

THE BASEL METROPOLITAN AREA: THREE BORDERS IN ONE



John Driscoll and Francois Vigier

'Borders always have the twofold function of separation and of serving as an interface. Over the last decades, the accelerating processes of globalisation, the strengthening of regional integration and the consolidation of supranational bodies have led to profound changes in the traditional functions of borders. At the same time, there has been a resurgence of cities and city-regions as new forms of economic and political organisations that are the changing relationships between borders and cities in a North American and European context'.¹

Within the European Union, there are 15 cross-border metropolitan areas identified by the European Spatial Planning Observatory Network (ESPON), one of which spans three countries: Switzerland, France, and Germany. The Trinational Eurodistrict Basel (TEB) consists of a large urban core and dependent lower densities with strong cross-border functional linkages and a history of developing joint projects and coordination mechanisms.² According to Christophe Sohn and his colleagues at the Centre for Population, Poverty and Public Policy in Luxembourg, metropolitan Basel offers an interesting example of the complementary roles of the public and private sectors in

building metropolitan regions and a diffuse form of governance that relies on a looser, more negotiable set of political arrangements that take their shape from the networks of relations that

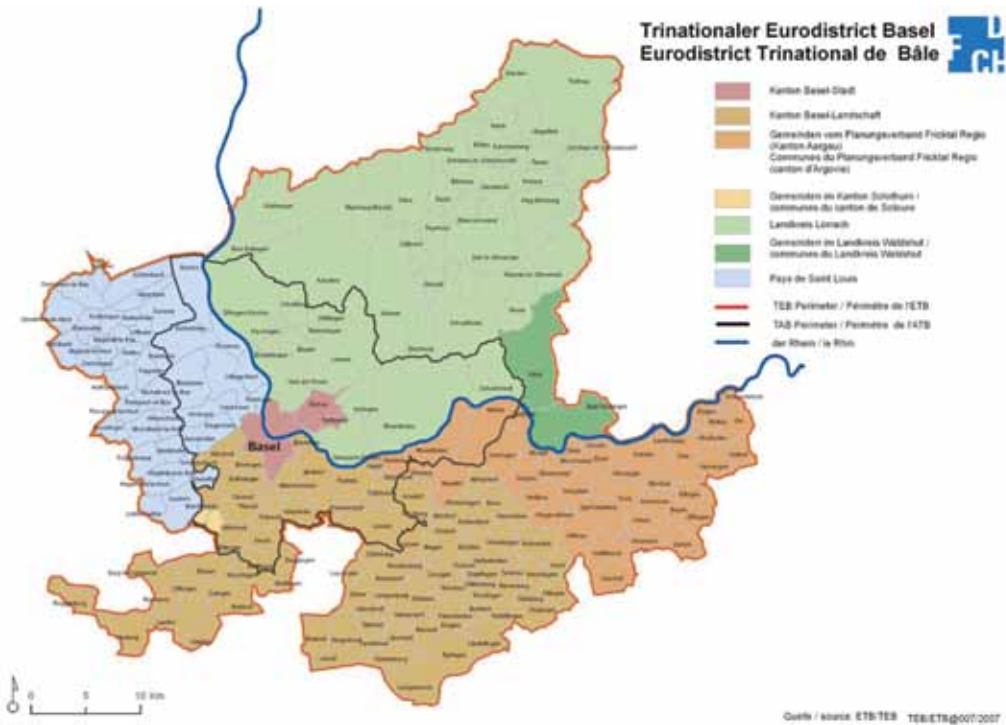
stretch across and beyond given regional boundaries.³

This idea of a negotiable set of arrangements at various spatial scales and for different purposes reflects 'ad-hoc regionalism', which characterises metropolitan cooperation across jurisdictional boundaries in the United States that can offer practical examples of building and structuring cooperation within the Irish border region as well as larger city regions such as Belfast, Dublin and Cork.⁴ The metropolitan Basel experience also illustrates good practice for emerging cross-border cooperation in spatial planning at the sub-regional level in the Irish border region, including the Newry-Dundalk Twin City Region; the North West Gateway which includes Londonderry/Derry and Letterkenny; and the Irish Central Border Region centred on the Tyrone/Fermanagh/Leitrim/Cavan/Monaghan area.

In most European cross-border regions, the driving force for coordinating metropolitan and regional growth policies is the economic and functional interdependencies resulting from cross-border commuting patterns as the traditional restrictions that have hampered inter-jurisdictional housing choices and access to better paying jobs vanish. In metropolitan Basel, 830,000 people live in 226 municipalities and between 35% to 40% of the population lives in France and Germany. It is estimated that 85,000 commuters come from surrounding areas to work in the city of Basel and that 60,000 are cross-border commuters, with 54% coming from France and 46% coming from Germany.⁵ Since the 1990s the most rapidly growing parts of metropolitan Basel are on the German side of the border, with rates of growth of 10%, while the French side grew by 4% and the Swiss by only 1%.⁶

Given that Switzerland is not a member of the EU or the Euro zone, cross-border cooperation faces different financial and legal obstacles than say between Germany and France or UK and Ireland.

Figure 1: Metropolitan Basel, 2007



Source: TEB/ETB (2007)

The type and level of cross-border cooperation that has evolved in Basel is based on clearly identifiable functional relationships and projects that respond directly to a demand.

Basel illustrates that the presence of an external EU border does not constitute a limiting factor in the scope of cooperation strategies. Similarly, the experience of Basel is testament to the ability of the actors to overcome the inherent territorial complexity of cross-border cooperation which brings together three countries, including four Swiss cantons, with significant legal and regulatory differences.⁷

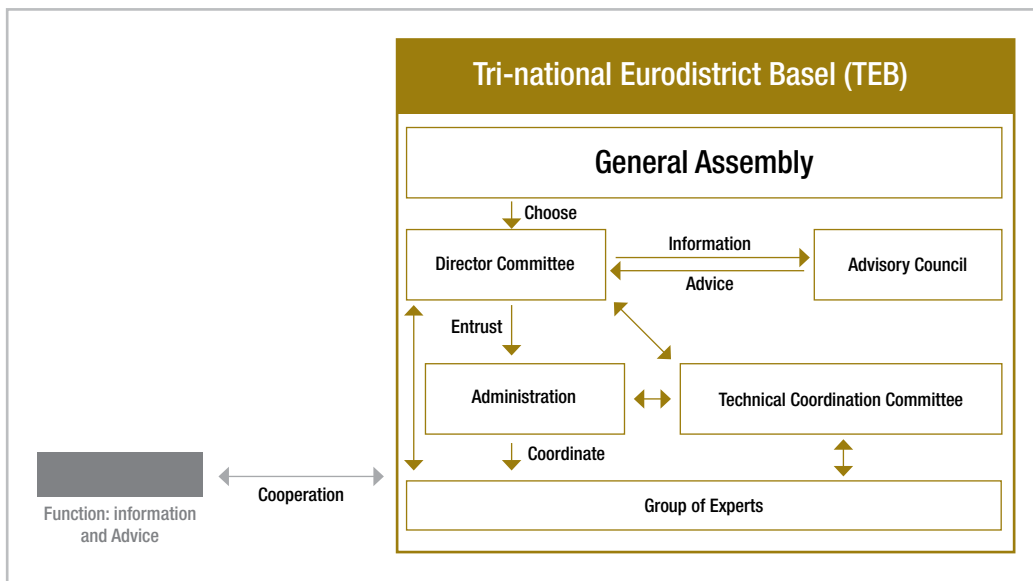
History of Cooperation

In Basel there are notable milestones for cross-border cooperation dating back almost 50 years to 1963, when the *Regio Basiliensis* was established to coordinate cross-border activities in economic

development within the Upper Rhine region. In the mid 1990s regional planning efforts in the three jurisdictions (Switzerland, France and Germany) were initiated. Planning officials in the Swiss cantons of Basel City and Basel County contacted their counterparts in Alsace in France and the Baden Württemberg region in Germany with the idea of a cross-border regional development concept. A conference in 1995 led to a joint resolution among the three jurisdictions to coordinate cross border spatial planning with subsequent cooperation leading to the adoption of tri-national positions on the development of the region.⁸

The cooperation took another step in 2001 with the formation of the Trinational Conurbation Basel Association (TAB) and the publication of the TAB 2001 *Development Concept* that outlined a joint vision for the development of the Basel metropolitan

Figure 2: TEB Administrative Structure



Source: TEB/ETB- MetroBasel 2020.

area. Feasibility studies were undertaken for cross-border projects in the areas of regional planning and public transportation with funding from the Swiss government and EU cross-border INTERREG II and III funding.

In 2006 the political representatives involved in this cross-border cooperation initiative recommended that the cooperation structure be improved. In 2007 the TAB became the Trinational Eurodistrict Basel or TEB. The TEB's objective is to promote sustainable development within the functional territory by coordinating cross-border spatial planning across local, regional and national borders. Its boundaries are considerably larger than the earlier TAB association and reflect a larger regional perspective and awareness of the linkages between the hinterlands within the Basel metropolitan functional zone.

The map of metropolitan Basel (see Figure 1) shows the boundaries of the two associations: the earlier TAB (2001-2007) – indicated by the black boundary – and the newer and much larger Basel

Eurodistrict which started in 2007 and includes a wider geographic area. The Trinational Eurodistrict Basel (TEB) is a non-profit entity registered in France grouping public and private sector participants, a structure that bypassed the need for formal approval by the three governments and enabled the trinational association to concentrate its efforts on the development of specific interventions. Its 2007 report identified a development strategy to 'stimulate the process of cross-border functional integration through the achievement of targeted projects'. The report focused on the strength of the Trinational Basel area through four underlying themes:

- Culture, Heritage and Sustainable Development
- The Rhine River: Water and other Landscapes
- The Urban Trinational Region in Motion
- Knowledge Economy and Life Sciences

In 2009, the TEB launched a new report that articulates a vision of the metropolitan area in 2020 that is very much focused on the twin issues of international competitiveness and sustainable development. The preparation of this report was funded as part of an INTERREG IIIA project.

Organising the Eurodistrict

The Trinational Eurodistrict Basel (TEB) is administered by a technical secretariat of four full-time staff members who are responsible for coordinating projects including INTERREG activities. A Technical Coordination Committee made up of 18 planning specialists from the three countries advises the Management Committee and meets every two months.⁹ Projects are carried out through the Group of Experts on behalf of the Management Committee and the Assembly.

Policy decisions are made by the Management Committee (called the Director Committee in the chart) and the General Assembly. The General Assembly consists of 62 members (29 Swiss, 18 French and 15 German). It holds an annual meeting to outline priorities, programme activities and objectives, and approves reports (policy, finance and budget). The Assembly also admits new members and members can leave the association according to its bylaws.

A Management Committee of 24 members includes

an equal number of German, French and Swiss members elected by the Assembly for two-year terms. The President and the Vice-President are nominated from one of the three countries and are elected on two year terms with the presidency rotating among Switzerland, France and Germany.

The Consultative or Advisory Council includes 50 members drawn from elected representatives, comprising 20 Swiss, 15 French and 15 German members.

The TEB has its own technical department and can readily access the expertise it needs to develop and manage projects; this helps to give it a core competency and move beyond being only a manager of cross-border funding and programmes. A data and information service is provided through Infobest, an INTERREG-funded Franco-German organisation providing information and advice on cross-border issues. One of Infobest's four centres along the border between France and Germany is Infobest Palmrain, which provides information

Figure 3: Coordinating Regional and Metropolitan Spatial Planning Initiatives

European Level	EUROPEAN UNION Community Space Development Outline (1999) Territorial Agenda (provisionary version 2007)		
	Switzerland	Germany	France
National Level	Federal Development Office Regional Development Report (2005)	Federal Ministry of Spatial Planning Strategic Guideline for Spatial Planning in Germany (2006)	Interministerial Delegation on the Development and Competitiveness of the Territories (DIACT) Utilities Outline (SSC) Territorial Development Guidelines (DTA) (Not Applicable for Alsace)
Regional Level	District Plan City of Basel District Plan (2006) Basel Area District Plan (2006) Argovie District Plan (2001) Soleure District Plan (2000)	Development Plan Baden-Wurtemberg Development Plan (2002)	Region Regional Development Outline (SRADT) (Not Applicable for Alsace)
		Regional Hochrhein Bodensee Regional Plan (1998)	Association of Local Governments Huningue and Sierentz Cantons Master Plan (1998) Comprehensive Territorial Plan SCOT (underway)
Local Level		Building Development	Municipal Planning (PLU) Land Use Planning (POS)
Cross Border Cooperation	Trinational Eurodistrict of Basel Development Strategy 2010		

Source: TEB/ETB.



and advice on all cross-border issues between France, Germany and Switzerland.¹⁰ The TEB has developed its own GIS capabilities for analysis of different sectors (transportation network, land use, demographics etc.) These maps and data are readily available to local authorities and are on the TEB website; the information is used to plan, implement and monitor projects as well as for marketing campaigns for attracting new economic activities.

Financing comes from annual subscriptions from the members, grants and INTERREG projects. Under INTERREG III, the cost of financing projects was shared at 16.66% each for France and Germany and 33.33 % each for Switzerland and the European Union.

Role of the Private Sector

In April 2008 Metro Basel was launched by a business and civic group. Described as a think tank and a platform for cooperation, Metro Basel supports government, business and civil society to implement the vision of Metro Basel 2020. As a business/civic group, the organisation uses a combination of studies, forums and publications to involve and promote metropolitan cooperation. An extensive annual report called *Metro Basel* summarises studies and forums and provides interviews with leading business leaders. For example, in November 2009 450 participants attended a forum on 'Basel in the World: Prospects for 2020'.

In terms of supporting metropolitan cooperation across borders, Metro Basel shows the critical importance of civic and business involvement to complement the technical and political engagement that occurs through the Trinational Eurodistrict Basel.

Framework for Collaboration in Spatial Planning

Trinational Eurodistrict Basel (TEB)'s mission is to identify, coordinate and carry out joint cross-border projects in spatial planning, public transport and urban development. Its structure and staffing give it a strong technical competency to carry out its work and the recommendations of the TEB are taken into consideration by different levels of government.

Both Switzerland and France have incorporated TEB recommendations in their respective metropolitan spatial policies.

Figure 3 shows how cross-border cooperation has evolved at different spatial scales. Taken from a TEB strategy document, it illustrates how horizontal and vertical cooperation is occurring at different levels of government (central, regional and local). Horizontal cooperation occurs at the metropolitan scale among Swiss, German and French institutions in order to 'assert their position within the Basel Metro area' (Mission Opérationnelle Transfrontalière - MOT). This cooperation is non-statutory and based on the identification of development strategies that are jointly developed and updated under the TEB umbrella. Vertical cooperation occurs at both the national and regional scale, with central government planning policies in the three countries furthering the concept of the trinational conurbation within their own regional development policies.

Importantly, Figure 3 also shows that statutory responsibilities such as municipal and land use planning decisions as well as building permits are not shared responsibilities. There is no overlap of regulatory competencies.

There are still differences between communal (local), regional and national plans, which present challenges when developing a comprehensive trinational plan for a functional metropolitan area. The presence of the TEB association provides a platform for coordination among administrative bodies within Switzerland, France and Germany, and across their borders.

Role of Projects and Informal Cooperation

Cross-border cooperation in the Basel area is non-statutory and framed within an agreed upon strategy. It is managed by both formal and informal processes and driven by projects that concretise the high level of spatial planning cooperation that has evolved over the years. In a presentation at the 2006 42nd Congress of the International Society of City and Regional Planners, an important distinction

Figure 4: TEB Projects in the 2007 Development Strategy

	Regeneration	Regional Transport	Metro/Local Transportation	Landscape and Open Space	Economic Development	Spatial Planning and Environment
Saint Louis West Development Area	X	X			X	X
Saint Louis Station Inter-modal Exchange Point		X				
Tramway and Mass Transit Extension		X	X			
Arc Urbain Nord			X	X		X
Urban Fringe Allschwill – Hégenheim			X	X	X	X
Cross-Border Municipality Development: Rheinfelden			X	X		X
TAB East Transportation Development		X	X			
Salina Raurica	X		X	X		X
Landscape Development TAB East				X		X

Source: International Centre for Local and Regional Development.

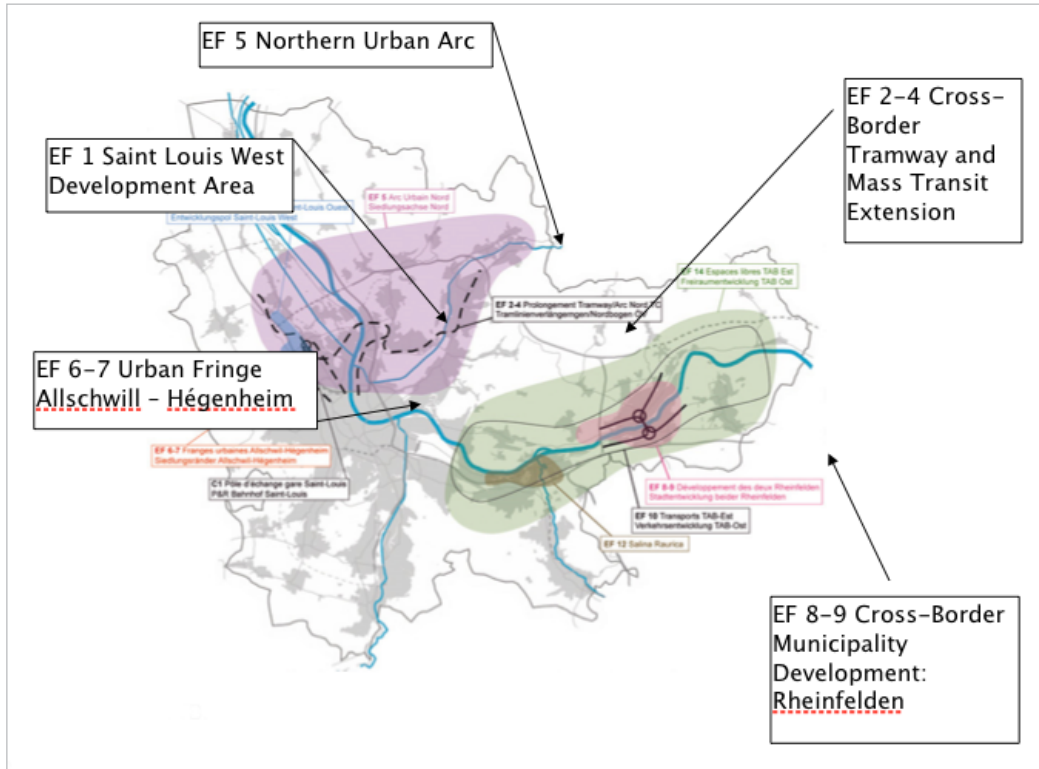
was made between informal and formal process in cross-border cooperation for spatial planning in the case of Basel.¹¹

Informal processes are capable of facing the special challenges of spatial planning and

metropolitan governance when dealing with cross-border issues, while formal planning processes reach their limits.

Schweizer and his colleagues contend that in the Basel Metro area major projects were coordinated through a 'partnership of convenience' which is

Figure 5: Major Metropolitan Interventions



Source: TEB/ETB

very much within the notion of ad-hoc regionalism within the United States. Such project managed cooperation allows each participating jurisdiction to incorporate the necessary joint actions into their respective planning systems so that 'either local or regional authorities can implement and realise their part within their own national framework'. There is considerable flexibility in this approach, especially when working at the municipal or regional level.

An interesting example includes the Regio-S-Basel, a regional traffic system first explored by the Regio Basiliensis and launched in 1997 as a transportation network for Metro Basel. Cross-border protocols were established for transportation projects: for example, projects that cross into Germany have to comply with that country's specific cost-benefit analysis while complying with

environmental requirements in all three jurisdictions. The presence of a dedicated organisation such as the TEB is viewed as critical in overcoming the complexities of cross-border transportation planning and operation.

The list of projects in Figure 4, ranging from redevelopment of the area around a potential inter-modal train station in Basel, cross-border tramways, larger area plans on the urban fringe and open space improvements, illustrates the key point of identifying and developing projects that increase the service levels for different areas within the Basel Metro region.

Coordination of Policies and Projects

The geographical range and type of proposed projects illustrates the maturity of the collaborative



process in the Basel Metropolitan region. Over time, the number of projects cited in official studies has declined, but those that are being considered are much more focussed. For example in 1990 there were some 60 cross-border projects identified; in 2001 32 projects were under consideration. This is not unusual; when cooperation is in its early phases, there is a tendency to consider a large number of projects. As the process of technical and political cooperation is strengthened and mechanisms are put in place for testing the feasibility of projects, those projects that are practical, serve a mutual need and contribute to the inter-connectivity of the functional region are the ones that move forward.

An April 2010 action plan developed for the Basel Eurodistrict noted how cross-border exchange among politicians takes place in relation to specific projects or through the TEB through informal, bilateral and multilateral discussions. The TEB office plays a key role by 'undertaking the preparatory work that makes decision processes at the political level possible.'¹²

Lessons for Cross-Border Cooperation

If you fly to Basel, Switzerland, you land at the Basel-Mulhouse-Freiburg airport located in France. If you are working in Basel city, you may be living in one of the surrounding French or German suburbs. As a result of the growing functional homogeneity of the tri-national metropolitan region, the faster growing areas are located on the German side and, to a lesser extent on the French side, while the population in the Swiss cantons is declining.

While the scale of the Irish border region is very different, cross-border metropolitan cities in Europe provide examples of how functional regions have learned to build cooperation across both national borders and internal jurisdictional boundaries in order to be able to compete in a global marketplace. This includes an understanding that participation in the 'knowledge economy' requires businesses to access a wider pool of skilled labour available in a cross-border region, which in turn creates a demand for housing, services and infrastructure across their

borders – all similar issues to the Irish border region.

The experience of Basel is of particular interest as it illustrates the important role that non-governmental organisations can play in fostering common strategies. While inter-governmental agreements are necessary to implement joint interventions, they need not be the initiators of the dialogue among stakeholders that will define the broad lines of a joint development strategy. As a non-governmental organisation, TEB played the lead role in conducting the studies that led to the adoption of specific interventions. It served as a forum independent of the political processes of the three countries that could bring together leaders of the public sector and politicians to debate in private the nature of cooperation and reach a broad consensus before the discussion of specific interventions requiring government approval. The key elements of TEB's role in the Basel cross-border region, and the lessons they provide for Ireland's cross-border region, can be summarised as follows:

1. Develop regional profiles by collecting and analysing data to support cross-border and inter-jurisdictional initiatives.

- Basel and other European cross-border metropolitan areas, such as Geneva, have developed regional profiles and databases on dedicated websites that are available to all and provide the information necessary to identify specific projects. Importantly, they integrate information at both the metropolitan and local levels. One of the key contributions of TEB is a common Geographical Information System (GIS) for the cross-border region.
- A similar approach would facilitate cooperation in the Irish border context. Preparing regional profiles would be particularly useful to local authorities and border networks in the Newry-Dundalk Twin City Region, the Derry/Letterkenny



Gateway and the central border region. Some initiatives have been undertaken in the past or are currently underway including the recently launched data capture project by the Irish Central Border Area Network (ICBAN). Yet all of these initiatives, not unlike similar projects elsewhere in the European Union, have been challenged by cross-border data compatibility issues, especially when relying on census data. ICLRD and AIRO, the All Island Research Observatory data portal based in the National University of Ireland, Maynooth, have been collaborating to make cross-border data accessible. For example, through AIRO's new website users will be able to develop area profiles for specific regions, including cross-border areas. There are also information sites such as www.borderireland.info and www.borderpeople.info¹³ that provide information to cross-border researchers, businesses and commuters.

2. Strengthen emerging awareness of functional regions among political, official and civic leadership.

- The Basel metropolitan area experience illustrates how an awareness of the linkages within the region was built over time among technical staff (the TEB planners); the political leadership (TEB assemblies) and the private sector (Metro Basel). It is a long-term process that is shaped by opportunities and a growing awareness that regional cooperation brings mutual gain. The use of forums and special events sponsored by Basel 2020 are another method of outreach and strengthening the dialogue around mutual concerns.
- Within the Irish border region, the awareness of the existing and potential functional linkages and territories can be strengthened. This awareness has begun to emerge in the Newry-Dundalk Twin City region as a result

of an ongoing dialogue, reports and efforts to identify potential common initiatives. It may emerge well as in the North-West region as common activities are identified. The newly launched spatial planning initiative by the Irish Central Border Area Network seeks to help the councils on each side of the border to develop a common vision for the region.

3. Develop non-statutory regional visions/ strategies that will drive cooperation through projects that bring mutual benefits and reinforce functional relationships.

- Two underlying principles underpin EU cooperation and can foster cross-border territorial cooperation:
 - Regulatory powers are not shared across jurisdictions.
 - Cooperation leads to the adoption of regional development strategies that will be implemented by each jurisdiction within the framework of their own statutory regulatory powers and competencies.

The Basel case illustrates the important combination of a non-statutory regional development strategy such as the TAB 2001 development concept and the 2007 TEB Projects and Development Strategy. It also shows how projects that fit within agreed development themes are the *drivers of cooperation*. In other words, a development strategy without specific projects will remain a paper document and individual projects developed in isolation will not leverage scarce resources and will be less strategic in their interventions.

The Basel case also shows how cross-border cooperation, once begun, leads to the periodic review and update of development strategies and a stream of projects. Projects happen when formal and informal structures work out the regulatory requirements of each



jurisdiction. For example, in the case of the Basel Metropolitan tramway extensions, the environmental regulations of each jurisdiction were followed.

Coordination structures were developed over time based on experience, good working relationships and trust. This allows both formal and informal working relationships to be developed around mutual objectives.

- The concept of non-statutory strategies for local and regional development was introduced in 2006 in an ICLRD/ InterTradelreland study entitled *Spatial Strategies on the Island of Ireland: Development of a Framework for Collaborative Action*. Both governments have committed to developing a framework for collaborative action between the two existing spatial strategies on the island. Within in the border region, the North-West Gateway Initiative, the Newry-Dundalk Twin City Region initiative and the new spatial planning initiative in the central border region are all based on the concept of non-statutory planning. Like the evolution of both the process and the projects in Basel, these three border region initiatives are evolving in terms of their cooperation structures and types of projects.

4. Develop partnership models that build on local leadership and central/local cooperation.

- According to the conclusions of experts who have done extensive research on cross-border cooperation in metropolitan areas in the European Union, both the support of local leadership and the intervention of the central government are key components to successful cooperation. In the case of Basel, local leadership brought together politicians, the business community and civic leaders to develop a regional cross-border development

strategy. Furthermore, central government authorities in Switzerland, Germany and France were ready to acknowledge and incorporate the TEB strategies and projects into their own regional spatial planning initiatives.

- Similar partnership models for local and regional development are starting to emerge in the Irish Border Region. They should be encouraged and strengthened. Along the Belfast-Dublin corridor, Newry and Mourne District Council and Louth County Council have developed a Memorandum of Understanding to develop better horizontal coordination between the two councils; other councils may wish to join in the future. In the North-West, there is agreement to establish a Cross-border Partnership Board to coordinate activities for the NW Gateway region. The Irish Central Border Area Network (ICBAN) has received INTERREG funding to explore possible cooperation.

5. Funding common regional development strategies and individual projects.

- In the Basel metropolitan area, the funding of both the TEB planning work – including the preparation and upkeep of the new regional database; the development of metropolitan strategies and feasibility studies; and the implementation of individual projects – has involved multiple sources: national government and local funds and extensive INTERREG funding. A key issue is the funding of the operational costs of public services, including transit.
- While generous INTERREG funding is supporting cross-border cooperation in the Irish border region, national funds are not readily available for the implementation of specific interventions. In the foreseeable future – given the poor financial situation of the Irish and British governments – central



government funding will even more difficult to identify, necessitating a growing reliance on local and EU funding.

6. Develop a shared technical competency in local and regional spatial planning.

- The case of Basel illustrates the added value of developing a local expertise in cross-border spatial planning. The TEB has its own technical department and can readily access the expertise it needs to develop and manage projects. Similar organisational support is available for cross-border planning in Geneva.
- In the case of the Irish border region, no such capacity exists on a cross-border basis. The Border Regional Authority in the Republic of Ireland has planners on its staff, but there is no counterpart in Northern Ireland. Local planners on each side of the border may consult with each other through formal requests channelled through Dublin or Belfast or through informal channels, yet there are no means for systematic cooperation.

7. Recognising environmental quality, the protection of natural landscapes and transportation/infrastructure networks as shared assets.

- In the Basel metropolitan region, considerable emphasis was placed on protecting the environmental quality of the area, including lowering its carbon footprint, preserving natural landscapes and providing alternatives to the use of private cars by developing cross-border public transport networks. It should be noted that only a large-scale development strategy can address successfully these critical aspects of a sustainable living environment.

- In the Irish border region, there are some good examples of where the natural landscapes are viewed as a shared asset: two cases which have drawn upon or are applying for INTERREG funding are the Marble Arch Caves Global Geopark, straddling the County Fermanagh and County Cavan border, and the geo-tourism initiative centred in the Mourne, Cooley, Slieve Gullion and Carlingford Lough area. Both cases illustrate how the management of a shared landscape and natural heritage can contribute to the economic development and quality of life of their sub-regions.
- The recently completed Newry by-pass as part of the A1/M1 dual carriageway and motorway from Belfast to Dublin, as well as other forthcoming road improvements along the A5/N2 from L'Derry to Dublin, will have impacts on the communities along the roadways. Local councils in the border region, who are increasingly becoming involved in economic development, can evaluate how this improved connectivity can support local development initiatives and opportunities for cross-border cooperation. There are other infrastructure networks that can be considered as shared regional networks such as the Shannon/Erne canal link managed by Waterways Ireland or the proposed improvement to the Ulster Canal; the City of Derry Airport co-financed by both governments; and Project Kelvin, the new high-speed digital network.

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Francois Vigier founded the Institute for International Urban Development with colleagues in 2005 as a not-for-profit research group specialising in urban development in developing and transitional economies, and is now its President. A member of the Harvard University faculty since 1962, and Chairman of its Department of Urban Planning and Design from 1992 to 1998, he is the Charles Dyer Norton Professor of Regional Planning *emeritus* at

the Harvard Graduate School of Design, where he directed the School's Center for Urban Development Studies from 1987 to 2005. He has been responsible for numerous planning and design projects in the US, Europe, the Middle East, North Africa, Latin America and the Caribbean. He is a founding board member of the International Centre for Local and Regional Development (ICLRD).

Endnote

¹ Description of the workshop on border and cities, American Association of Geographers 2010 Annual conference.

² The 15 metropolitan areas are: Genève-Annemasse, Euroregion MAHL, Basel-Mulhouse, Wien-Bratislava, Saarbrücken-Forbach, Öresund, Nice-Côte d'Azur-San Remo, Lille, Strasbourg-Offenburg, Luxembourg, Katowice-Ostrava, Milano, Tillburg-Eindhoven, Twente-Nordhorn, Arnhem-Nijmegen. (METROBORDER, Cross-border Polycentric Metropolitan Regions-Interim Report, ESPON 2013 Programme, 15).

³ Sohn C., Reitel B. & Walther O., 2009, "Cross-border metropolitan integration in Europe: the case of Luxembourg, Basel, and Geneva," *Environment and Planning C: Government and Policy*, 27(5) 922 – 939.

⁴ Vigier F., J. Driscoll J. & Lee-Chuvala C., Spring 2006, "Ad Hoc Regionalism: Managing Growth through Spatial Planning—Learning from the American Experience" in *Journal of Cross Border Studies in Ireland No. 7*. See also Allan D. Wallis (2002, December), Exploring Ad Hoc Regionalism (Policy Focus Report): Porter, Douglas R. and Allan D. Wallis.

⁵ Alain Groff, Transport Department, Canton of Basel-City, notes that the 85,000 commuters represent 50% of the employees working in Basel. The MOT website notes that 65% of the metro population lives in Switzerland, 27% in Germany and 8% in France.

⁶ Schweizer, Nollert and Seidemann; paper presented at the 2006 International Society of City and Regional Planners.

⁷ Sohn C., Reitel B., & Walther O., 2009.

⁸ See Mission Opérationnelle Transfrontalière (MOT) web site on EU Conurbations--www.espaces-transfrontaliers.org/en/

⁹ The Technical Committee represents the following institutions:

- Trilateral: TEB office and Infobest Palmrain
- Switzerland: Canton Basel City, Präsidaldepartement/ Canton Basel-Landschaft Bau- und

Umweltschutzdirektion as well as Education, Culture and Sport Directorate/Canton Aargau, Departement Bau, Verkehr und Umwelt/Regio Basiliensis (IKRB)

- France: Communauté de Communes des Trois Frontières/City of Saint Louis/Département du Haut-Rhin/Region Alsace
- Germany: City of Lörrach/City of Weil am Rhein/Landratsamt Lörrach/Regional Council Freiburg

Source: Local Action Plan-Trinational Eurodistrict of Basel, April 2010

¹⁰ Infobest Palmrain collaborates with 33 different partner organisations and provides information on working and living conditions; taxation and social security; school, education and training; regulations; administrative systems and bilateral agreements and European regulations. Infobest Palmrain works on a non-statutory basis by linking the 33 members to assist in the common objective of improving and deepening cross-border cooperation in the south of the Upper Rhine region. (MOT).

¹¹ Schweizer, Nollert and Seidemann- presentation at 2006 International Society of City and Regional Planners.

¹² EGTC/URBACT, Local Action Plan Trinational Eurodistrict of Basel Aimed at Improving Cross-Border Urban Governance. Final Version, April 2010.

¹³ Border Ireland is an online searchable database of cross-border information produced by EU-funded programmes, government departments, academic researchers and other key information providers in Ireland, North and South. Border People is an online information portal providing useful citizens' information for people crossing the Irish border to live, work, study or retire. Both sites are hosted by the Armagh-based Centre for Cross Border Studies.

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Resources

The recent work of Christophe Sohn and his colleagues (Centre for Population, Poverty and Public Policy in Luxembourg) on cross-border metropolitan cooperation in Basel, Geneva and Luxembourg provides an excellent summary of the issues, structures and possibilities for cross-border cooperation in metropolitan areas. Mission Opérationnelle Transfrontalière (MOT) based in Paris has excellent information and resources on cross-border planning on its website. In particular, the study team would like to acknowledge the work of Olivier Denert at MOT on cross-border cooperation in metropolitan areas. Other resources are noted below.

Council of Europe
www.coe.int

European Institute for Public Administration
www.eipa.eu

Mission Opérationnelle Transfrontalière
www.espaces-transfrontaliers.org

Eurodistrict Basel website
www.eurodistrictbasel.eu/index.php

Association of European Border Regions
www.aebr.net

Centre for Cross Border Studies
www.crossborder.ie

Committee of the Regions
www.cor.europa.eu

Border Ireland
www.borderireland.info

The INTERACT Programme
www.interact-eu.net

Border People
www.borderpeople.info

Geneva Metropolitan Website
www.projet-agglo.org/