All elected posts are renewed every 5 years. The city is decentralised into 9 districts, with powers over local services.

Metropolitan area

The *Regionalverband Ruhr*, an association of municipalities set up in 1979 (under the name of *Kommunalverband Ruhrgebiet*), was transformed in 2004 to endow it with greater powers. It covers an area of 4,435 sq km with a population of 5.3 million, half the total agglomeration. It is responsible for regional planning, and the planning of infrastructures, economic development and tourism. The association has a regional assembly consisting of 71 members elected by direct suffrage every 5 years. The assembly elects the president (a symbolic post) and appoints a general director. In the transport sector, there are different agencies: one for the Rhein-Ruhr district (corresponding to the Dortmund, Essen and Duisburg area) and one for the Rhein-Sieg district (Cologne and Bonn).

North Rhine-Westphalia

The Prime Minister (*Ministerpräsident*) is the head of the government of the *land*. The government has legislative initiative and regulatory power. The parliament (*Landtag*) is the legislative body, and is responsible for controlling the government and passing the budget. Its 231 members are elected for five-year terms.

Other bodies and public enterprises

Verkehrsverbund Rhein-Ruhr (Rhine-Ruhr Transport Association): since 1980 has coordinated the activity of 25 local public transport companies and 3 public rail companies. It integrates train, local and regional bus, tram and river transport services.

Verkehrsverbund Rhein-Sieg GmbH (Rhine-Sieg Transport Association): since 1987 has coordinated the train, bus and tram services of the Cologne-Bonn region (an area of 5,111 sq km with 3.2 million inhabitants). It comprises 29 companies, notably the transport associations of Cologne (*Kölner Verkehrs-Betriebe AG*) and Bonn (*Stadtwerke Bonn*).

Websites of interest

City of Cologne: www.koeln.de

Regionalverband Ruhr: www.rvr-online.de

Verkehrsverbund Rhein-Ruhr: www.vrr.de

Verkehrsverbund Rhein-Sieg GmbH:

www.vrsinfo.de

Parliament of North Rhine-Westphalia:

www.landtag.nrw.de

Lille

General aspects

The Lille agglomeration has had a supramunicipal cooperation structure, the *Communauté Urbaine de Lille*, since 1966. As a result of the 1999 Law on Intermunicipal Cooperation, the structure was transformed.

Lille City Council

The mayor is the highest authority and is elected for a 6-year term. He or she chairs the municipal council, the organ of political representation of the citizens and of control over the executive committee, comprising 62 councillors likewise elected for a 6-year term. The municipality has 10 districts or *quartiers*, each with its own district office, headed by a city councillor, with responsibility over the management of local services.

Metropolitan area

The *Communauté Urbaine de Lille* has a series of powers and a structure established by law, concerning economic, social and cultural development (creation and management of industrial and commercial zones, management of facilities and schools); regional planning (master plans, organisation of public transport and roads); public housing; urban regeneration and revitalisation; management of common services (water, cemeteries, abattoirs, fire prevention and emergency services); and the environment (waste treatment and pollution prevention). The organisation takes in 85 municipalities covering some 600 sq km with 1 million inhabitants. Its political structure comprises a president, an executive committee and a council, formed by 170 members. All these posts are renewed every 6 years by indirect election, through delegation to the municipalities.

Nord-Pas de Calais region

The regional council is an elected body for reflection and promotion in the areas of planning, regional organisation and economic and development action. It also acts as a coordinator in economic development, training and the environment, in a much larger area than that of the agglomeration.

Other bodies and public enterprises

Transpole: organises and funds the region's bus, metro and tram transport, under the auspices of the *Communauté Urbaine*.

Websites of interest

Lille City Council: www.mairie-lille.fr
Communauté Urbaine de Lille: www.lillemetropole.fr
Nord-Pas de Calais region: www.nordpasdecals.fr
Transpole: www.transpole.fr

Lisboa / Lisbon

General aspects

This agglomeration is made up of 11 municipalities with more than 100,000 inhabitants surrounding the state capital, Lisbon. It is coordinated through the *Área Metropolitana de Lisboa* (AML), set up in 2004 to replace the previous structure, which dated from 1991.

Lisbon City Council

The mayor is the head of the executive (*câmara municipal*) and chairs the municipal assembly (*assembleia municipal*). This is the organ of political representation of the citizens, formed by 107 elected councillors, including the presidents of the 50 parish councils that exist in the area. Parishes are a lower level of local government that also have their own assembly (*assembleia de freguesia*) and executive (*junta de freguesia*).

Metropolitan area

Law 10/2003, of 13 May, reformed the organisation of the metropolitan areas of Portugal. The Metropolitan Area of Lisboa (AML) comprises three bodies: a deliberative assembly (*assembleia*), an executive council (*junta*) and a consultative council (*conselho*). The assembly of the AML has 55 members elected by all the municipal assemblies of the area; the executive council includes all the mayors of the area, who out of their numbers choose the president and the two vice-presidents. The consultative council consists of all the members of the executive, the president of the *Comissão de Coordenação da Região de Lisboa e Vale do Tejo* (the area's regional delegation of central government for planning issues) and representatives of public institutions and other economic, social and cultural institutions. It serves 18 municipalities and almost 3 million inhabitants. The AML performs the following functions: to provide a structure for municipal investments of supramunicipal interest; to coordinate the actions of the municipalities and central government in the spheres of environmental infrastructures, health care, education, security and civil defence, roads and transport, social facilities, tourism and culture, sports, leisure and youth; and strategic planning of economic, social and regional management and organisational issues. Specifically, the AML has promoted the metropolitan geographical information system (SMIG) and a strategic study on vocational training.

Other bodies and public enterprises

Metropolitano de Lisboa: company created to run the Lisbon metro.

Carris: company that runs urban passenger transport services (bus and tram) in the city of Lisbon.

Websites of interest

Lisbon City Council: www.cm-lisboa.pt
Área Metropolitana de Lisboa: www.aml.pt
Metropolitano de Lisboa: www.metrolisboa.pt
Carris: www.carris.pt

Liverpool-Manchester

General aspects

This very extensive multicore agglomeration is made up of two densely populated cities (Liverpool and Manchester) and two more cities (Leeds and Bradford) that have a larger population but a lower density. For the organisation of its metropolitan services each city has its area of influence with its own agencies, left over after the abolition of the metropolitan institutions in 1986, without the existence of any common structure at present.

Liverpool City Council

The 90 members of the city council are elected every 4 years. They in turn appoint the lord mayor and the head of the executive board (leader council). There are also 10 neighbourhood committees, with consultative functions.

Manchester City Council

The highest organ of political representation is the board formed by the lord mayor and 14 councillors, 12 of them appointed by each of the electoral wards and 2 by the city as a whole, every 4 years.

Metropolitan area

The two main cities retain the tradition of cooperation with their neighbouring municipalities, as they belonged to metropolitan structures from 1974 to 1986. In Liverpool, the county of Merseyside includes Liverpool, Knowsley, Sefton, St Helens and Wirral: an area of 645 sq km with more than 1 million inhabitants. Despite the abolition of the political structure, the following services continue to be run by sectoral agencies: public transport, police (Merseyside Police), waste (Merseyside Waste Disposal Authority), and fire prevention and emergency services (Merseyside Fire & Rescue Service). In Manchester, following the abolition of Greater Manchester County Council, services have continued to be provided through sectoral agencies: waste (Greater Manchester Waste Disposal Authority), police (Greater Manchester Police Authority), fire prevention and emergency services (Greater Manchester Fire and Civil Defence Service) and transport (Greater Manchester Passenger Transport Authority). In addition, in 1986 the municipalities joined together to form the Association of Greater Manchester Authorities (AGMA), in order to ensure a region-wide vision by means of strategic planning, especially in transport and the environment.

Other bodies and public enterprises

Merseytravel: public body coordinating transport in Liverpool and 4 more cities; it is governed by a board of councillors.

Mersey Partnership: public-private body seeking to promote economic development and attract investment and tourism to the Liverpool region.

Public Transport for Greater Manchester: funded by the Greater Manchester Passenger Transport Authority, which is responsible for planning and managing the integrated transport system for the Manchester region.

Websites of interest

Manchester City Council:

www.manchester.gov.uk

Liverpool City Council:

www.liverpool.gov.uk

Merseytravel: www.merseytravel.gov.uk

Mersey Partnership:

www.merseyside.org.uk

Association of Greater Manchester

Authorities: www.agma.gov.uk

Public Transport for Greater Manchester:

www.gmppte.com

London

General aspects

Since 2000, the London agglomeration has been endowed with an institution responsible for providing metropolitan services: the Greater London Authority (GLA), in the wake of its predecessor, the Greater London Council (1965-1986). However, the GLA does not cover the totality of the metropolitan agglomeration, which spreads over 3 regions.

Greater London Authority

The Greater London Authority (GLA) covers the City of London and the 32 boroughs. The mayor holds executive power and political leadership, and heads the London Assembly, formed by 25 members. All elected posts are renewed by direct suffrage every 4 years. The GLA has powers over: public transport, planning, the environment, culture, health care, policing and emergency and fire services. However, it has very limited tax raising powers and cannot issue bonds, and funding comes basically from central government transfers. Each borough council is headed by a chief executive who is elected for a 4 year term. These councils provide local public services such as education, housing, social services, street cleaning and maintenance, waste management, local urban planning, culture and leisure. The borough councils are financed by means of a direct Council Tax and various central funds.

Metropolitan area

There is no institution that includes the totality of the metropolitan agglomeration,

which spreads over the regions of Greater London, South East and East of England. The GLA is usually regarded as the body that represents the agglomeration.

Other bodies and public enterprises

Transport for London: organisation that depends on the GLA and is responsible for the planning and management of integrated transport, comprising the bus network, the underground system, the trams, the Docklands Light Railway, river transport and Victoria bus station. It is also in charge of traffic management on 580 km of the city's road network.

London Development Agency: agency depending on the GLA that promotes the economic development of the capital, with the aim of ensuring London's role as an international business centre and a generator of wealth.

London Fire and Emergency Planning Authority: under the auspices of the GLA, it has powers over fire prevention and control and emergency response.

Metropolitan Police Authority: under the responsibility of the GLA, it works to ensure public safety.

Websites of interest

Greater London Authority:

www.london.gov.uk

Transport for London: www.tfl.gov.uk/tfl

London Development Agency:

www.lda.gov.uk

Metropolitan Police Authority:

www.mpa.gov.uk

London Fire and Emergency Planning

Authority: <http://www.london-fire.gov.uk>

Lyon

General aspects

The Lyon agglomeration has had a supramunicipal cooperation structure, the *Communauté Urbaine de Lyon*, since 1966. As a result of the 1999 Law on Intermunicipal Cooperation, the structure was transformed.

Lyon City Council

The mayor is the highest authority and is elected for a 6-year term. He or she chairs the municipal council, the organ of political representation of the citizens and of control over the executive committee, comprising 72 councillors likewise elected for a 6-year term. The municipality has 9 districts or *arrondissements*, each with its own council and district mayor. This council is responsible for decision-making with regard to the implementation, conditioning and management of local facilities.

Metropolitan area

The *Communauté Urbaine de Lyon* has a series of powers established by law,

including: economic, social and cultural development (creation and management of industrial and commercial zones, management of facilities and schools); regional planning (master plans, organisation of public transport and roads); public housing; urban regeneration and revitalisation; management of common services (water, cemeteries, abattoirs, fire prevention and emergency services); and the environment (waste treatment and pollution prevention). The organisation takes in 57 municipalities covering some 500 sq km with 1,300,000 inhabitants. Its political structure comprises a president, an executive committee and a council, formed by 157 members. All these posts are renewed every 6 years by indirect election, through delegation to the municipalities.

Rhône-Alpes region

The regional council is an elected body for reflection and promotion in the areas of planning, regional organisation and economic and development action. It also acts as a coordinator in economic development, training and the environment, in a much larger area than that of the agglomeration.

Other bodies and public enterprises

Transports en Commun Lyonnais: organises and funds the region's bus, metro and tram transport, under the auspices of the *Communauté Urbaine*.

Agence pour le Développement de la Région Lyonnaise (Aderly): agency created in 1974 to promote the economic development and competitiveness of the metropolitan agglomeration. It is made up of representatives of local and regional governments, together with chambers of commerce, enterprises, etc.

Websites of interest

Lyon City Council: www.lyon.fr

Communauté Urbaine de Lyon:

www.grandlyon.com

Rhône-Alpes region: www.rhonealpes.fr

Transports en Commun Lyonnais:

www.tcl.fr

Agence pour le Développement de la

Région Lyonnaise: www.lyon-aderly.com

Madrid

General aspects

The present municipality of Madrid is the result of the amalgamation of 13 municipalities into Madrid between 1948 and 1954. In its capacity as state capital, it has a special status (Law on Capital Status, of July 2006, updating the 1963 and 1985 legislation) which establishes the Interadministration Capital Status Committee. This is articulated as a cooperation body between the state, the Autonomous Community of Madrid (CAM) and the City of Madrid on issues

such as public safety and the celebration of official events.

Madrid City Council

The mayor is the highest authority and head of the municipal council, the organ of political representation of the citizens, formed by 55 councillors elected every 4 years. The municipality is divided into 21 districts with powers over personal services.

Metropolitan area

The metropolitan area has no organisational recognition. Powers are exercised either by the City Council, as the large surface area (600 sq km) and population of the municipality render it almost metropolitan in nature, or by the government of the autonomous community.

Autonomous Community of Madrid

The CAM was constituted by a statute passed on 1 March 1983, and its president is the highest authority. The legislative body providing political representation is the Madrid Assembly, comprising 111 representatives. The creation of the CAM entailed the abolition of the regional planning body that had existed since 1963, the *Comisión de Planeamiento y Coordinación del Área Metropolitana de Madrid*. The territory of the CAM encompasses the Madrid metropolitan agglomeration and in practice coordinates metropolitan policies through its powers over regional planning, urban planning, housing, public works, roads, railways, transport and water resources. Other powers are shared with the state, including economic planning, industry, security, education and health care. The CAM assumes the powers of Madrid Provincial Council, as the autonomous community consists of only one province.

Other bodies and public enterprises

Consorcio Regional de Transportes de Madrid: coordinates the services, networks and fares of the public transport system of the CAM. The state, the CAM, the municipalities and public and private transport companies are all represented.

Websites of interest

Madrid City Council: www.munimadrid.es/
Autonomous Community of Madrid: www.madrid.org
Consorcio Regional de Transportes de Madrid: www.ctm-madrid.es

Marseille

General aspects

The Law on Intermunicipal Cooperation passed in 1999 led a year later to the creation of the *Communauté Urbaine de Marseille Provence Métropole*, an indirectly elected structure for cooperation between municipalities that serves to coordinate the metropolitan policies of the agglomeration.

Marseille City Council

The mayor is the highest authority and is elected for a 6-year term. He or she chairs the municipal council, the organ of political representation of the citizens and of control over the executive committee, comprising 101 councillors likewise elected for a 6-year term. The municipality has 16 districts or *arrondissements*, each with its own council and district mayor. This council is responsible for decision-making with regard to the implementation, conditioning and management of local facilities.

Metropolitan area

The *Communauté Urbaine de Marseille Provence Métropole* has a series of powers established by law, concerning economic, social and cultural development (creation and management of industrial and commercial zones, management of facilities and schools); regional planning (master plans, organisation of public transport and roads); public housing; urban regeneration and revitalisation; management of common services (water, cemeteries, abattoirs, fire prevention and emergency services); and the environment (waste treatment and pollution prevention). The organisation takes in 18 municipalities covering some 600 sq km with almost 1 million inhabitants. Its political structure comprises a president, an executive committee and a council, formed by 157 members. All these posts are renewed every 6 years by indirect election, through delegation to the municipalities.

Provence-Alpes-Côte d'Azur region

The regional council is an elected body for reflection and promotion in the areas of planning, regional organisation and economic and development action. It also acts as a coordinator in economic development, training and the environment, in a much larger area than that of the agglomeration.

Other bodies and public enterprises

Régie des Transports de Marseille: organises and funds the region's bus, metro and tram transport (the latter service being delegated by the *Communauté Urbaine*).

Websites of interest

Marseille City Council: www.marseille.fr
Communauté Urbaine de Marseille Provence Métropole: www.marseille-provence.com
Provence-Alpes-Côte d'Azur region: www.regionpaca.fr
Régie des Transports de Marseille: www.rtm.fr

Milano / Milan

General aspects

The metropolitan agglomeration is made up of more than 400 municipalities of different sizes and densities. In addition to the core city, there are three cities with

over 100,000 inhabitants (Brescia, Bergamo and Monza). Law 142 of 1990 provides for the creation of the *città metropolitana*, an administrative body for coordinating metropolitan policies. However, the application of the law has been non-existent; in practice, the municipality, the province and the region all exercise some metropolitan powers, such as transport.

Milan City Council

The mayor (*sindaco*) is elected directly by the people for a 5-year term. He or she is the political leader of the administration of the municipality and chairs the *Giunta*, the executive body. The *Consiglio Comunale* or Municipal Council is formed by 60 members, likewise elected for 5-year terms. The city is divided into 9 boroughs (*zona*), each with a president and a council, directly elected every 5 years. They perform functions that are delegated by the municipality and promote citizen information and participation.

Metropolitan area

There is no metropolitan coordination structure. The city and the province of Milan are both involved in metropolitan planning through the drafting of regional and sectoral plans, which have to be passed by the region of Lombardy. The province is a second-level local government comprising 189 municipalities. It performs a support function for municipalities and facilitates their economic, regional and environmental planning. It also acts in the areas of culture, green spaces, civil defence and social services.

Lombardy

The region of Lombardy has exclusive legislative powers over urban planning, public works and infrastructures of regional interest, tourism, agriculture, health care and urban and rural local police, and shared powers over culture, the environment, occupational promotion and economic development. The Lombardy region organises public transport (bus, tram, taxi, funicular, etc.), including the management of the system of metropolitan and suburban trains in the Milan agglomeration.

Other bodies and public enterprises

Azienda Trasporti Milanesi S.p.A.: created in 1999 out of the former public municipal transport company, it is responsible for the management of public transport in Milan (bus, tram and underground) and also the interurban transport system.

Websites of interest

Milan City Council: www.comune.milano.it
Province of Milan: www.provincia.milano.it
Region of Lombardy: www.regione.lombardia.it
Azienda Trasporti Milanesi S.p.A.: www.atm-mi.it

München / Munich

General aspects

The metropolitan agglomeration of Munich is characterised by the existence of a central core in the form of the city of Munich, capital of the *länd*, which accounts for 65% of the population, and several municipalities with fewer than 50,000 inhabitants. All these municipalities belong to a regional planning structure.

Munich City Council

The mayor (*Oberbürgermeister*) is the head of the city's administration and chairs the municipal council (*Rat der Stadt*), the organ of political representation of the citizens. All elected posts are renewed every 5 years. The city is decentralised into 25 districts, with powers over local services.

Metropolitan area

The Munich Regional Planning Agency is a public body without legislative powers; it operates as a structure for regional planning and economic development (drafting plans and studies to channel growth, providing support for municipalities, etc.). Its main organs are the federal committee (the highest political organ of indirect representation, formed by the mayors) and the executive committee (in charge of day-to-day management and preparing the meetings of the federal committee).

Bavaria

The Prime Minister (*Ministerpräsident*) is the head of the government of the *länd*. The government has legislative initiative and regulatory power. The parliament (*Landtag*) is the legislative body, and is responsible for controlling the government and passing the budget. Its 180 members are elected for five-year terms.

Other bodies and public enterprises

MVV (Munich Transport and Tariff Association): public-private association constituted on an equal footing by the transport operators and the competent authorities. It coordinates the planning and provision of services, fare integration, distribution of costs and profits, etc. The network includes urban rail, bus and tram services.

München Betriebs-GmbH & Co. KG: its main aim is to promote tourism in the region and publicise it nationally and internationally.

Websites of interest

City of Munich: www.muenchen.de
MVV, Munich Transport and Tariff Association: www.mvv-muenchen.de
Government of Bavaria: www.bayern.de
München Betriebs-GmbH: www.mux.de/muenchen-de

Napoli / Naples

General aspects

The metropolitan agglomeration is made up of almost 200 municipalities of different sizes and densities. In addition to the city of Naples, there are two cities with over 100,000 inhabitants (Salerno and Giugliano in Campania). Law 142 of 1990 provides for the creation of the *città metropolitana*, an administrative body for coordinating metropolitan policies. However, the application of the law has been non-existent; in practice, the municipality, the province and the region all exercise some metropolitan powers, such as transport.

Naples City Council

The mayor (*sindaco*) is elected directly by the people for a 5-year term. He or she is the political leader of the administration of the municipality and chairs the *Giunta*, the executive body. The *Consiglio Comunale* or Municipal Council is formed by 60 members, likewise elected for 5-year terms. The city is divided into 10 boroughs (*municipalità*), each with a president and a council, directly elected every 5 years. They perform functions that are delegated by the municipality and promote citizen information and participation.

Metropolitan area and region of Campania

The city of Naples draws up its own plans for transport and urbanism, which require harmonisation with the provincial and regional plans. All three government levels have powers over the metropolitan agglomeration, although there is no overall coordinating body. As regards transport, there are 13 public transport companies, coordinated by the region through the *Consorzio Unico Campania*.

Other bodies and public enterprises

Compagnia Trasporti Pubblici di Napoli S.p.A.: public bus transport operator jointly owned since 2001 by the municipality and the province of Naples. The network covers an area of 850 sq km formed by 71 municipalities with a total population of one and a half million.

Consorzio Unico Campania: since 2002, has encompassed 13 public transport companies in order to run the fare integration system for the whole region. It includes bus, light metro, train and funicular services.

Websites of interest

Naples City Council: www.comune.napoli.it
Region of Campania: www.regione.campania.it
Compagnia Trasporti Pubblici di Napoli S.p.A.: www.ctpn.it
Consorzio Unico Campania: www.unicocampania.it

Nottingham

General aspects

The metropolitan agglomeration is multicore, with two cities of over 200,000 inhabitants (Nottingham and Derby) and five with 100,000. Nottinghamshire County Council has powers over most of the cities in the agglomeration, with the exception of Nottingham itself.

Nottingham City Council

The 55 members of the city council are elected every 4 years. They in turn appoint the lord mayor and the head of the executive board (council leader). There are also 9 area committees whose purpose is to bridge the gap between the council and the neighbourhoods, with consultative functions.

Metropolitan area

Nottinghamshire County Council serves a larger area than the metropolitan, with a population of 1 million. It is a two-tier government body, as there is a distribution of powers. The metropolitan body (Nottinghamshire County Council) deals with schools, social services, libraries, waste treatment and recycling, parks, security, emergency services, transport, etc., and has 67 representatives elected every 4 years. The 7 district councils are responsible for housing, leisure, refuse collection and council tax collection, and preserve local government.

The city of Nottingham used to belong to the county council but it no longer does so, and since 1998 the city council has taken exclusive responsibility for all the city's services.

Other bodies and public enterprises

Nottingham City Transport: responsible for bus services in the city of Nottingham (in conjunction with the private operator Trent Barton). Together with the company Transdev, it is a partner in the Nottingham Express Transit - Nottingham Tram consortium, which runs the tram service. *Greater Nottingham Partnership*: created in 1994, this organisation comprises 15 representatives of the public, private and third sectors in order to revitalise the area and generate economic dynamism.

Websites of interest

Nottingham City Council: www.nottinghamcity.gov.uk
Nottinghamshire County Council: www.nottinghamshire.gov.uk
Nottingham City Transport: www.nctx.co.uk
Nottingham Express Transit - the Nottingham Tram: www.thetram.net
Greater Nottingham Partnership: www.gnppartnership.org.uk

Paris

General aspects

The Paris agglomeration is the largest in France in terms of population, and the heart of the Île-de-France region. The latter has a very densely populated inner core formed by Paris and its three surrounding departments (Hauts-de-Seine, Seine-Saint-Denis and Val-de-Marne), and a sparsely populated outer ring with rural municipalities. The region acts as a coordinator for metropolitan policies, unlike in France's other large agglomerations, which are regulated by the Law on Intermunicipal Cooperation of 1999.

Paris City Council

Paris has two territorial levels of administration: the municipality and the department. The mayor is the highest authority and is elected for a 6-year term. He or she chairs the municipal council, comprising 163 councillors likewise elected for a 6-year term, which is the organ of political representation of the citizens and of control over the executive committee. The municipality has 20 districts or *arrondissements*, each with its own council and district mayor. This council is responsible for decision-making with regard to the implementation, conditioning and management of local facilities.

Metropolitan area

The French regions have constituted a territorial administration with full powers since 1986. Their powers are binding and include several areas: public transport and roads, regional and urban planning, economic development, housing, education (higher education and research, construction and maintenance of schools, vocational training), the environment, culture, sport and tourism. The *Conseil régional d'Île-de-France* is made up of the following political organs: the executive (formed by the president and 15 vice-presidents) and the regional assembly (209 members elected directly every 6 years). It also has a permanent control committee and a regional economic and social council, an advisory body with 122 members drawn from trade unions, enterprise and civil society.

Other bodies and public enterprises

Syndicat des Transports d'Île-de-France (STIF): organises and funds the region's transport under the authority of the president of the Regional Council. It coordinates the activity of the RATP (metro), SNCF (regional and suburban trains) and 90 private bus operators.

Websites of interest

Paris City Council: www.paris.fr
Île-de-France region: www.iledefrance.fr
Syndicat des Transports d'Île-de-France: www.stif-idf.fr

Porto-Vila Nova de Gaia

General aspects

This agglomeration is made up of two neighbouring core cities, Porto and Vila Nova de Gaia, plus 8 other municipalities, 4 of them with a population of more than 100,000. It is coordinated through the *Área Metropolitana do Porto (AMP)*, set up in 2004 to replace the previous structure, which dated from 1991.

Porto City Council

The representative organs are the assembly (*assembleia municipal*) and the executive (*câmara municipal*). The head of the executive, the mayor, is the leader of the most voted list. The assembly is the municipality's deliberative body and is made up of 39 directly elected members, including the presidents of the 15 parish councils that exist in the area. Parishes are a lower level of local government that also have their own assembly (*assembleia de freguesia*) and executive (*junta de freguesia*).

Vila Nova de Gaia City Council

The mayor is the head of the executive (*câmara municipal*) and chairs the assembly (*assembleia municipal*). This is the organ of political representation of the citizens, formed by 55 elected councillors, including the presidents of the 24 parish councils that exist in the area. Parishes are a lower level of local government that also have their own assembly (*assembleia de freguesia*) and executive (*junta de freguesia*).

Metropolitan area

Law 10/2003, of 13 May, reformed the organisation of the metropolitan areas of Portugal. The Metropolitan Area of Porto (AMP) comprises three bodies: a deliberative assembly (*assembleia*), an executive council (*junta*) and a consultative council (*conselho*). The assembly of the AMP is made up of 43 members elected by all the municipal assemblies of the area; the executive council includes all the mayors of the area, who out of their numbers choose the president and the two vice-presidents. The consultative council consists of all the members of the executive, the president of the *Comissão de Coordenação e Desenvolvimento Regional do Norte* (the area's regional delegation of central government for planning issues) and representatives of public institutions and other economic, social and cultural institutions. It serves 14 municipalities and 1.5 million inhabitants.

The AMP performs the following functions: to provide a structure for municipal investments of supramunicipal interest; to coordinate the actions of the municipalities and central government in the spheres of environmental infrastructures, health care, education, security and civil defence, roads and transport, social facilities, tourism and culture, sports, leisure and youth; and

strategic planning of economic, social and regional management and organisational issues. Specifically, the AMP has promoted the construction of the light metro and a strategic study on mobility.

Other bodies and public enterprises

Sociedade de Transportes Colectivos do Porto, S.A. (STCPI): created in 1994 to run the urban passenger transport service in and around Porto.

Metro do Porto: company created to run the new light metro network, jointly owned by the AMP, the STCP and the state.

Websites of interest

Porto City Council: www.cm-porto.pt

Praha / Prague

General aspects

Prague is the capital of the Czech Republic and is governed by a special law (Act 131/2000 Coll.). It has its own statute as a city-region (*hlavní město*): i.e., local and regional institutions are merged. The core city accounts for 95% of the population of the metropolitan agglomeration, the remaining 5% being distributed in 18 very small municipalities (from 770 to 11,800 inhabitants) that belong to the region of Central Bohemia. Prague therefore undertakes most affairs of a metropolitan nature.

Prague City Council

The mayor directs and presides over the municipal council, the organ of political representation of the citizens, formed by 55 councillors elected every 4 years. The Czech capital's special statute grants it both local and regional powers.

Metropolitan area

The metropolitan agglomeration is clearly monocentric and services are provided from the core city. As a municipality, Prague is in charge of policies on housing, health protection and improvement, transport and communications, education, culture and public safety. As a region, it deals primarily with spatial planning and regional development, health care, social welfare and the environment.

Other bodies and public enterprises

Dopravní podnik hl. m. Prahy, a.s. (Prague Public Transit Co. Inc.): company that runs the city's urban passenger transport service (bus, metro and tram). It coordinates the action of the various transport operators and also fare integration.

Websites of interest

Prague City Council: www.magistrat.praha-mesto.cz
Dopravní podnik hl. m. Prahy, a.s.: www.dp-praha.cz

Roma / Rome

General aspects

The agglomeration of the Italian capital is structured around the core city, Rome, the rest of the municipalities having fewer than 100,000 inhabitants. There is no metropolitan institution, despite Law 142 of 1990, which provides for the creation of the *città metropolitana*, an administrative body for coordinating metropolitan policies. The application of the law has been non-existent, and in practice most services are managed by the capital.

Rome City Council

The mayor (*sindaco*) is elected directly by the people for a 5-year term. He or she is the political leader of the administration of the municipality and chairs the *Giunta*, the executive body. The *Consiglio Comunale* or Municipal Council is formed by 60 members, likewise elected for 5-year terms. The city is divided into 19 boroughs (*municipi*), each with a president and a council, directly elected every 5 years. They perform functions that are delegated by the municipality and promote citizen information and participation.

Metropolitan area and region of Lazio

The city of Rome plays a dominant role in the agglomeration. Nevertheless, the region of Lazio has exclusive legislative powers over urban planning, public works and infrastructures of regional interest, tourism, agriculture, health care and urban and rural local police. Regarding transport, the region draws up regional plans and coordinates the public transport system (bus, tram, taxi, funicular, etc.), including the management of the system of suburban trains in the Roman agglomeration.

Other bodies and public enterprises

Metropolitana di Roma: responsible for the management of public transport in Rome (bus, tram and underground) and also the interurban transport system.

Azienda di trasporto pubblico regionale (CO. TRAL.S.p.A): public enterprise created in March 2001 to run the public transport of the Lazio region.

Websites of interest

Rome City Council: www.comune.roma.it
Region of Lazio: www.regione.lazio.it
Metropolitana di Roma S.p.A.: www.metroroma.it
Azienda di trasporto pubblico regionale: www.cotralspa.it

Sevilla / Seville

General aspects

The city of Seville is the core of a metropolitan agglomeration that contains 21 municipalities. There is no metropolitan institution coordinating the various policies;

the Andalusian government articulates urban planning and transport.

Seville City Council

The mayor is the highest authority and head of the municipal council, the organ of political representation of the citizens, formed by 32 councillors elected every 4 years. The municipality is divided into 11 districts for purposes of administrative management.

Metropolitan area

There is no metropolitan government, although there are several initiatives fostered by the Andalusian government. Notable among these has been the creation in 2000 of the *Consorcio de Transportes Metropolitano del Área de Sevilla*, formed by the various levels of government existing in the area (Junta de Andalucía, Seville City Council, the provincial council and a number of other city councils from the metropolitan area), which is responsible for coordinating the metro, bus and train network. A regional plan entitled *Plan de Ordenación del Territorio de la Aglomeración Urbana de Sevilla* has been in preparation since 2007. This plan, which takes in an area of 4,900 sq km with 46 municipalities and a population of 1,421,000 inhabitants, is scheduled to be approved during 2008. It will regulate the system of urban settlements, the system of public transport and highways, basic infrastructures (energy, telecommunications, water and waste), the regional protection system and areas of public use.

Andalusia

The *Junta de Andalucía* is the Andalusian autonomous government, comprising the president, the governing council and the parliament, with 109 members. The government has launched regional plans for Andalusia's urban agglomerations and has promoted the creation of 5 metropolitan transport consortiums.

Other bodies and public enterprises

Transportes Urbanos de Sevilla: Tussam is a municipal public limited company, set up in 1975 to run the urban passenger transport service for the city of Seville.

Ferrocarriles de la Junta de Andalucía: coordinates the services, networks and fares of the Andalusian public transport system, including the Seville metro.

Websites of interest

Seville City Council: www.sevilla.org
Junta de Andalucía: www.juntadeandalucia.es
Transportes Urbanos de Sevilla: www.tussam.es
Consorcio de Transportes Metropolitano del Área de Sevilla: www.consorciotransportes-sevilla.com
Ferrocarriles de la Junta de Andalucía: www.ferrocarrilesandaluces.com

Stockholm

General aspects

The Stockholm agglomeration is made up of the core city plus 10 municipalities with between 30,000 and 90,000 inhabitants. There is no metropolitan coordinating structure, but the county, which covers a larger area, undertakes certain functions such as transport.

Stockholm City Council

The central political institutions are the council and a structure of committees. The council is the organ of representation of the citizens, formed by 101 councillors elected every 4 years. The sectoral committees are elected by the council on the basis of proportional representation. The most important is the Executive Board, as it proposes all the decisions to be taken by the council. This means that before any decision is made concerning a draft bylaw, it must be presented to the Executive Board for approval. This body is made up of 13 members elected in proportion to the political composition of the council, and led by the mayor.

The city is decentralised into 18 districts, each responsible for the provision of essential local services. The organ of representation of the citizens is the district council, which reflects the political composition of the city council.

Metropolitan area

Sweden's municipalities (*kommuner*) and counties (*län*) are local government bodies with far-reaching powers and a similar political organisation. The municipalities are in charge of the provision of social services, including primary and secondary schools, nurseries, personal welfare, culture and leisure, and in most cases housing. They are also responsible for technical infrastructure and the provision of technical services (local roads, water supply and wastewater, gas and electricity, local and regional transport, refuse collection and disposal, etc.). The counties are responsible for health care and care of the elderly, transport and regional planning.

Metropolitan services are therefore provided basically by the city and the county of Stockholm (which comprises 26 municipalities).

Other bodies and public enterprises

Stockholms Stadshus AB: public enterprise encompassing 17 municipally owned service companies, including those responsible for housing, schools, sewerage, ports, economic promotion, technological infrastructure, etc.

Storstockholms Lokaltrafik SL: under the auspices of the county of Stockholm, it organises all integrated public land transport (metro, bus, train, trams), while

the services are run by private operators such as *Connex* (metro and trams) and *Waxholmsbolaget* (ferries).

Websites of interest

City of Stockholm: www.stockholm.se
Stockholm County Council: www.sll.se
Stockholms Stadshus AB:
www.s-husab.stockholm.se
Storstockholms Lokaltrafik SL: www.sl.se

Stuttgart

General aspects

The municipalities of the metropolitan agglomeration of Stuttgart form part of a regional planning agency that belongs to the *länd* of Baden-Württemberg, created in 1952 with powers over local government and regional organisation.

Stuttgart City Council

The mayor (*Oberbürgermeister*) is the head of the city's administration and chairs the municipal council (*Rat der Stadt*), the organ of political representation of the citizens. All elected posts are renewed every 5 years. The city is decentralised into 23 districts, with powers over local services.

Metropolitan area

The *Verband Region Stuttgart* was set up in 1994, with binding powers over planning issues (regional, infrastructures, traffic, transport, economic development, tourism, waste treatment). It can also organise regional-level fairs, exhibitions, congresses and cultural and sporting events. The association has a regional assembly consisting of 93 members elected by direct suffrage every 5 years. The assembly elects the president (a symbolic post) and appoints a general director. The budget comes almost exclusively from public funds, and 85% of expenditure is on public transport.

Baden-Württemberg

The Prime Minister (*Ministerpräsident*) is the head of the government of the *länd*. The government has legislative initiative and regulatory power. The parliament (*Landtag*) is the legislative body, and is responsible for controlling the government and passing the budget. Its 139 members are elected for five-year terms.

Other bodies and public enterprises

Verband Verkehrsmittel Stuttgart (Stuttgart Transport Association): organises public transport under the auspices of the *Verband Region*. It is a public-private association constituted on an equal footing by the transport operators and the competent authorities. It coordinates the planning and provision of services, fare integration, distribution of costs and profits, etc.

Wirtschaftsförderung Region Stuttgart GmbH: mixed capital company (i.e., with

both public and private funds) responsible for promoting the region's economic activities and development.

Websites of interest

City of Stuttgart: www.stuttgart.de
Verband Region Stuttgart:
www.region-stuttgart.org
Government of Baden-Württemberg:
www.baden-wuerttemberg.de
Verband Verkehrsmittel Stuttgart:
www.s-bahn-region-stuttgart.de
Wirtschaftsförderung Region Stuttgart GmbH: wrs.region-stuttgart.de

Sunderland

General aspects

There are two main core cities: Sunderland and Newcastle upon Tyne. From 1974 to 1986 there was a two-tier authority (Tyne and Wear Metropolitan County) that encompassed 5 local government bodies (South Tyneside, North Tyneside, Newcastle upon Tyne, Gateshead and Sunderland). Following its abolition, sectoral agencies continue to provide common services.

Sunderland City Council

The 75 members of the city council are elected every 4 years. They in turn appoint the mayor and the head of the executive board (council leader). There are also 6 area committees whose purpose is to bridge the gap between the council and the neighbourhoods, with consultative functions.

Newcastle City Council

The city council has 78 members, elected every 4 years. They in turn appoint the mayor and the head of the executive board (council leader).

Metropolitan area

Following the tradition of cooperation established between the 5 boroughs, which together have a population of approximately 1 million people, a number of joint bodies were set up in 1986 to provide their respective services: the Passenger Transport Authority, Tyne and Wear Fire and Civil Defence Authority, Tyne and Wear Museums, and Tyne and Wear Archives Service.

Other bodies and public enterprises

Tyne and Wear Passenger Transport Executive: funded by the Passenger Transport Authority and known as Nexus, it is responsible for planning and running the region's integrated transport system, including the bus network, the Tyne and Wear Metro, trains and ferries.

Tyne and Wear Fire and Rescue Service: public body responsible for protection, prevention and intervention in the event of fires and emergencies.

Tyne and Wear Partnership: organisation comprising representatives of the public,

private and third sectors with a view to revitalising the area and generating economic dynamism. It seeks to promote a regional vision through strategic and regional planning.

Websites of interest

Sunderland City Council:
www.sunderland.gov.uk
Newcastle City Council:
www.newcastle.gov.uk
Tyne and Wear Passenger Transport Executive: www.nexus.org.uk
Tyne and Wear Fire and Rescue Service:
www.twfire.org
Tyne and Wear Partnership:
www.tynewearpartnership.org.uk

Torino /Turin

General aspects

The agglomeration of Turin is structured around the core city, the rest of the municipalities having fewer than 60,000 inhabitants. There is no metropolitan institution, despite Law 142 of 1990, which provides for the creation of the *città metropolitana*, an administrative body for coordinating metropolitan policies. The application of the law has been non-existent, and in practice most services are managed by the region's capital.

Turin City Council

The mayor (*sindaco*) is elected directly by the people for a 5-year term. He or she is the political leader of the administration of the municipality and chairs the *Giunta*, the executive body. The *Consiglio Comunale* or Municipal Council is formed by 50 members, likewise elected for 5-year terms. The city is divided into 10 boroughs (*circoscrizioni*) that facilitate citizen information and carry out administrative tasks.

Metropolitan area and region of Piedmont

The city of Turin plays a dominant role in the agglomeration. Nevertheless, the region of Piedmont has exclusive legislative powers over urban planning, public works and infrastructures of regional interest, tourism, agriculture, health care and urban and rural local police. Regarding transport, the region draws up regional plans and coordinates the public transport system (bus, tram, taxi, funicular, etc.), including the management of the system of suburban trains in the agglomeration of Turin and the construction of line 1 of the underground.

Other bodies and public enterprises

Gruppo Torinese Trasporti: owned by Turin City Council and founded in 2003 as a result of a merger between two transport companies. It is responsible for the management of public transport in Turin (bus, tram and light metro) and also the interurban transport system.

Torino Internazionale: created in 2000, this strategic planning association is the first of its kind in Italy. It has already drawn up two strategic plans for the metropolitan area, with 118 members of the public and private sectors, with a view to building a common vision of the development of the agglomeration.

Websites of interest

Turin City Council: www.comune.torino.it
Region of Piedmont:
www.regione.piemonte.it
Gruppo Torinese Trasporti:
www.comune.torino.it
Torino Internazionale:
www.torino-internazionale.org

València / Valencia

General aspects

The city of Valencia is the core of a metropolitan agglomeration that contains 65 municipalities. Metropolitan coordination is achieved through a number of metropolitan bodies of a sectoral nature (waste, transport, water). A general metropolitan coordination body, the *Consell Metropolità de l'Horta*, existed from 1986 to 1999. It had more extensive powers (urban planning, transport, waste collection and treatment, treatment and distribution of drinking water, fire fighting, etc.), but it was never properly set in motion.

Valencia City Council

The mayor is the highest authority and head of the municipal council, the organ of political representation of the citizens, formed by 32 councillors elected every 4 years. There are also 15 neighbourhood mayors, appointed by the mayor from among the residents, who hold authority for the fulfilment of municipal duties and are competent in those matters expressly delegated by the mayor.

Metropolitan area

Law 2/2001, of 11 May, establishes the creation of two sectoral bodies for service management: the *Entitat Metropolitana de Serveis Hidràulics* for water resources and the *Entitat Metropolitana per al Tractament de Residus* for waste treatment, formed by 51 and 45 municipalities respectively. Similarly, the *Entitat Pública de Transport Metropolità de València*, for metropolitan transport, was constituted in compliance with Law 9/2000, of 23 November. This body, which covers 60 municipalities, devises and implements the provisions of the Metropolitan Transport Plan of Valencia (fare integration, administrative management of services). It works in conjunction with other transport agencies (those of the Community of Valencia and the City of Valencia).

Community of Valencia

The Community of Valencia was created by Organic Law 5/1982, of 1 July, and

its president is the highest authority. The *Corts* or Parliament, comprising 99 members, is the legislative branch and provides political representation. It has powers to set up or abolish metropolitan bodies. The organ of government is the Generalitat of Valencia.

Other bodies and public enterprises

Ferrocarrils de la Generalitat Valenciana: public corporation that runs and manages the railway lines under the control of the Community of Valencia. Within the metropolitan agglomeration of Valencia, it is responsible for 3 metro lines and 1 tram line, through the agency Metrovalencia.

Empresa Municipal de Transports de València: operates basically in Valencia and neighbouring municipalities, and runs a network of interurban buses (Metrobús).

Websites of interest

Valencia City Council: www.valencia.es
Community of Valencia: www.gva.es
Entitat Pública de Transport Metropolità de València: www.etmvalencia.es
Ferrocarrils de la Generalitat Valenciana:
www.fgv.es

Warsawa / Warsaw

General aspects

Warsaw is the capital of Poland and the city is organised according to a special law on local government. However, there is no regulation concerning the metropolitan agglomeration; most services are provided by the core city.

Warsaw City Council

The mayor (*prezydent*) is the head of the municipal government (executive power) and is elected directly by the people every 4 years. He or she directs and presides over the municipal council (*rada miasta*), formed by 60 councillors elected every 4 years. The city has county status (supramunicipal scope of government), and has been decentralised since 2002 into 18 districts, which are responsible for local services.

Metropolitan area

Polish municipalities have ample powers, and in the absence of recognition for the metropolitan areas, most services (sewerage and waste, water and gas provision, public transport, urban planning) are provided by local government. The counties (*powiat*) are in charge of secondary education, public safety and social services, except in major cities such as Warsaw, which have county status. There is therefore no metropolitan authority taking in the 11 municipalities of the agglomeration. There have, however, been several initiatives by the suburban municipalities (which in 2000 created an association called Warsaw Metropolis with a view to setting up a

metropolitan government) without the participation of Warsaw.

Masovia

The region covers a much larger area (with almost 5 million inhabitants) than the metropolitan one and acts by state delegation on two tiers. The first tier is that of so-called decentralised tasks, and includes general and strategic regional planning, the regional road network, higher education and cultural facilities, regional hospitals and environmental protection. The second tier is that of so-called deconcentrated tasks, which consist of supervising the local functions of the state and maintaining motorways, expressways and local roads.

Other bodies and public enterprises

Zarząd Transportu Miejskiego, ZTM (Warsaw Transport Authority): public agency which operates the city's public transport network. It includes urban and suburban bus lines, tram and underground.

Websites of interest

Warsaw City Council:
www.um.warszawa.pl
Zarząd Transportu Miejskiego (ZTM):
www.ztm.waw.pl
Region of Masovia:
www.mazowsze.uw.gov.pl

Wien / Vienna

General aspects

Vienna is the federal capital of Austria and a city-state. As such, its local institutions are merged with those of the *lând*. The metropolitan agglomeration is clearly structured around the city of Vienna, which accounts for 83% of the population. There is no coordinating metropolitan institution. Most services are provided by the capital, and the city exercises political leadership over the agglomeration as a whole.

Vienna City Council

The mayor is the head of the government. He or she directs and presides over the government of the *lând* (*Senate*), which has legislative initiative and regulatory power, and determines the political directives to be passed by the parliament (which is at the same time the municipal council). The parliament, formed by 100 members, is the legislative body that exercises control over the government and is also responsible for passing the budget. The city is decentralised into 23 districts, each with powers over local services and having its own district council.

Metropolitan area

Vienna is one of Austria's 39 urban regions (*Stadtregionen*). The urban regions exist for planning and statistical purposes, but in practice there is no political and administrative structure for metropolitan

management and coordination. There is therefore no metropolitan authority taking in the 41 municipalities of the Viennese agglomeration, although there has been some movement towards voluntary planning in matters of regional cooperation and transport. One example of this is the *Planungsgemeinschaft Ost* or PGO (Eastern Planning Community), created in 1978. This cooperation involves Vienna and two neighbouring *länd* (Burgenland and Lower Austria), making a total population of more than 3 million people. However, cooperation remains on a symbolic level, without visible results in planning terms. Planning and service provision are basically in the hands of the capital. As it is also a *länd* – a state of Austria with far-reaching powers – Vienna is capacitated to carry out policies in such fundamental areas as health care, education, housing, economic development, regional planning and the environment.

Other bodies and public enterprises

Wiener Linien: public enterprise that operates the public transport network in and around the city. This includes bus, train, tram and underground services. The company forms part of the *Verkehrsverbund Ost-Region* or VOR (Eastern Region Transport Association), which coordinates fare integration and transport planning in the region.

Websites of interest

City of Vienna: www.wien.gv.at

Planungsgemeinschaft Ost, PGO:
www.pgo.wien.at

Wiener Linien: www.wienerlinien.at