ENGAGEMENT GLOBAL
Service für Entwicklungsinitiativen

SERVICE AGENCY
COMMUNITIES IN ONE WORLD

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1. INTRODUCTION AND WELCOME BY THE ORGANISERS

In both Latin America and the Caribbean (LAC), and Germany, the continuous growth of urbanisation is one of the greatest challenges of our age. To ensure that future generations also have the best possible opportunities for development, we need to make urbanisation processes sustainable. In many cities in LAC and Germany, innovative and progressive projects are already being implemented that make an important contribution towards sustainable urban development.

Given the existing close links between the two regions, the Service Agency Communities in One World (a department of Engagement Global), the Inter-American Development Bank (IDB) and the Free and Hanseatic City of Hamburg together staged a forum for Latin American, Caribbean and German mayors on 30 and 31 May 2016. The event was also attended by actors from the private sector and academia who are also involved in innovative and sustainable solutions for urbanisation and climate change at the municipal level.

The forum set out to provide a platform for medium-sized cities and municipalities in Germany, Latin America and the Caribbean to share lessons learned. The event was carefully designed for local decision-makers who wished to compare notes on the topics of urbanisation and climate change in medium-sized cities. Referring to innovative solutions, panellists showed how German and Latin American cities are already responding to these challenges today. The discussions revealed that holistic approaches will be in demand in the future.

The forum provided cities and municipalities from Germany, Latin America and the Caribbean with an opportunity to network and share experiences, as well as providing the initial spark for further projects across international boundaries.

The participating mayors and high-ranking municipal representatives heard about numerous innovative approaches for solving the challenges associated with urbanisation, and held lively discussions on how these can also be transferred to other cities. Many participants from Latin America and Germany were able to establish new contacts for future projects for this purpose. The conference thus served as a platform for successfully launching new cooperation arrangements.

Welcome address by Wolfgang Schmidt, State Councillor, Senate Chancellery, City of Hamburg

Wolfgang Schmidt

Ladies and Gentlemen,

I am particularly pleased and honoured to welcome you here to the Free and Hanseatic City of Hamburg for this conference, which we are hosting together with Engagement Global and the Inter-American Development Bank (IDB). The conference is designed for mayors, the business community and other interested participants from Germany, Latin America and the Caribbean.

Despite the great geographical distance, the challenges faced by cities to remain quite similar. **Over half of the world's population now live in urban areas.** This trend towards urbanisation is unstoppable, and in Latin America is particularly striking. In his book *If mayors ruled the world* (Yale University Press 2013), the American philosopher

Benjamin Barber describes the growing importance of mayors. He is not alone. Books with titles like Triumph of the city are booming. I wouldn't wish to go as far as Barber and speak at the same time of the demise of the nation state. But we can note the following: **All over the world, mayors are called upon to find pragmatic solutions to the problems faced in their cities.** This is why it is important to dialogue with each other here today and discuss such solutions.

In Hamburg we already maintain close exchange with **nine twin cities** right around the world. In Latin America we have just one twin city. That partnership involves **León in Nicaragua**. We have become very fond of this partnership, which already has a history going back 27 years. León is quite different from Hamburg, very much smaller and more tranquil. On the other hand, if we compare Latin America's megacities with cities in Germany, then the very different orders of magnitude become evident at first glance. But it is worthwhile taking a second glance, because the **challenges are similar**. Among other things they involve social and technical infrastructure, high quality education, mobility and housing for citizens. And here in Hamburg a new challenge has been added to the list. In 2015 some 60,000 refugees arrived here, 23,000 of whom remained and for whom we had to find accommodation at very short notice. The remainder were redistributed across other cities and municipalities in Germany. Almost all German mayors faced such **rapid growth** last year. Yet their counterparts in Latin America and the Caribbean have long been familiar with this situation, because for them this is the natural process of migration from rural areas to urban zones. So we are doing the right thing in sharing our experiences with regard to this challenge.

One important point is the topic of smart cities. In Hamburg we sum this up with the buzzword digital city. **Digitalisation** is at the same time both the source and the essence of numerous radical social and economic changes that we are currently undergoing. **These upheavals are raising many questions anew.** We need to look at these questions and reassess the answer provided in the past. In Hamburg we see digitalisation as a huge opportunity. Society and the state must actively seize this opportunity, to make sure that we are the ones driving change rather than being permanently driven by it. This applies particularly in **major cities**, which some experts in any case now see as becoming the **key drivers of social and economic progress**. In our city at least we are pressing ahead with the digital transformation – applying it in areas such as port logistics, school and university curricula, transport management and public museums. Hamburg is emerging as a digital city, and if we tackle this the right way, then we have good reason to expect the new technologies will make this large and modern city a better place to live, and give it even more economic clout. One important element is **digital governance**. In Hamburg, **intelligent transport management** creates special challenges. As **Germany's largest port and the third-largest container port in Europe** we have to manage not only normal traffic, but also huge **challenges in the field of mobility**. At the same time we must not neglect **nature conservation, climate protection and environmental quality**. Hamburg is a very green city, and there are good reasons why it received the **European Green Capital Award in 2011**.

I am very pleased that Engagement Global and the IDB decided to hold this conference in Hamburg. **Hamburg has a tradition of close links with Latin America**. Shortly after many Latin American countries gained their independence, Hamburg was the first German state to establish diplomatic relations with them. In the 19th century Hamburg was considered *the* port **for emigrants** to Latin America. Exactly 100 years ago the **Latin America Association** was established in Hamburg. This association supports economic relations, and functions as a platform for sharing information and experiences. The **EU-LAC Foundation**, whose establishment dates back to a resolution of the sixth EU-Latin America Summit held in Madrid in 2010 to promote exchange between the regions, has been based in Hamburg since autumn 2011. I'd like to encourage you to make use of what this Foundation has to offer.

As we continue developing our cities, further political and administrative challenges await us. Although we will be tackling them in different ways in our respective countries, **sharing lessons learned will take us forward**. There is always something to learn, so I wish us many fresh ideas. I hope that we will learn a great deal together with and from each other, and that you will feel at home here. *¡Que tengan un muy buen día, muchísimas gracias!*

Welcome address by Dr. Stefan Wilhelmy, Director, Service Agency Communities in One World, Engagement Global

Dr. Stefan Wilhelmy

Ladies and Gentlemen,

On behalf of Engagement Global, and as Director of the Service Agency Communities in One World, I'd like to extend a very warm welcome to you to our forum here in Hamburg. We are very pleased to be here, and our hosts have made us feel very welcome. I'm also pleased to welcome so many high-ranking delegates from Latin America and the Caribbean. I hope you get to share many exciting ideas, particularly with the delegates from German municipalities.

Promoting exchange between municipalities has been the Service Agency's core mandate for 15 years. A joint undertaking of the German Federal Government, Germany's regional governments, Germany's municipal associations and civil society, the Service Agency is Germany's **competence centre for municipal development cooperation and sustainable local development**. Since 2012 it has also been part of Engagement Global. I'd like to say a few words about the services and instruments that we offer.

One particular challenge we face is **translating the 2030 Agenda and the Sustainable Development Goals (SDGs) into action at the local level**. We also support municipalities in making their contribution to the SDGs in other areas, such as **fair trade and procurement**. The topic of **migration and development** has gained a new importance for German municipalities given the surge in **displacement**. Here the question also arises of what potentials migrants might have that we can use to further develop international relationships between municipalities. We offer various services and instruments to **support municipal partnerships**. Our networking services include, for instance, round tables (currently involving China, Mongolia, Burkina Faso and Nicaragua), as well as larger platforms including the 'Regional conference on municipal partnerships with Latin America and the Caribbean' (Frankfurt 2015, next conference planned for 2018). For several years we have also been offering **financial support**, for instance through our 'partnership projects for sustainable local development' (Nakopa) programme. Here, German municipalities can apply for funding of up to EUR 500,000 to support individual projects they are implementing in partnership with municipalities in the Global South. We also have a small-scale project fund that can provide up to EUR 20,000 for activities, either in Germany or in partner municipalities. And we have developed instruments for **human resources support** such as the 'Integrated experts for municipalities worldwide' (IFKW) programme and 'ASA-Kommunal' (an exchange programme for young people).

One important area of activity is **theme-based partnerships** and **project-based cooperation**. Here the focus is on exchanging **expertise between specialised departments within municipalities**. Five years ago we launched the 'Municipal climate partnerships' programme, which set itself the target of achieving 50 partnerships. This year we will be entering the fifth round of projects. We have already held two rounds with the LAC region, involving 24 climate partnerships.

To help implement the 2030 Agenda and the SDGs at the local level, we have launched a pilot project on 'Municipal partnerships for sustainability' with Eastern Europe. To conclude I'd like to mention our 'Connective Cities' project, which we are implementing together with the Association of German Cities and the *Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH*. This international community of practice for sustainable urban development aims to support networks in specific thematic areas, and mobilise new activities at the local level as a result.

We are delighted to be able to hold this conference in this new setting together with the IDB and the Free and Hanseatic City of Hamburg, and so I would like to express my sincere thanks. I'm

very much enjoying working with our partners in this way, as I hope you can see. I'd also like to thank the German Federal Ministry for Economic Cooperation and Development (BMZ) and the Latin America Association. So with this in mind I wish you all a productive conference and I look forward to working with you further. Thank you most sincerely.

Welcome address by Ellis J. Juan, General Coordinator, Emerging and Sustainable Cities Initiative (ESCI), IDB

Ellis J. Juan

Ladies and Gentlemen,

It is a great pleasure for me to be here in Hamburg. It has become increasingly important for us to work together with different cities and institutions. If we wish to achieve the **goals of the 2030 Agenda**, then we also need to tackle this at the **level of cities** – which are drivers of development. In our part of the world there is a great deal of **migration**. Many people come to us, but many leave us too. The **hope** they carry with them is something they all have in common, and that is also reflected in cities. Yet there are also many **other sides to the coin** of migration, such as human trafficking, racketeering and crime. These also affect cities. We believe it is important to understand that **policymaking at the national level is not sufficient**; we also need to focus on cities. **After North America, Latin America is the most urbanised region in the world** (80 per cent) – and the process is continuing at a frantic pace. The footprint of some cities is rising by six to seven per cent a year. This dynamic trend exceeds all planning capacities, and is being further accelerated by climate change. We therefore need to take care of basic **infrastructure**, as well as **informal** matters such as social conditions, crime and marginalisation.

What can we learn from Europe? In Southern Europe, the situation with regard to migration is very similar to our own. By contrast, Northern Europe has a level of migration that has already reached a certain plateau. The urbanisation rate has been 75 per cent for the last 25 years. But I believe that German cities, universities and businesses have solutions to offer that might also be interesting for us. This is why we are here. **We would like to build networks, learn from our counterparts and foster cooperation with cities in Latin America**. So I'd like to say thank you for the wonderful hospitality, as well as thanking Engagement Global for the fabulous cooperation. I wish you two productive days. Thank you very much.

2. THE URBANISATION PROCESS IN GERMANY

Professor Elke Pahl-Weber, Managing Director, Institute of Urban and Regional Planning, Technical University of Berlin

Prof. Elke Pahl-Weber

Ladies and Gentlemen,

I'm very pleased to have this opportunity to speak to you here today. We're used to talking a lot about solutions and 'what' urbanisation is. But do we discuss 'what' we should be doing about it? **Do we know what urbanisation actually is, and what the urbanised city of the future will look like?** Opinions differ widely. **There is no scientific definition of urbanisation**; it is a highly complex phenomenon. We understand the term to refer to a broad range of issues involving cities as well as rural areas. In the Anglo-American sphere, these ideas draw heavily on **demographics**. Yet cities are not just agglomerations of people. They are also collections of spaces with specific features shaped by the culture and by the interactions between people, as well as collections of structures and infrastructures. Nor are any of these features static. It is rather the case that we are dealing with a fundamental **functional shift** that is creating huge challenges for us! **Today, as we move into the digital age, we are on the threshold of a new technological and social revolution**. In other words, in the future urbanisation will take a different shape than it did in the past.

Forty years ago, Joseph Weizenbaum enquired how technology would change society. In his book *Computer power and human reason*, he concluded that how well we solve our problems will depend largely on the tools we use. The tools of urbanisation are those of **urban planning**. Yet would it be right to continue using the same instruments, regardless of functional and social changes? Are these tools adequate for coping with the kind of urbanisation we face?

Germany's **rate of urbanisation is around 75 per cent**, which is more or less average for a European country. Yet urbanisation also means that **in some regions the population is growing, while in others it is shrinking**. I believe it is important that we deal with **both aspects**. In Germany we can observe this precisely, and I also believe that there is a considerable **difference between Latin American and Europe** as regards human migration to urban zones. It seems to me that in Latin America a higher **proportion of people take their agricultural production methods with them to the city**. In Europe we are just discovering this as **urban agriculture**. The **functional shift in Europe, caused above all by changes in technological development, is very much greater**. And in Germany this has become very apparent in recent years.

Where will people in Germany live in the future? The forecasts predict strong **growth in the major cities**. Clearly, we should not neglect the link between strong urban growth and declining regions. But urbanisation is dependent on people being able to earn their **living through work**. Where the population is shrinking, as is the case in Germany, the working population will also dwindle. Cartographic works demonstrate that this is taking place not only in **rural regions**, as one might assume given that agricultural production is declining as a source of income. We are also seeing **industrial change**. We are seeing it for instance in the German state of **North Rhine-Westphalia**, which is a shrinking region, as the **switch from**

fossil fuels to renewal energy demands huge effort, particularly in cities. It is important that we first of all recognise this as a problem. **Openings and companies that operate in innovative ways** exist not only in large cities, but also in **small and medium-sized towns in rural regions**. If we wish to transform urbanised spaces in Germany into places worth living in by applying fresh strategies and solutions, then we also need to take care of these regions too, not just the major cities. Of course these regions have to deal effectively with one particular challenge, namely safeguarding people's income, over 60 per cent of which comes from gainful employment. However, since over the last 15 years income has risen sharply only in the upper segment, while declining in relative terms in the lower and middle segments, this presents an additional **challenge for social cohesion**.

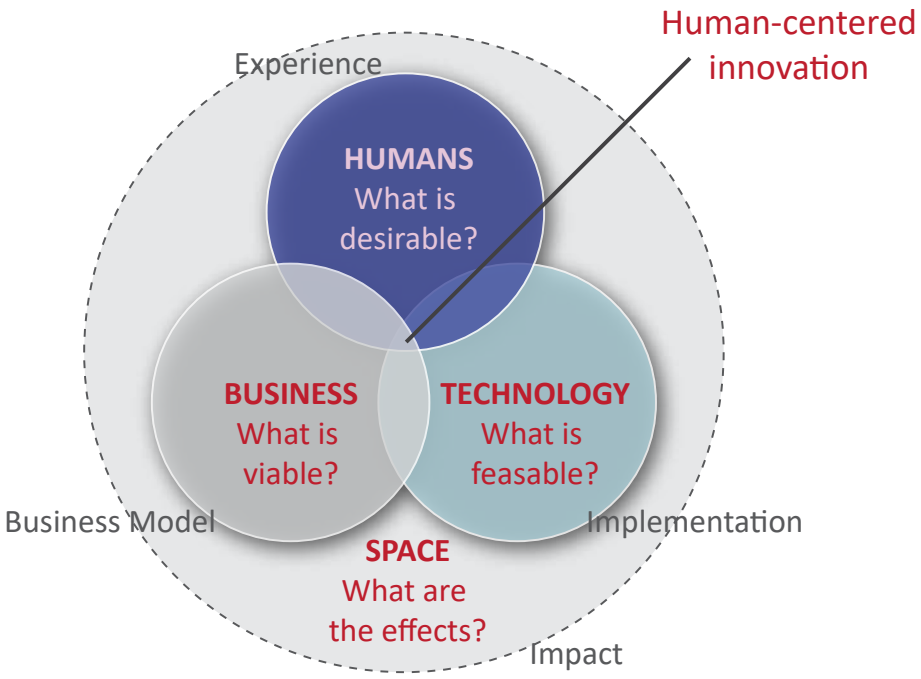
Demographics is not the only issue affecting functional changes, however. Other important topics include the **energy transformation**. The energy requirement– and particularly **demand for electricity** in cities – has risen exorbitantly over the last 30 years. We have already hit the peak. How can we achieve energy security in cities? In Germany in 2015 **30 per cent of our on-grid power was obtained from renewable sources**, chiefly wind. This is used mainly for the electricity grid rather than for mobility – although the latter does consume a great deal of energy too. Particularly in the context of growing and shrinking regions, it becomes clear that doing without **mobility would be inconceivable**. Moreover, renewable energy does not mean constant energy. Instead, we must adapt to **fluctuating, volatile energy**. But do we already have grid-responsive buildings or industrial enterprises that can adapt at least their peripheral processes to varying quantities of energy? How do we achieve that? We need to develop entirely new solutions, and work on the assumption that electricity consumption and the provision of renewable energy will need to be mutually harmonised much more so than in past. To serve everyone's needs, we will need a new approach to load management. At the same time we have already cut the link between energy consumption and growth. It is therefore worth our while thinking about how we can better link urbanisation with energy in cities. One important topic in this context is **Industry 4.0**. Enterprises would like to have reliable standards and interfaces. No one can say who will need how much energy, and when. We need to think in terms of **flexible strategies**; otherwise we may generate solutions that we are no longer able to use in 30 years time, which would be risky. Right now we have a **window for investment in social and technical infrastructure**. In Germany the figure is **EUR 47 billion per annum**. Unless we implement new strategies now, we will **be forced to spend 30 years paying the price for old strategies**. That is a huge challenge.

The UN Sustainable Development Goals (SDGs) are our global framework for action. These goals can only be pursued if **government departments work together** and we work on **cross-cutting solutions**. This is where the **strong point of municipalities** comes to light. At the same time, however, municipalities need **support from the national level**. This is why it is so pleasing to note that in Germany four federal ministries have joined forces in order to jointly produce the urban research agenda. In itself this is not yet enough, however. It is crucial that we are able to use the **digitalisation of processes and projects in order to manage urban processes**. To achieve this we require the **participation of all stakeholders**. Cities are not only made of bricks, glass and wood. They are also made up of people. We will need to overcome the challenges of urbanisation in **settings where human and physical environments overlap and interact**. Unless we relate these to each other, the world will become unbalanced. This is the point we are at now. It is therefore crucial **to ask what we should be doing and how we should be going about it**. Let us first of all take a precise look at what the problems and challenges are, before we apply solutions.

At the TU in Berlin we have developed a tool called **urban design thinking**. Using digital data, the tool can be used to immediately identify the spatial effects a proposed project will have. Everyone is a stakeholder in the process of discussion to identify the problem, analyse needs and develop solutions. I call this urban co-creation, a term that reflects the **different spatial layers** of the municipality: from the entire region, to the city and its districts, down to the neighbourhoods. At the neighbourhood level a problem looks quite different than it does at the level of the city as a whole. This is why you need **appropriate solutions**. To achieve these it is important to be familiar with both the **systems and the interests of the stakeholders**. This is

also what the 'triple helix' concept developed at Stanford University refers to. **When municipalities – including citizens, industry and academia – work together, solutions can emerge that meet needs. The neighbourhood is therefore the crucial place to start**. From there it may be possible to transfer solutions to larger units. I am not referring to stand-alone solutions here. What I have in mind are a **systemic approach and human-centred innovations** that focus on the space and develop new business models. **The old models will no longer work**.

As you go down this path, you will discover that the **willingness** of people in neighbourhoods to **get involved** is infinite. An invitation to participate will meet with resistance when it means participating in a strategy that someone else has devised. **The NIMBY ('not in my back yard') syndrome disappears when people are able to co-create their own processes**. I believe this is the secret to urbanisation in Germany, and perhaps in Latin America too. Thank you very much.



Urban Design Thinking – TU Berlin. Elke Pahl-Weber, Dodo zu Knyphausen-Aufseß, graphic: Marcus Jeutner, Elke Pahl-Weber, 2016

3. THE URBANISATION PROCESS IN LATIN AMERICA AND THE CARIBBEAN – THE EMERGING AND SUSTAINABLE CITIES INITIATIVE (ESCI)

Horacio Terraza,
ESCI Sector Coordinator, IDB

Horacio Terraza

Ladies and Gentlemen,

Cities are the economic powerhouse of Latin America and the world. They create 80 per cent of the global gross national product, and are hubs of creativity, jobs and innovation. **Latin America and the Caribbean's urbanisation rate of 80 per cent makes it the second most urbanised region in the world after North America.** By 2025 we will have reached the 84 per cent mark. In cities such as Lima or Panama, 25 to 40 per cent of the total population generate 50 to 60 per cent of the total economic output. Yet it is interesting to see how on average **medium-sized cities often experience more rapid economic growth** than the megacities do.

One striking feature of Latin American cities is their pronounced spatial fragmentation and their **low population density. Climate change** is another important aspect. 82 per cent of the urban population live in **coastal zones**, and by 2025 the costs generated by climate change will rise to US$ 100,000 million per annum. In other words **natural disasters will cause economic losses**, and planners will need to take account of this. There are also urban challenges such as environmental pollution, public financial management, inequality, poverty, violence and insecurity. We have therefore launched a project to support cities, which focuses on the dimensions of urban, fiscal and ecological sustainability. At the same time we aim to help make cities more competitive. The methodology we follow comprises the following steps:

Planning phase (approx. one year):

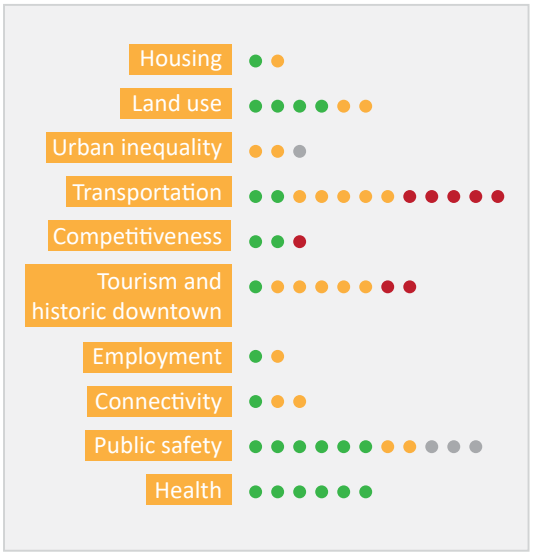
- Baseline review: develop indicators and a benchmarking system; baseline studies on potential for adaptation to climate change, risks of natural disasters and future scenarios
- Priorities: cooperation with various actors and participation by the population, inclusion of economic and climate related costs, and technical criteria
- Draw up a plan of action

Implementation phase (three to four years):

- Obtain pre-investment and funding
- Monitoring (together with universities, the private sector and civil society)
- Implement the measures

Our priorities include **participatory processes and people-centred cities**, and we pursue a **transformative, multi-sectoral approach**. Right now there are **action plans in 34 cities**, and we are working with a further 20. Our **network** currently comprises **70 cities** that are taking part in the project. The project not only includes **mutual learning**; it also involves the **provision of funding**.

We are working directly with banks, regional and national governments, and other institutions, and have established over 50 strategic partnerships with local actors. And yet we still need more funding. By 2020 we intend to **expand our network**, focus on **transformative, multi-sectoral projects and governance approaches**, and relate our activities to **climate change**. Thank you very much.



An example from the benchmarking system

Questions from the audience: How did you succeed in getting people on board?

Horacio Terraza: We worked with offices that possess expertise in participation and intervention. In Mar del Plata, for example, we piloted the construction of just two blocks. This gave us time to discuss the project at meetings. Six months later, the population decided to continue the project. The important elements here are creativity, and appropriate **communication** to ensure that everyone understands the issues.

Panel: ESCI Plans of Action

Moderator: Ellis J. Juan, ESCI General Coordinator, IDB

Three mayors from Latin America presented their cities' plans of action. Marcos Daniel Pineda García, Mayor of Montería, a green city in northern Colombia with a population of some 500,000, explained how the Sinú River is once again to become a protagonist of the city. This will involve landscaping the river bank and creating parks, while taking the flora and fauna into account. The Plan of Action includes:

1. **Redesigning the inner centre:** revitalise public space and the city as a centre of culture, relocate market stands and restore the old market
2. **Mobility:** create six km of pedestrian zone (chiefly in the city centre), pavements and a footbridge across the river; increase the 23 kilometres of cycle paths to 50 kilometres by 2019; promote bike sharing and awareness-raising through bike- and car-free days; establish a strategic system for local transport and sustainable river traffic management, including solar-powered boats and an ecotourism quay
3. **Parks and green corridors:** create parks (50 more than in 2009), plant 1,000 trees, hold competitions in schools, create green corridors

Mr Pineda underlined the importance of courageous decision-making and the joint development process.

Panama City is a **centre for logistics and a trade hub** for Latin America that has experienced **strong economic growth** in recent years. Mayor **José Blandón Figueroa** explained that the plan of action focuses not just on the city, but on the entire metropolitan area. It includes four other municipalities, and thus 46 per cent of the entire population of the metropolitan area. **Fragmented growth across an extensive area** presents a major challenge, as many informal settlements have arisen. Population density is low, and just 1.2 per cent of buildings have more than three storeys. Unplanned growth is now also threatening **wetlands** close to the bay, which presents a major **risk of flooding. Traffic** is causing numerous environmental burdens and exceeds the planned provision of infrastructure. Hitherto these plans have revolved around motorised traffic. Consequently, greenhouse gas emissions are above the average for Latin American cities. The Plan of Action includes five priority areas:

- **Mobility and transport:** underground cable routing, walkways, e-bikes, pedestrian zone in the inner city, relocation of informal market stands to the indoor market in order to gain space for pedestrians
- **Solid waste management:** recycling
- **Water**
- **Urban inequality**
- **Disaster risk management**: linear park on the river bank

Panama's system of government is organised along centralist lines. The funds that the central government allocates to cities for their projects are often insufficient. This is why alternative sources of funding are very important to us. Panama's vision is that it will develop into a compact city with a revitalised city centre. This is why the city is cooperating closely with representatives of all interest groups, as well as the central government. The plan of action is currently being implemented, and first results should be evident by 2019.

The former Inca city of Cuenca is the third-largest city in Ecuador, and has World Heritage status. Its mayor, Marcelo Cabrera, reported that the city's population increased eightfold between 1949 and 2010, and that the city now extends across an area 25 times its previous size. It is forecast that the population will rise to one million by 2050. There are four rivers in Cuenca, and this is the only city in Ecuador that treats water before discharging it back into the rivers. The four pillars of the plan of action are:

- Intelligent growth: The baseline study identifies among other things a loss of biodiversity, and land-use conflicts. The plan of action envisages the introduction of monitoring methods and integrated measures for controlled growth, and the design of a green and more compact city that is able to fully unfold its potential. The land management system will be developed (involving cadastral maps and the like), and the creation of a green belt in the city is planned.
- Sustainable urban mobility: The baseline study identifies accident risks, atmospheric pollution, noise pollution, a lack of public space and infrastructure deficits. An integrated mobility plan was therefore adopted. Priority will be given to pedestrians, and a tram system is currently being developed. Public meetings have been held and citizens have played an active part in the process.
- Redeveloping the old city: The historic core of the city and the public space will be revitalised. At the same time it will be made more habitable, socially attractive and sustainable. Pedestrian zone will be created and access to public transport will be improved. These ideas will be jointly developed with the population via an online platform.
- Disaster risk management: In Cuenca the risks largely involve the rivers. These risks first of all need to be identified, before taking strategic countermeasures. A second step will involve disaster risk management measures and financial planning

Marcos Daniel Pineda García, José Blandón Figueroa, Marcelo Cabrera, Ellis J. Juan (from left to right)

4. PANELS (30 MAY)

4.1. Energy efficiency and renewable energy

Moderator: Jorge Macri, Mayor of Vicente López, Argentina

Simone Raskob, Dr. Harald Kohl, Dr. Bernhard Bösl, Jorge Macri (from left to right)

One important component of the municipal budget is energy consumption. Yet this is also an important factor in the production of greenhouse gas emissions.

The city of **Essen** is located in the heart of the Ruhr region, whose population of 5.1 million makes it the third-largest agglomeration in Europe – after London and Paris. Many people are familiar with the Ruhr region as a driver of economic development powered by the coal and steel industry. **Simone Raskob** of the City of Essen reported that today the city is the third-greenest in Germany, and that in 2017 it received the **European Green Capital Award** from the European Union (EU). This is a European project forming part of the activities of the State Government of North Rhine-Westphalia (NRW) for KlimaExpo.NRW.

Essen was chosen as the European Green Capital for the following reasons:

- Essen can serve as a model for other cities undergoing structural change.
- The successful transition from coal and steel to the 'greenest city in North Rhine-Westphalia'
- The holistic approach to all twelve thematic areas
- The existing solutions for the future in a city worth living in
- The importance of green infrastructure (restoration of the River Emscher, the 'New ways to water' programme)
- Numerous regional cooperation projects on environmental issues
- Support and experience from international networks.

Project examples:

1. **Krupp park:** open urban spaces improving the quality of life
2. **University quarter:** open urban spaces mobilising investment
3. **Rehabilitation of the building stock:** promoting the housing sector
4. **Zero-energy buildings:** new school buildings and child daycare centres
5. **District heating:** to be developed (major importance for energy efficiency); 20 per cent of households supplied with district heating on a carbon-neutral basis
6. **Local heating:** biomass heating plant in the Gruga park

The **targets** include a new modal split in local transport (25 per cent each for foot, bike, public transport and motorised private transport), three per cent rehabilitation rate in the building stock, a 40 per cent reduction in CO2 by 2020 (through retrofitting, replacement of night storage heaters, solar power) and reduction of the heating energy

requirement to an annual 90 kWh per square metre. These targets will be achieved through measures and funding of approximately EUR 1 billion over a period of five years.

Dr. Bernhard Bösl, Senior Energy Advisor of the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) Gmbh, then presented two examples of projects from Latin America and South-Eastern Europe. In the energy sector, GIZ is actively supporting **energy supply, renewable energy and energy efficiency, and international energy policy** (for instance through energy partnerships with Mexico and Brazil). In Latin America, GIZ's largest energy portfolios are in Mexico, Brazil and Chile. Many projects are linked to sustainable urban development.

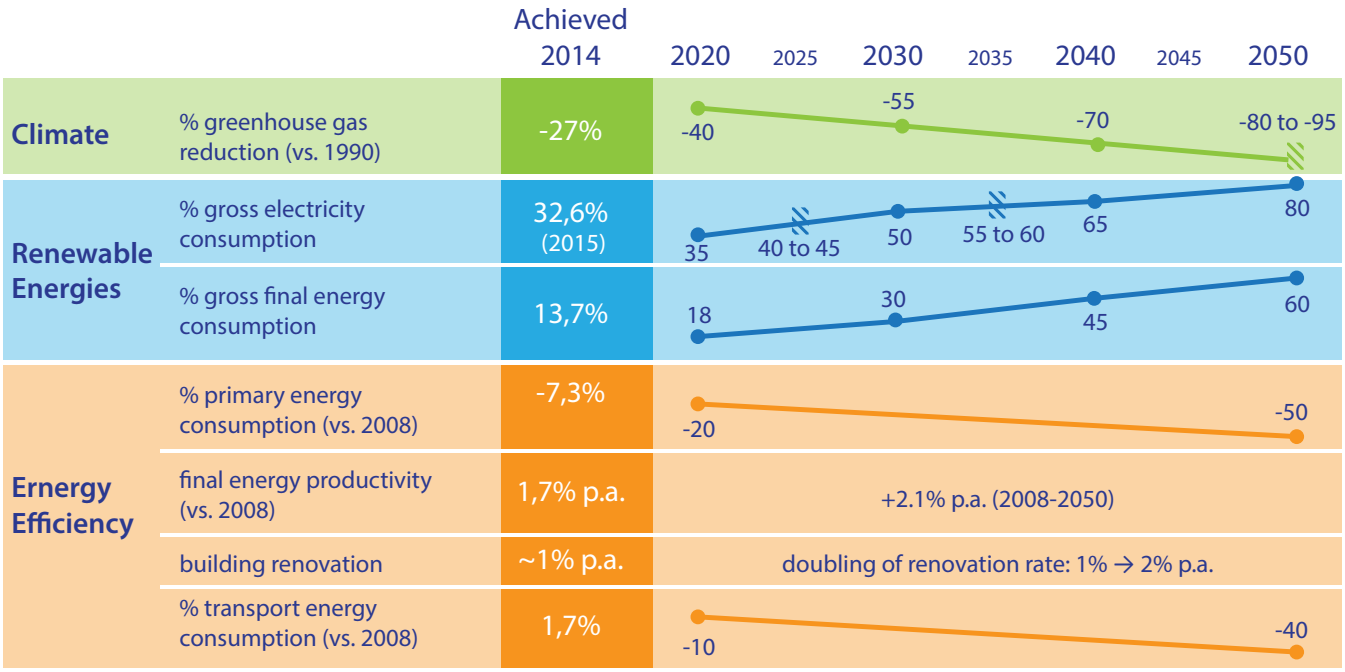
Example 1: Solar panels for water heating in social housing in Mexico (technology-based approach):

Around 70 per cent of Mexican households use low-cost gas boilers to heat water, which is why gas consumption increased and the country needed to import gas. Although solar panels are somewhat more expensive, they quickly pay for themselves. They were therefore included in the list of technologies eligible for 'green loans' extended by the statutory building society when environmentally sound technologies are used. Initially, GIZ funded investment subsidies, and conducted public information campaigns and awareness-raising measures. The technology is now on a dynamic trajectory. The project has thus achieved a win-win-win effect: household gas costs, gas subsidies and greenhouse gas emissions have all been reduced.

Example 2: ‚Network of energy-efficient capital cities in South-Eastern Europe (method-based approach):

This project was about extending the Covenant of Mayors to capitals in South-Eastern Europe. This Covenant is an association of European municipalities voluntarily committed to implementing EU climate and energy objectives on their territory. It currently has around 6,500 members. Each city is committed to reducing its CO2 emissions by 20 per cent by 2020 and 40 per cent by 2030 (taking 1990 as the baseline), and implementing measures to increase their capacity for adapting to climate change. The participating cities were Zagreb, Sarajevo, Skopje, Tirana and Podgorica. The City of Freiburg served as a model by contributing its experiences and lessons learned. The result: All five cities have signed the Covenant, drawn up energy management and action plans, as well as environmental strategies, and have set themselves mitigation targets of between 20 and 25 per cent. They have also instituted energy management teams, offices and information centres.

Dr. Harald Kohl, Head of Division for Climate Change and Energy Efficiency, German Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety (BMUB), spoke about the national framework for climate protection targets, projects and policies in Germany. Germany embarked on its 'energy turnaround' five years ago. Germany's climate protection targets relate to greenhouse gas emissions,



Current status and forecasts (Source: German Federal Government 2010, BMU/BMWi 2014)

which the country hopes to reduce by 40 per cent by 2020 and 80 to 95 per cent by 2050 (relative to the 1990 baseline figure). The Climate Action Programme 2020 is designed to help achieve these targets. The German Government is currently in the process of preparing its Climate Action Plan 2050. Once the momentous exit from nuclear energy is made by 2020, the energy sector will be based on two pillars: First of all the share of renewable energy in the mix will be increased to 60 per cent by 2050; electricity is the sector currently undergoing the most dynamic development. Secondly, the **energy efficiency strategy** will focus on various **sectors: buildings** (major space heating requirement, target: increase the rate of renovation from one to two per cent), **domestic products, industry, mobility** (for instance increase the number of e-vehicles to one million by 2020, possibly by providing funding).

Relevant aspects for Latin America might also include **thermal energy** (refrigeration for air conditioning systems and for food chilling and freezing), and **street lighting** (German municipalities receive subsidies for LED lighting from the Ministry).
As already mentioned above, there is a strong upswing in renewable energy in Germany, particularly in the field of electricity generated from wind power (from the north) and solar power. Since electricity distribution has so far been centralised, however, it is not possible to transport large quantities from north to south. This means that grids need to be expanded and off-grid solutions identified at the local level (for instance involving biomass and solar power).

Instruments of support:

- → Market incentives programme: incentives for investment in existing buildings
- → E-mobility: bonus for the purchase of electric cars
- → National Climate Initiative: promotion of projects on various levels
- → Environmental Innovation Programme: promotion of industrial processes
- → Other support instruments at the level of Germany's federal states

Legal instruments:

- German Renewable Energy Sources Act (EEG): fixed feed-in tariffs, guaranteed purchase
- German Renewable Energies Heat Act (EEWärmeG): compulsory use of renewable energy to cover part of the heat requirement in new buildings
- Energy Conservation Regulation (EnEV): stricter efficiency requirements for new buildings

Participants during the discussion

During the **discussion** the issue of the **cost-effectiveness** of new buildings arose. The answer to this question depends on the price of energy, which is currently very low but will certainly rise in the future. Nonetheless, appropriate standards can be defined so that costs can at least be recovered. There are also **databases on trends in building costs and energy-saving success stories in zero energy and passive houses** (e.g. involving the energy efficiency agency).

4.2 Mobility (urban transport)

Moderator: Carolina Barco Isakson, ESCI Senior Advisor, IDB

Carolina Barco Isakson

In cities in Latin America and the Caribbean, urban planning has so far usually been performed separately from urban transport planning. Local urban transport in the region is one of the main sources of greenhouse gas emissions. How can we make the switch from cars to public transport? How can urban planning and mobility be linked?

Ulrich Kindermann, GIZ Advisor for Sustainable Mobility, reported on urban mobility from the perspective of international cooperation, and went on to present two practical examples. There is a close link with climate change, because 27 per cent of global CO2 emissions are generated in this sector – and the figure is rising. The activities of GIZ's Sustainable Urban Transport Project follow the so-called AVI approach, which stands for

- **Avoid:** plan intelligently in order to reduce the need for travel
- **Shift:** switch to more environmentally sound means of transport
- **Improve:** make the various modes of transport more efficient and improve vehicle technology

International cooperation projects:

- **Sustainable Urban Transport Project (SUTP):** a platform for knowledge sharing on sustainable transport (making existing knowledge accessible)
- **Capacity Building for Sustainable Urban Transport (CAPSUT):** an open, international platform for the delivery of non-commercial training (global contributions by various partners)

- **The German Partnership for Sustainable Mobility (GPSM):** a network of 130 German institutions offering access to knowledge, experts and network meetings

Example 1:

In Windhoek, some of the poorest section of the population were spending almost a quarter of their income on transport. A Sustainable Urban Transport Master Plan was drawn up, and implemented from 2014 onward with the aim of making transport, affordable, accessible, attractive and efficient within the next 20 years. And improved bus system, and expanded network of cycle paths and new pedestrian zones were created. In 2013 the project received the Africa Grow with Public Transport Award for Integrated Mobility.

Example 2:

In Georgia, 13 cities joined the EU Covenant of Mayors for Climate & Energy. This figure is equivalent to almost 90 per cent of the urban population and half the entire population. This creates the potential for transformation, for change on a national scale. Consequently, in 2015, drew up a national master plan to address climate change in urban transport, which is incorporated into its nationally determined contributions to tackle climate change. 'Vertical integration' of this kind presents an opportunity for mutual benefits at the local and national levels: The contributions made by municipalities will affect the ambitious national contributions to address climate change; for the municipalities, the benefits of such a programme would include access to international climate finance.

Ulrich Kindermann, Dr. Michael Münter, Carolina Barco Isakson (from left to right)

Dr. Michael Münter, Director, Coordination and Planning Department, Office of the Mayor of Stuttgart, focused on the topic of e-mobility. Stuttgart is the capital city of the German federal state of Baden-Württemberg. It has a population of around 600,000, and 40 per cent of its spaces are green. It is a leader in the automotive industry and at the same time is a model of e-mobility. Stuttgart has a high density of motor vehicles, but also has a well-developed public transport system. The city is also a world leader in car sharing, with 1,320 vehicles per million inhabitants.

The city's mobility strategy comprises a static component (the transport development master plan 2030), plus a dynamic component (the plan of action for sustainable mobility in Stuttgart) that provides for specific measures to reduce congestion, noise, stress and atmospheric pollution. E-mobility is a key element of the plan of action. The municipality plays various **roles** in connection with the strategy:

- **Planner:** needs analyses for charging infrastructure, integration into urban planning (Neckar Park)
- **Regulator:** approval of charging station sites, regulation of parking in public spaces
- **User:** municipal mobility/fleet
- **Promoter:** pilot projects (e-buses for public transport, e-taxis, emission-free inner city logistics), support programmes (e.g. the e-taxi plan of action 2016)

The city is raising the profile of these issues by introducing incentives and performing public awareness-raising work.

Incentives for users:

- good charging infrastructure (around 500 public charging points for vehicles and 90 for pedelecs)
- large car and bike sharing system, and establishment of an inter-municipal bike rental system
- free parking for electric vehicles in public parking spaces

Public relations:

- information events for the general public and selected target groups (such as migrants, senior citizens)
- support for companies and institutions with regard to corporate mobility management
- 2016: hosting of the International Cities for Mobility Congress, now being held for the eighth time

The local authority is now also making greater use of e-mobility. Since 2016 officials have been instructed to procure only e-vehicles when purchasing new additions to the fleet. A fund is also in place to support this switch. The fleet also includes pedelecs, as well as e-cargo bikes, and 18 hybrid e-buses are in use. The polygo ticket has also created easy access to intermodality (electronic ticket for public transport, access to car and bike sharing, charging stations, parking etc.).

Dr. Daniel Hinkeldein, Business Development Manager, Innovation Centre for Mobility and Societal Change (InnoZ), spoke about visions and strategies in the mobility sector, as well as key themes. The theme of the private vehicle is now so dominant that changes are blocked unless those advocating them have an alternative theme to offer. Moreover, the laws of economic structure encourage people to think in a certain way (for instance as a result of scrapping incentives, taxes). So what would our vision be?

These visions are social constructs, and can therefore be changed. Appropriate ways of achieving these changes include media campaigns, as well as urban labs, i.e. environments that simulate what the future might look like. Against the backdrop of research, these laboratories create the conditions that are seen as ideal and desirable. This enables users to learn lessons that they would not be able to learn outside of the laboratories. For instance, they can try out a new form of mobility or develop and stabilise routine actions (such as doing without a car), and thus integrate the vision into their everyday lives. In contrast to the avoidance strategy, these urban labs create a fresh, positive vision and thus offer major potential for transformation. Wolfsburg is a city where a major automotive manufacturer has its head office. Nevertheless, the city has decided to open up to a new vision and turn itself into an attractive city for mobility. Wolfsburg has opened an urban lab where people can try out new forms of mobility and learn lessons. To facilitate this the city has established a sharing system with pedelecs and vehicles, in conjunction with coworking places and a conference room. A continuous public debate is also taking place in Wolfsburg concerning how the solutions being offered might be optimised for various target groups.

Participants during the conference

During the **discussion** the question was raised of how urban and transport planning can be linked. In Stuttgart there is a steering committee whose members include top local government officials responsible for transport, and the operator of the municipal transport companies. Meetings to discuss the key approaches are held on a regular basis. These revolve around communication. By contrast, the population is involved through implementation planning processes. Mr Kindermann

said he was in favour of approaches that as well as dialogue between urban and mobility planners also include other actors (such as users). He also indicated that the talks held usually produce a great deal of helpful information on the basis of which fresh priorities can be set and solutions developed.

4.3 Solid waste management systems

Moderator: Horacio Terraza, ESCI Sector Coordinator, IDB

To protect environmental resources (such as urban rivers, lakes, coastal strips and aquifers), cities face the fundamental challenge of developing efficient solid waste management systems at the local level.

Dr. Michael Kern

Dr. Michael Kern, Co-founder and Managing Partner, Witzenhausen Institute, showed how solid waste can become a resource that is part of the solution. To this day, we see that **the consumption of resources is rising exponentially**. Yet each resource in turns becomes waste. So, the only way to reverse the spiral is by **turning waste back into a resource**. The key challenge in solid waste management is **to avoid negative environmental impact**s (leachate, methane and pollutants). We need to go further, however. If we view waste as a resource that can be recycled, then we can recover secondary resources and thus **close the cycle**. In Europe and Germany a clear directive is in place concerning waste management – the so-called **waste hierarchy**: avoidance, preparing for re-use, recycling (materials), recovery (energy) and disposal.

Waste hierarchy

Some 30 to 40 years ago there were 85,000 municipal landfills in Germany, which did not have environmental standards. Environmental standards were then driven by changes to the rules governing responsibility: responsibility was shifted upwards from small municipalities to larger units. The number of landfills has declined sharply since then. A new regulation was introduced in 1993; since 2005, the unregulated use of landfills has been prohibited. Today there are still 160 landfills. Since 2005 the landfilling of untreated waste has been banned. The only remaining options are incineration (currently two thirds) and mechanical biological treatment (one third).

As late as 1990, solid waste management was still a driver of greenhouse gas emissions and a key factor in the negative footprint. By contrast, in 2006 it already made a positive contribution, and this will increase in the future. This is due on the one hand to the ban on the landfilling of burnable and recyclable materials, which has prevented the production of very harmful methane; secondly, recycling has meant that energy and raw materials, particularly aluminium, copper and steel, can be substituted or saved.

Solid waste management in Germany is financed by the public through the **payment of charges.** There are large number of services (collect and return) and fee models based on various incentive systems for waste prevention and recycling. When waste is collected, separation is a key element for recycling. Organic waste is especially important

(because it accounts for the largest proportion of waste). When this is separated, methane emissions are no longer created. Here, combined collect and return systems are common practice, e.g. for glass or second-hand clothes. Dry waste such as paper and packaging materials (plastics) are collected directly at the household. Typical domestic waste (municipal waste) and bulky waste are used to recover energy. Hazardous elements are also removed from the waste stream (collection of hazardous waste, batteries, etc.). Each citizen produces approximately 460 kg of domestic waste per annum. Some 60 per cent of this is recycled.

Dr. Peter Pluschke, Environmental Officer, City of Nuremberg, added that over the last couple of decades the waste disposal philosophy has not only changed in Germany, but has also become the object of European policymaking. The quantity of landfilled waste is declining Europe-wide. At the same time the quantities of waste being recycled are increasing.

Dr. Peter Pluschke

The city of Nuremberg has a waste incineration plant as well as a landfill. There are also a number of measures to implement the principles of solid waste management and communicate these to the population.

Elements of solid waste management in Nuremberg:

1. six recycling centres where various waste fractions can be returned (lightbulbs, electrical appliances, hazardous substances etc.) and separated
2. seven centres for green waste brought in by the public (tree cuttings etc.)
3. a bottle bank system and a system for electric appliances
4. hazardous waste collection service (collection of hazardous substances such as paints, adhesives etc.)
5. general waste collection in bins and 55 refuse collection vehicles
6. organic waste collection (compulsory) and bulky waste collection (on demand)
7. separate collection of paper and cardboard

The new **waste incineration plant** can be used not only to generate thermal energy, but also to separate iron, aluminium and copper, and recover other recyclable materials. Since 2005, waste (construction waste) can only be buried in the ground at the landfill. By 2025 the landfill will finally be backfilled and restored. Private companies also operate composting plants, construction debris and asphalt recycling plants, and car scrapping and recycling plants.

There is a **professional and voluntary team** who advise the public on how to deal with their waste. The focus is on waste prevention. For instance, mobile dishwashers are provided at public events in order to prevent the use of plastic crockery.

The costs of waste disposal are covered through a standard **waste disposal charge**. The fundamental principle in operation here is that the waste disposal provider **is required by law to operate cost-effectively**. This means that the company does not operate within the framework of the city budget. It is a self-funding municipal enterprise. **This secure funding is a key prerequisite for waste management that works**. In Germany, municipalities have a high degree of autonomous responsibility. This means that the system as a whole and the services offered by individual municipalities vary widely. One important point to mention is that in many cases, not all services are provided by municipal

enterprises. Recycling and preparation for reuse, for instance, are often performed by private enterprises. This mix of providers also helps make the system a success.

Dr. Gesa Kuhlmann

Dr. Gesa Kuhlmann, Water, Urban Development, Mobility Division, BMZ, presented a technical cooperation project implemented in the Philippines from 2005 to 2012. The project set out to enable selected local governments to provide integrated Solid Waste Management (SWM) on a cost-effective basis and in accordance with the recognised rules of professional practice. In 2001 an ambitious **Ecological Solid Waste Management** Act was passed in the Philippines that transfers responsibility for the operation and management of a solid waste management system to the local government. In this context the principle of waste disposal fees is being promoted, and 25 per cent of waste must now also be recycled or composted. The project components comprised advisory services for a total of 15 municipalities, the regional environmental agencies and the National Solid Waste Management Commission, as well as training programmes, which formed the focus of project activities. The content of the training programmes was used as a basis for a one-year **study programme at the Central Philippine University.**

Examples from the project's advisory work:

- development of **municipal SWM plans and municipal SWM regulations**
- improved planning and **environmental monitoring of landfills** and **waste sorting plants**
- **training programme** for local and regional experts, in-service training for landlfill managers at the Centre for Research Education and Demonstration in Waste Management (CREED) at Pohlsche Heide in Germany, study trips
- support of the **'informal workers' cooperative' – UCLA (**health, formalisation etc.)

Results (2012):

- Three municipalities established **new landfills** (two more are under construction).
- Four municipalities achieved the legally prescribed **recycling rate** of 25 per cent (or more); innovative, **simple sorting plants** are being piloted by other municipalities.
- Introduction of **routine environmental monitoring measures** at landfills
- Creation of **a graduate course** at the Central Philippine University
- Integration of informal refuse collectors
- Adoption of a new **waste disposal fee system** and a **national SWM strategy** aligned with activities to mitigate climate change, improvement of regulatory frameworks

It emerged that **baseline data on SWM are important for efficient planning**. The **university course** is an important step not only in this regard, but also regarding the training of professional experts. At the local level, the project generated key findings for the regional and national levels.

5. SENATE RECEPTION AT HAMBURG TOWN HALL (IMPERIAL ROOM)

Olaf Scholz, First Mayor of the Free and Hanseatic City of Hamburg

Olaf Scholz

Ladies and Gentlemen,

Cities are full of opportunities. There are places where people try out new ways of living, new neighbourhoods that meet the modern needs of their inhabitants, environmentally sound and flexible mobility strategies, schools and universities that harness the potential of digitalisation, and much more besides. The migration of people to cities around the world speaks of this hope for progress and participation. Despite all the differences, in Latin America and the Caribbean, these phenomena are ultimately not so different from the way things are in Europe and Hamburg.

An opportunity is a chance to do something good. As mayors, we know that every opportunity also calls upon us to realise that potential for good. And more than that: We should not be thinking in terms of self-contained projects. We must strike a balance between the various challenges and interests, and foster cohesion of the urban community.

The population is growing – not only in Latin America, but in Hamburg too. One day our city is expected to have a population of two million. Modern mobility is a key issue. Here we face similar challenges. We are discussing expanding the public transport network and the metro system, emission-free buses, and how we can make the breakthrough to e-mobility at a fundamental social level. No matter where we are or what our economic situation is, given the reality of globalisation, these **technological breakthroughs** will always be global breakthroughs.

Cities must ensure that they have appropriate **living space**. The conditions required for this are different everywhere, but many questions affect us all. We wish to build housing, while at the same time preserving the traditional identity of our cities. We want rich and poor to live alongside each other, and we want people to get along well in the big city. How can we achieve this situation in which all are able to live together, and in which neighbourhoods and the realities of life develop harmoniously? One of my key tasks is to design a programme for urban living and housing construction.

At the same time there must be **good educational opportunities** for all. That also includes those who have just arrived in the city. Many people come to us from other regions in Germany, from Europe and from all over the world. They must all have the opportunity to make something of their lives. The only way to achieve that here is through education. We need daycare facilities for very small children, and good schools, that are available to all children regardless of their parents' income. We need a range of options for pursuing higher education or vocational training.

The fact that we are comparing notes on these and other important issues is not new. Hamburg, Latin America and the Caribbean have been maintaining close relations for almost **190 years** now. Our city was **Germany's first territorial entity** to enter into trade and economic treaties with newly independent countries such as Brazil in 1827. Once the Hamburg Süd shipping company, which at the time was still called the *Hamburg Südamerikanische Dampfschifffahrts-Gesellschaft*, had launched the

first direct regular service to Brazil in 1871, the **foundations were laid for close economic relations** between Germany and Latin America.

Many other links have since grown from that. **Hamburg is Germany's centre for Latin America**. This city is home not only to the **German Institute of Global and Area Studies (GIGA)**, but also the **EU – Latin America and Caribbean (EU-LAC) Foundation**, the **European Centre for Latin America (EZLA)** and the **Latin America Association**, which this year will be celebrating its 100th birthday.

The Latin American market is very interesting for us. The **expertise** of our companies is in demand, and the **port of Hamburg** will continue to grow over the coming decades. The **civil aviation industry, 3D printing and wind energy** – especially in the offshore sector– are key areas. We are also continuing to develop other areas of renewable energy. These technologies can be used worldwide, and are key to a joint future.

So we are delighted to have you here in Hamburg as our guests, and not only because of our long-standing links with countries in Latin America and the Caribbean. We also share with you the conviction that technological progress will help us to master the global challenges, and make our cities even better places to live in the future.

And by the way, Hamburg is also a desirable place to live because of the salsa courses here, the Latin American restaurants, and the 'Latin American autumn' with its numerous exhibitions and events. We can work well together, and party well together. I am delighted that you accepted our invitation to Hamburg. My special thanks go to Luis Alberto Moreno of the IDB, Hans-Joachim Fuchtel of the BMZ, and Engagement Global's Service Agency. With this in mind I wish you an enjoyable evening, and a successful day tomorrow.

Luis Alberto Moreno, President, IDB

Luis Alberto Moreno

Ladies and Gentlemen,

Thank you very much for your hospitality and the opportunity to be here in Hamburg, which has so many links to Latin America and the Caribbean. I'm also pleased by the presence of all the Latin American and Caribbean mayors who have come all this way. Thank you very much to the BMZ and the City of Hamburg for your warm hospitality. This is an important opportunity for us to **share experiences and gaze into the future together,** to see how we can further deepen our cooperation. A major portion of future growth will take place in Latin America. The question is, what role will Latin America, the Caribbean and Germany play for each other in the future. We might find part of the answer to that question in close cooperation between mayors.

When we think of Hamburg, we call to mind the **long and close relationships** that have linked us since the 19th century. When the regular services from Hamburg to Brazil and Argentina were established in 1871, this city became a gateway to Latin America, both for trade and for migration. We are witnesses to a long history, and we can support each other in developing innovative solutions as we tackle sustainable development in the metropolitan centres. There is a **close link between cities and development,** and this is particularly evident in Latin America. In 20 years, 90 per cent of the population there will live in cities. We are therefore talking about challenges such as housing, poverty, governance and income generation.

Global links are evident at many points. We want to lead the way and put cities in touch with each

other, so that the cities, can become prosperous, sustainable and attractive places to live in. This is why the IDB has been funding urbanisation projects for a long time. In 2010 we launched our **Emerging and Sustainable Cities Initiative (ESCI),** and worked on identifying solutions. In cooperation with the private sector, we have since expanded the project from 26 to more than 70 cities. Many of the mayors who helped shape this initiative are also here today. They know how important long-term urban planning is. It is also necessary to take demographic trends into account. We are still a young region, but even so, birth rates are lower than they used to be. In 2055 we will have negative birth rates, which means we will see a **shrinking population**. Perhaps we can learn from each other how to manage this decline intelligently.

We want to learn from Germany's experiences. There is also an opportunity for cooperation in the field of **urban infrastructure**. We have a high **investment deficit** in this sector, as the current infrastructure will not be sufficient for people or the economy. We wish to improve local productivity and make it more competitive. This is why the IDB has created an **online platform** to enable **Latin American and German medium-sized companies** to connect with each other. More than 40,000 companies are already on this platform. I am certain that they will be stepping up their cooperation, because Latin America is a region of opportunities. Thank you very much.

Hans-Joachim Fuchtel, Parliamentary State Secretary, BMZ

Parliamentary State Secretary Hans-Joachim Fuchtel

Ladies and Gentlemen,

We are here today to shed light on uncharted territory in development cooperation. In the future we intend to **include and inspire the municipal level more than we have done in the past, and take them with us** on our path to sustainable development. I'd first of all like to sincerely thank the President of the IDB, Luis Alberto Moreno, for taking the time to be here with us today in Hamburg. This is a sign of the fact that links are being sought between Latin America and Germany. Thank you very much also to the First Mayor, Olaf Scholz. We could not have found a better venue for this event. This meeting is taking place for the first time, and **we are delighted to support this new connection**.

At the international meetings in Addis Ababa and Paris in 2015, we set ourselves far-reaching targets. But how should we achieve them if we don't support each other? This world will only be sustainable if we solve the problems we face together.

Municipalities are part of this joint problem-solving process. They are repositories of a wealth of knowledge and experience that we must recognise and use. By sharing this **expertise in both directions**, we will be able to achieve a great deal. We need not reinvent the wheel every time, but we should tap the potential of this 'second approach'. This will enable us to save a great deal of time and money. If we take this seriously and build bridges that expertise can cross, the actors involved will have an opportunity to start from a different level of experience. This is why we are here today

– Latin America, the Caribbean and Germany – linked through close contacts, and sharing our experience of how we can make this world more sustainable at the local level.

Here we have an opportunity to launch **a new platform for cooperation**. There are already a whole range of municipal partnerships, including the one between Hamburg and León, which have achieved a great deal. At present there are a total of **78 links** between Latin America and Germany. We agreed that this number can be increased. Regarding the issue of sustainability, which is a key challenge for the future, we can build on the work that has already been done, and we would like to invite you to join us in doing so. In the past, we have for example launched municipal climate partnerships. The target we set was 50 partnerships, but we'd be delighted if the figure was higher.

Parliamentary State Secretary Hans-Joachim Fuchtel with participants at the Senate Reception

Today we have an opportunity to create better conditions for our cities more rapidly and more effectively, through sharing and cooperation. This is why I'd like to close by making an appeal: **Let us begin this new chapter in our cooperation, offer each other the hand of friendship and tackle our goals together**, rather than saying: 'You're so far away'. **The world is crying out for the common ground**. When we take small steps, the results will be huge. I wish you many new friendships and heart-to-heart policymaking which shows that we have even more in common as human beings. Thank you very much.

6. PANELS (31 MAY)

6.1 Smart cities

Moderator: Ellis J. Juan,
ESCI General Coordinator, IDB

There are already smart technology applications that permit more efficient urban management. However, cities face a huge challenge in developing an appropriate solution for the transition from a 'traditional' model to 'smart' urban management. What kind of ICT infrastructure is available, and what would that need to be based on (broadband, fibre optic technology etc.)? Which sectors might play an important role?

Wolfgang Schmidt, State Councillor, Senate Chancellery of Hamburg, reported on the 'Digital city' project in Hamburg. One important difference between Germany and Latin America is that **in Germany, in many cases data have already been collected for decades**. However, these are often only available as **analogue** data, making it a huge task to **digitise and link them**.

The City of Hamburg would like to use the opportunities presented by technological progress to improve its quality of life and make itself more attractive as a business location. Digitalisation makes it possible to **democratise data, use them for economic purposes, develop new ideas with them and offer new services.** The city is thus becoming a **laboratory of digital modernity**, and aims to **link data at a central point** so that they can be used **efficiently.** Citizens are not the only ones who will be able to benefit from this interface. Urban planners will do so too, because it will capture the data of several public agencies. For this to happen, **each agency will need to study the opportunities offered by digitalisation and make its own contribution**.

The city has also developed a **transparency portal** where **all publicly available data** can be accessed, so that citizens can use them self-reliantly and the private sector can use them to develop business models (e.g. apps).

Examples from the Strategy for Intelligent Transport Systems (ITS):

- **Real time information on road works (iBake):** toll system, intelligent traffic management
- **Mobile phone payment system for public transport ('check in & be out'):** ticket via smartphone (currently being piloted)
- **Online parking space detection:** locate and reserve vacant parking spaces using an app
- **Traffic light forecast:** optimising traffic flows ('green wave')

One important project is **smartPort**, which aims to combine a port logistics network (linking data on traffic and goods) with a revamp of the port's power infrastructure. Smart Cities will enable a **new form of participation**. Not only will they enable access to educational opportunities (for instance through online university courses, MOOCs); they will also enable the public to contribute their own ideas and information. Hamburg's 'Finding Places' project, for instance, aims to locate accommodation for the displaced. Citizens know their city very well, and have been able to support the government very effectively in this task.

Prof. Ina Schieferdecker

Professor Ina Schieferdecker, Member of the Board of Directors, Fraunhofer Institute for Open Communication Systems (FOKUS), acknowledged the **revolutionary phase of digitalisation** that is

changing all areas of life. What does this mean for a city? The smart city **networks its urban subsystems, and thus its potentials**. In other words, digital networking means using not only Internet technology, but also **multimedia information and dense networks**, and applying them for municipal services and public tasks, and to make the city a more tangible space for citizens. It includes for instance flexible lighting, intelligent mobility, finding accommodation or schools, and emergency scenarios (such as storm warnings). Cities are thus developing from being **providers of solutions to providers of platforms.**

This requires a **public IT infrastructure** as well as **urban data and services** that are linked with each other on this platform. An architecture with open interfaces will facilitate the creation of linkages and the delivery of services (for instance by linking energy supply with consumers). A European initiative entitled **urban data platform** is currently programming an architecture of this kind.

How will data be gathered and how can they be stored? This is a crucial point, and it is important to develop individualised solutions. This means **open standards and systems** that can adapt to the public infrastructure and individual needs. The date in question are chiefly **urban data** (environmental data, user behaviour etc.). Only when these are linked to personal data will it become necessary to focus on quality and security.

In Germany there is still a **lack of comprehensive information** in many urban areas. Digital competence is often lacking, and the process is cumbersome. On the other hand there are many digital agendas, roadmaps and successful pilot projects that can be standardised in the future.

Matthias Weis

Matthias Weis, Project Manager, SM!GHT, EnBW, focused on the topic of **street lighting**. In Germany, 89 per cent of lamp posts are owned by the municipality. Street lighting is an important part of urban infrastructure, because it is **ubiquitous,** and forms a **'central nervous system'** that harbours major potential for a city. Here we are talking not only about **LED technology, management systems, control of demand-based street lighting, efficiency or electricity saving,** but also about other technologies. For instance, existing lamp post infrastructure can also be used for **public WLAN masts providing internet access.** A lamp post is already connected to the power grid.

SM!GHT

New, **multifunctional lamp posts** have already been developed. **WLAN, a charging station for electric cars and an emergency call button** are combined in a single post. Using integrated sensors, environmental data can also be generated that can be linked to other data platforms (for traffic management, for instance). Further functions and services are currently being developed. The opportunities are huge and many new ideas can be developed on how information can be used intelligently (for instance to create early warning systems). These multifunctional solutions show what the infrastructure of the future might look like.

6.2 Urban development – multisectoral measures

Moderator: Carolina Barco Isakson, ESCI Senior Advisor, IDB

When planning a city's growth, it is important to apply concepts for a new multifunctional, multicultural kind of urban development. In other words, we should no longer focus on a single sector or line of action. Instead we should pursue sectoral integration and the synergy of different processes. The private sector can also play a role in this development.

Fernando Lyardet, Chief Development Architect, [ui!] – the urban institute, reported on how existing data can be used efficiently to provide new services. [ui!] – the urban institute is an incubator and an innovative software and consulting company that supports cities in employing innovative strategies and solutions as part of their digital transformation process. It offers new technologies for smart cities, and seeks to support young research scientists in launching their projects onto the market. When doing so [ui!] focuses on **cloud-based services for using smart, urban data** in areas such as mobility, traffic management, energy and the environment. Using other platforms data can be used several times, thus delivering new smart services.

The **UrbanPulse** project is a **real time data platform that can be used worldwide**. It has an open interface architecture with links to various types of urban sensor. This supports the integration of smart services and data from third parties. Traffic light data can then be made available in real time via apps and open data platforms, for instance, in order to improve the traffic flow in a city. Various data sources can be integrated, provided both by the public sector and by private enterprises (road closures, construction works, events etc.). In the environmental sector, multisensor systems can be integrated into existing infrastructures (such as street lamps), in order to achieve better access to microclimate data (e.g. atmospheric pollution). Finally, car sharing across a fleet of electric cars can be supported in real time, in order to promote use and increase profitability.

Here we see that **cooperation between the municipalities and the private sector delivers benefits for both sides** (and ultimately for the public too). Ideas from the private sector can be used to create new markets, which ultimately can even lead to tax revenues. Funding applications can also be submitted jointly.

Prof. Dirk Heinrichs

Professor Dirk Heinrichs, Head of Department for Mobility and Urban Development, Institute of Transport Research, German Centre for Aeronautics and Space Research (DLR), and Professor for Urban Development and Research, Institute of Urban and Regional Planning, TU Berlin, spoke about integrating mobility into the planning and design of new, low-emission urban neighbourhoods. This starting point was the close **relationship between spatial use and mobility**, which is currently also being discussed at the international level in the context of climate change. We note that in Berlin some 30 per cent of people use the car as their main means of transport, whereas the figure in Stuttgart is 62 per cent. Although this can be explained in terms of individual preferences, it is in fact a question of the use of space. Unlike Stuttgart, Berlin is a very compact city with a tight structure of various transport options.

People decide on their mode of transport based on the options available. We can observe these patterns not only between different cities, but also within cities. Often the car is used less in the city centre than further out.

Five elements of space usage:

- design of public space
- human paths
- individual preferences
- accessibility of mobility
- distance from a transport node

Instruments for incorporating mobility into the planning and design of new, low-emission urban districts

- planning of districts that can be reached on foot or by bike
- transfer and connection options
- city-based and city-managed mobility strategies: car sharing, flexible public transfer
- parking space management: capacities, sites, separation of costs for parking spaces and construction costs

In both Latin America and the Caribbean, and in Germany, **the demand for living space in urban areas is growing. The emergence of new urban districts is not only a global trend, but also a huge opportunity to identify new ways of living and forms of spatial use**. A study showed that **a central location and good access to public transport** are key criteria that people apply when deciding where to live.

It emerges that the **quality of life can be enhanced in those districts where holistic approaches are pursued**. Environmental and economic benefits also result. In combination with **new forms of mobility a new way of living** can be facilitated. The **private sector** can also play an important role. Linking urban planning with mobility is the subject of a **new joint master's programme** being offered by the TU Berlin and the University of Buenos Aires.

Stefan Heinig

Stefan Heinig, Head of Department for Urban Development Planning, City of Leipzig, reported on integrated urban development in his city. Leipzig's integrated master plan for urban development defines not only targets and strategic areas of action, but also key spaces where the various departments of local government and citizens work together. This is not a master plan in the traditional sense; it is rather a **process** that first of all **brings together the various areas of local government** in order to develop joint strategies and concepts. Secondly it refers to the **joint discourse with the city community, civil society and the private sector.**

One of these **key spaces** is around Josephstraße in the west of Leipzig. Fifteen years ago people there moved away, leaving behind a great deal of disused land and many empty homes. A small **residents' initiative** began to use an area of disused land for recreational purposes, from which an urban gardening project emerged. Various people from the neighbourhood came together and got involved in redesigning it. The city responded to this process by holding a **discussion with the city community regarding prospects for the area**. Workshops were held at which various groups discussed prospects, plans and potential for implementation. It was not just initiatives, urban gardeners and residents who took part, but also owners and investors.

The discussion on how to design and manage the public space brought to light what were in some cases major **discrepancies between what residents would like to see, and the actual potential for technical implementation**. The discussion did produce **new, creative solutions**, such as trees in tubs tended by people in the neighbourhood.

The long-term outcome was a legally binding area development plan and a plan for investment in the public space. Today, Josephstraße is a popular and attractive residential area.

In conclusion, it emerged that a **multisectoral approach can deliver added benefits for the neighbourhood and improve residents' lives**. It is important here to harness the potential of **neighbourhood associations and initiatives**. They wish to participate in designing and managing their neighbourhood. **Measures and infrastructure that increase social capital and interaction support the sustainability of the change process**. The built environment and public space need not be aesthetically perfect down to the last detail right from the start. They can be developed step-by-step, **in a gradual process based on local resources and local demand**.

During the **discussion** the question arose of **what is required in order to underpin this approach**. **Round tables and a central coordination point** would seem to be just as important as an **integrated plan** and a **balance between top-down and bottom-up processes**. **External moderation** for communication between the various actors can provide key support for processes of communication. This also includes **communication between the various public authorities**, in order to develop **mutual understanding** and improve cooperation. There is no blueprint, however, and every city has to find its own path.

6.3 Investment opportunities

Nicola Virgill-Rolle

Moderator: Nicola Virgill-Rolle, Director of Economic Development and Planning, Nassau, Bahamas

Following the many inputs, the question remains of what funding options would be available. In Latin America, there is a large funding gap for upcoming investments in infrastructure. An annual US$ 170 billion would need to be invested in infrastructure by 2020. The panel presented international investment and funding opportunities offered by German banks and private commercial banks to tackle the challenges faced by cities.

Matthias Benz, Portfolio Manager, Deutsche Bank, presented the **European Energy Efficiency Fund (EEEF)**. The EEEF is an innovative public-private partnership that aims to tackle climate change in the EU member states by providing market-based funding. The initiative was launched by the European Commission five years ago, and is designed for local and regional authorities, and public or private institutions and enterprises operating on their behalf. With an initial volume of EUR 265 million, the focus is on small-scale projects in the fields of energy efficiency, renewable energy and clean public transport. There are currently ten projects in six countries, which are saving 25,000 tons of CO2 per quarter.

Hurdles for the implementation of energy efficiency measures at the local level

- **Preconditions**
  - inadequate database on energy consumption and street lighting maps
  - preliminary development costs/limited capacity and human resources
  - long-term commitment needed (beyond the current parliamentary term)
- **Procurement/contracting requirements**
  - experience and knowledge of procurement procedures and requirements
  - design and technical expertise required (also for the evaluation of bids)
  - procurement procedures tied to energy efficiency and cost-effective result
- **Liabilities/guarantees**
  - quality of the guarantee given by the energy provider
  - uncertainty regarding saving and perceived risk
  - liabilities within the current operation and maintenance structure
- **Funding** (limited municipal budget and possible restrictions on indebtedness)

Possible options for project implementation

- **Direct funding** and control by the municipality (if internal resources are available):
  - simple contracting procedure, development of knowledge at the municipal level concerning new technologies
  - full benefit of savings from beginning of implementation onwards (minus funding costs)
- **Indirect funding** (invitation to tender for the planned measure, including funding by the successful bidder):
  - no new indebtedness, expertise may be drawn from the private sector
  - more complex tendering process; often entails reservations concerning transfer of sovereign responsibility to the private sector
  - investment not included in the municipal budget plan

Dr. Manuel Schiffler

Dr. Manuel Schiffler, Country Officer, Latin America Division, KfW Development Bank, reported on KfW's activities in Latin America. The KfW Group belongs to the German state, and offers loans on favourable terms. It operates both in Germany and internationally.

KfW Development Bank is part of the KfW Group, and works with governmental partners in the Global South. It provides support and advice on reform processes, plus investment. On the German Government's behalf it works chiefly with national governments, public banks and public enterprises. It cooperates with GIZ (generating synergies between Technical and Financial Cooperation), and development banks such as the IDB.

Municipalities in Latin America and the Caribbean often have very low **tax revenues**; small municipalities in particular are heavily dependent on **transfer payments** from the national government. Generally speaking, municipalities are unable to incur debt in foreign currencies or with foreign creditors. Smaller municipalities in particular are not considered creditworthy by local commercial banks, particularly with respect to the longer-term loans that are needed to finance infrastructure. The KfW does not extend loans to municipalities directly. Instead it finances long-term credit lines through national development banks, as in Colombia and Ecuador.

Justus Vitinius, Director, Energy for Latin America Division, *Deutsche Investitions- und Entwicklungsgesellschaft* (DEG), presented the activities of DEG, which is also part of the KfW Group and invests in countries of the Global South. It focuses on cooperation with the **private sector**. It provides financial support inter alia for investment activity in infrastructure, particularly in the energy sector, including in Latin America. This results in close relationships with the municipal level and the possibility of **public-private partnerships (PPPs)**, for instance in fields such as energy and water supply, sanitation, and solid waste landfilling and incineration.

Municipalities can establish a joint venture company with private sponsors. A private donor should be familiar with the local conditions and the sector in question, and possess sufficient financial capacity. Ideally the private donor should have the majority; the municipality should be granted extensive veto rights, however. The funding is delivered through international development banks on market conditions, though with long terms (up to 20 years). The banks may also form a consortium. Financial contributions of between US$ 10 million and US$ 500 million are possible. Since large amounts are usually involved, the funding of individual concessions is not possible.

So far there have not been any PPPs at the municipal level in Latin America, but there was a project in Bucharest in which a large water company wanted to invest in water supply. The municipality made its contribution by making available the original supply system plus land for the treatment plant.

During the **discussion** the wish was expressed that **direct loans for municipalities** should also be made easier to obtain, because many central government monies often do not arrive at the municipal level, or are too sporadic to allow long-term, holistic planning. Moreover, such planning is not always in line with central government priorities. It is therefore also important to better harmonise national development plans with the plans of cities, and guarantee the appropriate coordination. International institutions could advise municipalities on how to work with private companies. The question was raised whether private banks in the countries concerned might have funds to finance individual concessions.

7. PRESENTATION OF THE KNOWLEDGE PLATFORM

Ellis J. Juan, ESCI General Coordinator, IDB

At this point we'd like to show how relations between German and Latin American cities can be consolidated, with reference to a few practical examples. In 2015 a **knowledge platform** was developed together with the **Spanish Government** in order to link up Latin American and Spanish cities. As we mentioned earlier, rapid urbanisation in Latin America, combined with the challenge of climate change, will require huge investment in infrastructure over the next 20 years.

The **patterns of migration** in Spain and Latin America are quite similar. Urbanisation in Spain increased in the 1950s, reaching urbanisation rates of between 83 and 84 per cent – similar to the rates in Latin America today. A comparison was made of the performance of Spanish and Latin American cities with regard to **sustainability indicators**. It was found that values for the Spanish cities were three times higher than those for cities in Latin America (for instance with respect to wastewater treatment and recycling of domestic waste). So there are cities in Spain that faced similar challenges to those currently being faced by Latin American cities, and they found solutions to them. We do not need to create something new. What we need to do is **use existing solutions and adapt them to regional conditions**. IDB therefore suggested to the Spanish Government that we should cooperate in certain sectors and organise **knowledge transfer**. This transfer can be organised by the city itself, by universities, by a private company, by think tanks or by management consultancies. The following sectors were selected for transfer: **water, sanitation, solid waste, transport, smart cities and energy efficiency**. Over the last 25 years Spanish cities have developed solutions in these areas that can readily be transferred to Latin American and Caribbean cities.

There is already a **pilot project** between **Santander in Spain and Campeche in Mexico**. In Campeche there is a polluted bay. Despite its potential, this has stifled the city's entire development. The situation was similar in Santander in northern Spain. Access to the sea was blocked, because the sea was heavily polluted. Tourism was badly affected. Santander therefore turned to the EU for financial support. Together with the University of Cantabria and in cooperation with private companies, the city then launched a five-year project to clean up the bay. Santander is now an attractive port with large numbers of visitors, attractions and a restaurant trade. Exactly the same approach will now be pursued in Campeche. Another pilot project involves **energy supply. Madrid** recently approved a programme focusing on LED street lighting. There are now plans to launch a similar programme in the **Mexican cities of La Paz and Jalapa**.

If these two projects prove to be a success, this will create many interesting business opportunities for the Spanish economy. The budget for the pilot projects was just under US$ 1 million, and there are plans to extend the knowledge transfer to other sectors and cities at the end of 2016.

Patterns of migration in Germany are somewhat different. Urbanisation began much earlier here; the current urbanisation rates are highly comparable with those in Latin America, however.

During the discussion it was noted that although solutions are often available, the **financial options** and **big city dreams** are not comparable. Compared to Europe tax revenues are low, and the economy is burdened by debt. Access to capital is an almost bigger hurdle than identifying the solutions themselves. This is why good partners are important. Other mayors were more interested in the cutting-edge technology itself, because this would enable them to make processes more efficient. They expressed their desire for a technology platform for exchange with Germany.

8. CONCLUDING REMARKS AND OUTCOME

Dr. Doris Witteler-Stiepelmann, Head of Division 113: Federal States, Local Authorities, Development Education, BMZ

Dr. Doris Witteler-Stiepelmann

Ladies and Gentlemen,

I'm delighted that we have succeeded in organising this conference with the Inter-American Development Bank (IDB) – Latin America's largest multilateral financial institution –, the City of Hamburg – a German city of outstanding importance for development cooperation – and the Service Agency Communities in One World (a Division of Engagement Global).

Urbanisation is a topic that affects more than half the world's population, and is becoming increasingly important. Today's discussions and the response to this conference reflect this fact. We hosted **150 participants** from Latin America, the Caribbean and Germany. The conference has provided a **unique forum** to share ideas and compare notes on the various facets of urbanisation. We had an opportunity to discuss new trends with members of the private sector and academics. We were given interesting and informative presentations by the cities, and on the ESC Initiative. The topics encompassed energy efficiency, renewable energy, mobility and transport strategies, and the protection of valuable environmental resources. Finally, today we discussed possible new solutions, such as how smart cities can apply innovative concepts and employ new technologies to help improve urban management. These trends and strategies require funding, and the intensive discussion with the panel showed how important this topic is. We can continue discussing these ideas.

With his presentation on the **Spanish-Latin American-Caribbean knowledge platform**, Ellis Juan showed how **knowledge transfer** can succeed. We would be pleased if cooperation with the IDB could be stepped up in the future, and at this point I'd like to thank the IDB for their marvellous support. I'd also like to thank the Free and Hanseatic City of Hamburg, whose commitment to development we very much appreciate, and the Service Agency for organising the conference.

Municipalities possess the expertise to make development sustainable, because cities are where new ways of thinking and living emerge that will shape the society of tomorrow. This is where new trends first arise, along with the ideas that will drive us forward in the future. Ultimately, our aim is to perceptibly improve people's everyday lives in cities and municipalities. I hope the conference has given you some helpful ideas on this to take home with you.

So far we have **78 municipal partnerships** between Latin American, Caribbean and German cities. This cooperation is highly beneficial for both sides; it enables them to look beyond their immediate environment, which is always productive and inspiring. I would be pleased if we could get more such partnerships off the ground, and if the conference could perhaps make a contribution to that. Finally I'd like to thank you all for taking part, and for your animated contributions. I'm delighted that we were able to get together and discuss this fascinating and important topic. I wish you good luck, productive ideas and creative solutions that will enable you to manage your urbanisation processes successfully and improve people's quality of life. Thank you very much.

Ellis J. Juan, ESCI General Coordinator, IDB

Ellis J. Juan

Ladies and Gentlemen,

I hope you found the last two days interesting and productive. We heard a great deal about the challenges of globalisation and urbanisation. We also discussed the fact that many solutions are often already available, and that **we don't always have to reinvent the wheel**. But existing solutions do need to be **adapted to local realities and conditions**, and it's important to approach this in intelligent ways. Although there would certainly be more issues, we discussed five different sectors. I'd like to mention three aspects that struck me.

- **The citizen should always be at the centre of our activities**, regardless of the solution we offer. We all have this in common.
- **Technologies can function as catalysts**; we can use them to deliver better solutions at lower cost. This is a principle that we should adhere to.
- **We must not forget economic efficiency**. Sound financing can be a problem for municipalities, meaning that they have to obtain further capital. Long-term investments are also difficult to get across, because projects of this kind really need a 15- to 20-year planning framework, which even a central government often does not have. I understand very well the difficult situation of mayors in Latin America. They know what solutions are needed, but the question remains of how access to long-term funding can be guaranteed. In this context the IDB has managed to make EUR 4 billion available. This is only a small part of the sum required, however; it will never be enough. This is why a sound municipal finance policy remains essential. We will continue discussing this topic in Quito. In the summer, a three-day course on fiscal sustainability in municipalities will be held in the Spanish city of Santander, in cooperation with the local university. You are hereby cordially invited.

There is something like a **mental wall separating Europe and Latin America**. The prevailing opinion is that the regions are so different that knowledge transfer would not be possible. Yet this dividing wall has been **built artificially. We can learn a great deal from each other**. After the war Germany re-emerged as a strong force in Europe, and Hamburg is symbolic of this development took place over the last 70 years. Many interesting and valuable lessons were learned. I'd like to thank the BMZ, Engagement Global's Service Agency, and of course all the mayors, for coming here and making this conference a huge success. Thank you very much.

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9. EXCURSION: TOUR OF THE PORT

To conclude the conference, State Councillor Wolfgang Michael Pollmann accompanied the participants on a tour of the port. The port of Hamburg covers 70 square kilometres, making it one of the world's 20 largest. It generates some 13.5 per cent of the city's gross social product. The tour took the participants past the Cap San Diego – the largest seaworthy museum freighter in the world –, past the Elbe Philharmonic hall and on to **HafenCity**. This new district on 160 hectares of land made available by the port is currently one of the most ambitious urban development projects in Europe. Once it is complete, 12,000 people will live in the new district and 40,000 will work there. The tour went past a heavy goods terminal (handling ships' propellers and machine parts, for instance), a multipurpose terminal (handling e.g. cars), the Blohm + Voss shipyard (specialising in offshore engineering, yacht building, repair, maintenance and construction), one of the largest floating docks in the world, and the container terminals.

Tour of the port

The port functions both as a transit port for distribution, and as a gateway, since it provides access to an economic zone of its own in the wider metropolitan region. As a universal port it can handle all kinds of goods (general cargo, bulk cargo and suction cargo). One special feature of the port of Hamburg is the fact that it is located 150 kilometres from the sea. What at first glance seems like a disadvantage turns out to be an advantage. This is because transporting goods by land is considerably more expensive than transporting them by water. Hamburg can thus be considered the 'southernmost port of Northern Europe' and the 'westernmost port of Eastern Europe'.

Tour of the port

10. ANNEX

Agenda

Urbanisation in Germany –
Municipal solutions to the challenges of urban development
30 to 31 May 2016 in Hamburg

Monday, 30 May 2016

9:00–9:30	**Welcome** - Wolfgang Schmidt, State Councillor, Senate Chancellery (Free and Hanseatic City of Hamburg) - Dr. Stefan Wilhelmy, Director, Service Agency Communities in One World (Engagement Global) - Ellis J. Juan, General Coordinator, Emerging and Sustainable Cities Initiative (ESCI), IDB
9:30–10:15	**The urbanisation process in Germany** - Prof. Dipl.-Ing. Elke Pahl-Weber, Managing Director of the Institute of Urban and Regional Planning (TU Berlin)
10:15–11:00	**The urbanisation process in Latin America and the Caribbean – Emerging and sustainable cities** - Horacio Terraza, Sector Coordinator, Emerging and Sustainable Cities Initiative (ESCI), IDB
11:00–11:30	**Coffee**
11:30–12:30	**Action plans – Presentations by three important cities in Latin America and the Caribbean** - Moderator: Horacio Terraza, Sector Coordinator, Emerging and Sustainable Cities Initiative (ESCI), IDB - Marcos Daniel Pineda García, Mayor of Montería, Colombia - José Blandón Figueroa, Mayor of Panama City, Panama - Marcelo Cabrera, Mayor of Cuenca, Ecuador
12:30–13:30	**Lessons learned in Germany 1 – Energy efficiency and renewable energy** - Moderator: Jorge Macri, Mayor of Vicente López, Argentina - Simone Raskob, Director, Business Area 6A (City of Essen) - Dr. Bernhard Bösl, Senior Energy Advisor (GIZ) - Dr. Harald Kohl, Head of Division KI I 5 (K): Climate Policy and Energy Efficiency, Climate Mitigation Technologies (BMUB)
13:30–15:00	**Lunch and networking**
15:00–16:00	**Lessons learned in Germany 2 – Mobility (urban transport)** - Moderator: Carolina Barco Isakson, Senior Advisor, Emerging and Sustainable Cities Initiative (ESCI), IDB - Ulrich Kindermann, Sustainable mobility Advisor (GIZ) - Dr. Michael Münter, Director, Coordination and Planning Department, Office of the Mayor (City of Stuttgart) - Dr. Daniel Hinkeldein, Business Development Manager (InnoZ)
16:00–16:30	**Coffee**

16:30–17:30 **Lessons learned in Germany 3 – Solid waste management systems**
- Moderator: Horacio Terraza, Sector Coordinator, Emerging and Sustainable Cities Initiative (ESCI), IDB
- Dr. Michael Kern, Co-founder and Managing Partner (Witzenhausen Institute)
- Dr. Gesa Kuhlmann, Desk Officer, Division 31 – Water, Urban Development, Mobility (BMZ)
- Dr. Peter Pluschke, Environmental Officer (City of Nuremberg)

18:30–21:00 **Senate reception** hosted by the First Mayor of the Free and Hanseatic City of Hamburg, Olaf Scholz, with speeches by Luis Alberto Moreno, President of the IDB, and Hans-Joachim Fuchtel, Parliamentary State Secretary (BMZ)
Venue: Hamburg Town Hall

Tuesday, 31 May 2016

9:00–10:00 **Lessons learned in Germany 4 – Smart cities**
- Moderator: Ellis J. Juan, General Coordinator, Emerging and Sustainable Cities Initiative (ESCI), IDB
- Wolfgang Schmidt, State Councillor, Senate Chancellery (Free and Hanseatic City of Hamburg)
- Prof. Dr. Ina Schieferdecker, Member of the Board of Directors, Fraunhofer Institute for Open Communication Systems – FOKUS
- Matthias Weis, Project Manager, SM!GHT (EnBW)

10:00–11:00 **Lessons learned in Germany 5 – Urban development – Multisectoral measures**
- Moderator: Carolina Barco Isakson, Senior Advisor, Emerging and Sustainable Cities Initiative (ESCI), IDB
- Fernando Lyardet, Chief Development Architect ([ui!] – the urban institute)
- Prof. Dr. Dirk Heinrichs, Head of Department for Mobility and Urban Development, Institute of Transport Research, (DLR); Institute of Urban and Regional Planning (TU Berlin)
- Stefan Heinig, Head of Department for Urban Development Planning, (City of Leipzig)

11:00–11:30 **Coffee**

11:30–12:00 **Presentation of the Spanish and Latin American/Caribbean knowledge platform**
- Ellis J. Juan, General Coordinator, Emerging and Sustainable Cities Initiative (ESCI), IDB

12:00–13:00 **Investment opportunities**
- Moderator: Nicola Virgill-Rolle, Director of Economic Development and
- Planning (Nassau, Bahamas)
- Matthias Benz, Portfolio Manager (Deutsche Bank)
- Dr. Manuel Schiffler, Country Officer, Latin America Division, (KfW Development Bank)
- Justus Vitinius, Director, Energy Latin America (DEG)

13:00–13:30 **Summary – Concluding remarks**
- Dr. Doris Witteler-Stiepelmann, Head of Division 113: Federal States, Local Authorities, Development Education (BMZ)
- Ellis J. Juan, General Coordinator, Emerging and Sustainable Cities Initiative (ESCI), IDB

13:30–15:00 **Lunch and networking**

15:00–18:00 **Tour of the port, including urban development highlights**

List of participants

Family name	Title, given name	Municipality/ institution	Position	Country
Abarca Soto	Daniel	City of Cusco	Councillor	Peru
Adriázola	Paola	adelphi	Project Manager	Germany
Alexander	James	C40	Director	UK
Alexander-Christiansen	Lizi	Chriwa Wasseraufbereitungstechnik	Managing Director	Germany
Alfaro	Keisgner	IDB	Advisor, Emerging and Sustainable Cities Initiative (ESCI)	USA
Alfes	Hendrik	Free and Hanseatic City of Hamburg, Senate Chancellery	Candidate for Government Inspector	Germany
Ángeles Castañeda	David	City of Aguascalientes	Secretary for Environment and Sustainable Development	Mexico
Arandia	Camilo Torres	City of Cochabamba	Secretary for Finance and Administration	Bolivia
Asfura	Nasry	City of Tegucigalpa	Mayor	Honduras
Balzert	Simon P.	Latin America Association	Regional Manager	Germany
Barco Isakson	Carolina	IDB	Senior Advisor, ESCI	USA
Barrera	Anna	EU-LAC Foundation	Programme Manager, EXPLORA	Germany
Bassi	Gerardo Horacio	City of Goya	Mayor	Argentina
Baudach	Kurt-Michael	Engagement Global, Service Agency	Project Manager, Municipal Climate Partnerships	Germany
Bäumberg	Sofia	EU-LAC Foundation	Programme Manager, COMUNICA	Germany
Benz	Matthias	Deutsche Bank	Portfolio Manager	Germany
Blandón Figueroa	José	Panama City	Mayor	Panama
Borges	Andrea	Interpreter	Interpreter	Germany
Bornkamm	Dr. Paul	BMZ	Desk Officer	Germany
Borstelmann	Peter	Nicaragua Coordination Committee, Hamburg	Spokesperson	Germany
Bösl	Dr. Bernhard	GIZ	Senior Planning Officer for Energy	Germany
Braun	Dipl.-Ing. oec. Valentin	EZLA	Managing Director	Germany
Brun	Fernando	Argentine Embassy in Berlin	Consul General	Argentina
Cabrera	Marcelo	City of Cuenca	Mayor	Ecuador
Corlazzoli	Ignacio	IDB	Representative, European Office	Spain
Dante Gracco	Miguel	City of Goya	Secretary for Planning	Argentina
Daza Suarez	Franklin	City of Valledupar	Manager, Sustainable Cities	Colombia
de Oliveira	Adenilson	City of João Pessoa	Municipal Secretary	Brazil
de Paula Moreira Fracaro	Guilherme	City of João Pessoa	Advisor	Brazil
Diaz	Dario Andres	Municipality of Añelo	Mayor	Argentina
Dirr	Martin	GIZ	Project Manager	Germany
Echeverría Estigarribia	Carlos	City of Luque	Mayor	Paraguay

Family name	Title, given name	Municipality/ institution	Position	Country
Eilers	Neele	Engagement Global, Service Agency	Student Assistant	Germany
Eismann	Doreen	Engagement Global, Service Agency	Project Manager	Germany
Espinoza Quispe	Elidio	City of Trujillo	Mayor	Peru
Esteban	Macedonio Fabián	City of Huancayo	Second Mayor	Peru
Fabra	Luis Gonzales	City of Santiago de los Caballeros	Advisor	Dominican Republic
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List of acronyms and abbreviations

ASA-Kommunal ..... A Service Agency exchange programme for young people
BMU ..... German Federal Ministry for the Environment, Nature Conservation and Nuclear Safety [until 2013]
BMUB ..... German Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety
BMWi ..... German Federal Ministry for Economic Affairs and Energy
BMZ ..... German Federal Ministry for Economic Cooperation and Development
CAPSUT ..... Capacity Building for Sustainable Urban Transport (international platform for non-commercial training)
DEG ..... *Deutsche Investitions- und Entwicklungsgesellschaft*
DLR ..... German Centre for Aeronautics and Space Research
ASI ..... Avoid, Shift, Improve
EEEF ..... European Energy Efficiency Fund
EEG ..... German Renewable Energy Sources Act
EEWärmeG ..... German Renewable Energies Heat Act
EnEV ..... German Energy Conservation Regulation
ESCI ..... Emerging and Sustainable Cities Initiative
etc. ..... et cetera
EU ..... European Union
EU-LAC ..... EU-Latin America and Caribbean
GIGA ..... German Institute of Global and Area Studies
GIZ ..... *Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH*
GPSM ..... German Partnership for Sustainable Mobility (a network of 130 German institutions)
H.E. ..... His Excellency
IDB ..... Inter-American Development Bank
IFKW ..... Integrated Experts for Municipalities Worldwide (a Service Agency programme)
ICT ..... Information and Communications Technology
ITS ..... Intelligent Transport Systems
KfW ..... *Kreditanstalt für Wiederaufbau*
LAC ..... Latin America and Caribbean
MOOC ..... Massive Open Online Course
NAKOPA ..... Partnership Projects for Sustainable Local Development (a Service Agency programme)
NIMBY ..... Not In My Back Yard
NRW ..... North Rhine-Westphalia
OECD ..... Organisation for Economic Cooperation and Development
PPP ..... Public-Private Partnership
SDGs ..... Sustainable Development Goals
SUTP ..... Sustainable Urban Transport Project (a knowledge sharing platform)
SWM ..... Solid Waste Management
TU Berlin ..... Technical University of Berlin
UN ..... United Nations

PUBLICATIONS OF THE SERVICE AGENCY COMMUNITIES IN ONE WORLD

All publications and information leaflets of the Service Agency Communities in One World can be ordered free of charge (if not yet out of print) or downloaded on its homepage under https://skew.engagement-global.de/publications-en.html.
Please find below the list of publications available in English.

“Dialog Global”-Series:

- No. 43: Network Meeting Migration & Development at the local level. 9 – 10 November 2015 in Cologne. Report. Bonn, October 2016
- No. 40: 50 Municipal Climate Partnerships by 2015. Documentation of the third phase of the project. Bonn, May 2016
- No. 32: 50 Municipal Climate Partnerships by 2015. Documentation of the second phase of the project. Bonn, December 2014
- No. 29: 50 Municipal Climate Partnerships by 2015. Documentation of the Pilot Phase.Bonn, May 2013 [German/English version]
- No. 25: Participatory Budgeting Worldwide – Updated Version. Study. Bonn, November 2013.
- No. 24: International Congress on Models of Participatory Budgeting. Documentation.Bonn, November 2010 [Also available in German]
- No. 22: Migration and Development at the Local Level. An excerpt from the best practice guidelines. Bonn, November 2012

“Material”-Series:

- No. 77: Second Conference of German-Palestinian Municipal Partnerships. 10 to 13 November 2015 in Jena. Bonn, July 2016
- No. 70: International Workshop of the Municipal Climate Partnerships. Presentation of the Programmes of Action July 1 – 3, 2014. Bonn, February 2015
- No. 60: International Workshop “50 Municipal Climate Partnerships by 2015 – Presentation of the Joint Programmes of Action”. Documentation. Bonn, January 2014
- No. 54: International Kick-off Workshop “50 Municipal Climate Partnerships by 2015” 14th - 16th November 2011. Documentation. Bonn, May 2012

Others:

- About Us. Bonn, February 2016
- The services we offer. Bonn, July 2015

All current information, dates, activities, tips, and background reports can be found in the monthly ***Eine-Welt-Nachrichten*** of the Service Agency (only available in German). Free of charge! The order form is available on our homepage under:

www.service-eine-welt.de.

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