



**RECOMMENDATIONS FOR INCREASE OF THE ROLE OF EUROREGIONS/CROSS-BORDER
COOPERATION STRUCTURES IN THE SPATIAL DEVELOPMENT PROCESS IN THE BALTIC
SEA REGION (LITHUANIA, LATVIA, ESTONIA, AND RUSSIA)**

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1. Introduction

1.1. Spatial planning

Spatial planning refers to the methods used by the public sector to influence the distribution of people and activities in spaces of various scales. Spatial planning includes all levels of land use planning including urban planning, regional planning, national spatial plans, and in the European Union international levels.

There are numerous definitions of spatial planning. One of the earliest definitions comes from the European Regional/Spatial Planning Charter (often called the 'Torremolinos Charter'), adopted in 1983 by the European Conference of Ministers responsible for Regional Planning (CEMAT¹): *"Regional/spatial planning gives geographical expression to the economic, social, cultural and ecological policies of society. It is at the same time a scientific discipline, an administrative technique and a policy developed as an interdisciplinary and comprehensive approach directed towards a balanced regional development and the physical organisation of space according to an overall strategy."*

1.2. Land use planning

The long-term development or conservation of an area and the establishment of a relationship between local objectives and regional goals. Land-use planning is often guided by laws and regulations. The major instrument for current land-use planning is the establishment of zones that divide an area into districts which are subject to specified regulations. Although land-use planning is sometimes done by private property owners, the term usually refers to permitting by government agencies. Land-use planning is conducted at a variety of scales, from plans by local city governments to regulations by federal agencies. The United States has never developed a national land-use plan because land use is considered a local concern.

A major part of local planning is zoning, the division of areas into districts. Zones cover most potential uses, such as residential, commercial, light industry, heavy industry, open space, or transportation infrastructure (such as rail lines or highways). Detailed regulations guide how each zone can be used. As a result of pressures from rapid growth, some cities have begun to write growth management plans that limit the pace of growth. Comprehensive city plans aimed to limit the pace of growth have been accepted by the courts.

Environmental regulations are among the few national-level policies that have direct implications for land-use planning. Four of the major types of environmental laws that impact land-use planning are wetland laws, clean-air laws, clean-water laws, and laws for the protection of endangered species.

Land-use planning, in large part, has focused on urban planning. Increasingly, land-use planning is done at larger scales and involves multiple issues. Awareness of environmental concerns, coupled with the wide availability of technical tools that include digital maps at all scales, has led to new approaches to land-use planning. These approaches often use ideas from landscape ecology, such as the concepts of patches; edges, boundaries, and fragmentation; buffer zones; and corridors and connectivity.

1.3. Urban planning

Programs pursued as a means of improving the urban environment and achieving certain social and economic objectives. Evidence of urban planning can be found in the ruins of ancient cities, including orderly street systems and conduits for water and sewage. During the Renaissance, European city areas were consciously planned to achieve circulation of the populace and provide fortification against invasion. Modern urban planning and redevelopment arose in response to the disorder and squalor of the slums created by the Industrial Revolution. City planners imposed regulatory laws establishing standards for housing, sanitation, water supply, sewage,

¹ http://www.coe.int/t/dg4/cultureheritage/Source/Policies/CEMAT/CEMAT_leaflet_EN.pdf
CEMAT European Conference of Ministers responsible for Regional Planning

and public health conditions, and introduced parks and playgrounds into congested city neighbourhoods. In the 20th century, zoning — the regulation of building activity according to use and location — came to be a key tool for city planners.

1.4. Regional planning

Regions require various land uses; protection of farmland, cities, industrial space, transportation hubs and infrastructure, military bases, and wilderness. Regional planning is the science of efficient placement of infrastructure and zoning for the sustainable growth of a region. Advocates for regional planning such as new urbanist Peter Calthorpe, promote the approach because it can address region-wide environmental, social, and economic issues which may necessarily require a regional focus.

A 'region' in planning terms can be administrative or at least partially functional, and is likely to include a network of settlements and character areas. In most European countries, regional and national plans are 'spatial' directing certain levels of development to specific cities and towns in order to support and manage the region depending on specific needs, for example supporting or resisting, polycentrism.

2. Principles of regional planning

Specific interventions and solutions will depend entirely on the needs of each region in each country, but generally speaking, regional planning at the macro level will seek to:

- Resist development in flood plains or along earthquake faults. These areas may be utilised as parks, or unimproved farmland. Example: RIGA.
- Designate transportation corridors using hubs and spokes and considering major new infrastructure
- Some thought into the various 'role's settlements in the region may play, for example some may be administrative, with others based upon manufacturing or transport.
- Consider designating essential nuisance land uses locations, including waste disposal.
- Designate Green belt land or similar to resist settlement amalgamation and protect the environment.
- Set regional level 'policy' and zoning which encourages a mix of housing values and communities.
- Consider building codes, zoning laws and policies that encourage the best use of the land.

2.1. Principles of Intelligent Urbanism

Principles of Intelligent Urbanism (PIU) is a theory of urban planning. It is composed of a set of ten axioms that are intended to guide the formulation of city plans and urban designs. They are intended to reconcile and integrate diverse urban planning and management concerns. These axioms include environmental sustainability, heritage conservation, appropriate technology, infrastructure efficiency, placemaking, "social access," transit oriented development, regional integration, human scale, and institutional integrity.

The **PIU** evolved from the city planning guidelines formulated by the Congresses International Architectura Modern (CIAM), the urban design approaches developed at Harvard's pioneering urban design department.

Principle One: A Balance with Nature

According to proponents of Intelligent Urbanism, balance with nature emphasizes the distinction between utilizing resources and exploiting them. The principle promotes environmental assessments to identify fragile zones, threatened eco-systems and habitats that can be enhanced through conservation, density control, land use planning and open space design².

Principle Two: A Balance with Tradition

² McHarg, Ian L. (1971) *Design With Nature*. Doubleday and Company, New York.

Balance with Tradition is intended to integrate plan interventions with existing cultural assets, respecting traditional practices and precedents of style³. Intelligent Urbanism calls for respect for the cultural heritage of a place. It seeks out traditional wisdom in the layout of human settlements, in the order of building plans, in the precedents of style, in the symbols and signs that transfer meanings through decoration and motifs. Intelligent urbanism respects the order engendered into building systems through years of adaptation to climate, to social circumstances, to available materials and to technology. It promotes architectural styles and motifs designed to communicate cultural values. Intelligent Urbanism orients one's attention toward monuments and heritage structures.

Principle Three: Appropriate Technology

Appropriate technology emphasizes the employment of building materials, construction techniques, infrastructural systems and project management which are consistent with local contexts. People's capacities, geo-climatic conditions, locally available resources, and suitable capital investments all temper technology. Where there are unemployed craftpeople, labour intensive methods are appropriate. Where there is surplus savings, capital intensive methods are appropriate. For every problem there is a range of potential technologies, which can be applied, and an appropriate fit between technology and other resources must be established.

Principle Four: Conviviality

The fourth principle sponsors social interaction through public domains, in a hierarchy of places, devised for personal solace, companionship, romance, domesticity, "neighborliness," community and civic life⁴. According to proponents of Intelligent Urbanism, vibrant societies are interactive, socially engaging and offer their members numerous opportunities for gathering and meeting one another. The PIU maintain that this can be achieved through design and that society operates within hierarchies of social relations which are space specific. The hierarchies can be conceptualized as a system of social tiers, with each tier having a corresponding physical place in the settlement structure.

Principle Five: Efficiency

The principle of efficiency promotes a balance between the consumption of resources such as energy, time and fiscal resources, with planned achievements in comfort, safety, security, access, tenure, and hygiene. It encourages optimum sharing of public land, roads, facilities, services and infrastructural networks reducing per household costs, while increasing affordability, access and civic viability. Intelligent Urbanism promotes a balance between performance and consumption. Intelligent urbanism promotes efficiency in carrying out functions in a cost effective manner. It assesses the performance of various systems required by the public and the consumption of energy, funds, administrative time and the maintenance efforts required to perform these functions. A major concern of Intelligent Urbanism is transport. It promotes alternative modes of transport, as opposed to a dependence on personal vehicles. It promotes affordable public transport. It promotes medium to high-density residential development along with complimentary social amenities, convenience shopping, recreation and public services in compact, mixed-use settlements. These compact communities have shorter pipe lengths, wire lengths, cable lengths and road lengths per capita. More people share gardens, shops and transit stops.

Principle Six: Human Scale

³ Spreiregen, P. (1965) *Urban Design: the Architecture of Towns and Cities*. McGraw-Hill, New York.

⁴ Jacobs, A. and Appleyard, D. (1987) *Toward an urban design manifesto*. American Planning Association Journal.

Intelligent Urbanism encourages ground level, pedestrian oriented urban arrangements, based on anthropometric dimensions. Walkable, mixed use urban villages are encouraged, over single-functional blocks, linked by motor ways and surrounded by parking lots.

Intelligent urbanism promotes the scale of the pedestrian moving on the pathway, as opposed to the scale of the automobile on the expressway. It promotes the personal visibility of places moving on foot at eye level. Intelligent urbanism advocates removing artificial barrier and promotes face-to-face contact.

Principle Seven: Opportunity Matrix

The PIU envisions the city as a vehicle for personal, social, and economic development, through access to a range of organizations, services, facilities and information providing a variety of opportunities for education, recreation, employment, business, mobility, shelter, health, safety and basic needs⁵. The city is an engine of economic growth. Moreover, cities are places where individuals can increase their knowledge, skills and sensitivities. They provide a great umbrella of services under which the individual can leave aside the struggle for survival, and get on with the finer things of life. In cities people get inspired, build a drive to achieve, discover aspects of their personalities, skills and intellectual curiosity which they use to craft their identity. Intelligent urbanism views the city as an opportunity system. Yet these opportunities are not equally distributed. If the city is an institution, which generates opportunities, intelligent urbanism promotes the concept of equal access to opportunities within the urban system.

Principle Eight: Regional Integration

Intelligent Urbanism envisions the city as an organic part of a larger environmental, socio-economic and cultural-geographic system, essential for its sustainability. This zone of influence is the region. Likewise, it sees the region as integrally connected to the city. Intelligent Urbanism sees the planning of the city and its hinterland is a single holistic process. The region may be defined as the catchment area from which employees and students commute into the city on a daily basis. The economic region can also be defined as the area managed by exchanges in the city. Intelligent urbanism sees the integrated planning of these services and facilities as part of the city planning process.

Principle Nine: Balanced Movement

Intelligent Urbanism advocates integrated transport systems comprising walkways, bus lanes, light rail corridors, under-ground metros and automobile channels. A balance between appropriate modes of movement is proposed. More capital intensive transport systems should move between high density nodes and hubs, which interchange with lower technology movement options. These modal split nodes become the public domains around which cluster high density, pedestrian, mixed-use urban villages.

Principle Ten: Institutional Integrity

Intelligent Urbanism holds that good practices inherent in considered principles can only be realized through accountable, transparent, competent and participatory local governance, founded on appropriate data bases, due entitlements, civic responsibilities and duties. The PIU promotes a range of facilitative and promotive urban development management tools to achieve appropriate urban practices, systems and forms. None of the principles or practices the PIU promotes can be implemented unless there is a strong and rational institutional framework to define, channel and legalize urban development, in all of its aspects. Intelligent Urbanism envisions the institutional framework as being very clear about the rules and regulations it sponsors and that those using discretion in implementing these measures must do so in a totally open, recorded and transparent manner.

⁵ Chaubey Y.P, Sen P.K (1996) *On smooth estimation of survival and density functions*. Statist. Decisions 14, 1–22

Intelligent Urbanism views plans and urban designs and housing configurations as expressions of the people for whom they are planned. The processes of planning must therefore be a participatory involving a range of stakeholders. The process must be a transparent one, which makes those privileged to act as guardians of the people's will accountable for their decisions and choices. Intelligent Urbanism sees urban planning and city governance as the most salient expressions of civility. Intelligent Urbanism fosters the evolution of institutional systems that enhance transparency, accountability and rational public decision making.

3. European Spatial Planning

3.1. Council of Europe

The Council of Europe's European Conference of Ministers responsible for Regional/Spatial Planning (CEMAT) brings together representatives of the 45 Member States of the Council of Europe, united in their pursuit of a common objective: sustainable spatial development of the European continent.

The Guiding Principles for Sustainable Spatial Development of the European Continent were adopted at the 12th Session of the CEMAT held in Hanover 2000 and incorporated into Recommendation (2002) 1 by the Committee of Ministers to Member States on the Guiding Principles for Sustainable Spatial Development of the European Continent.

3.2. European Union

In 1999, a document called the European Spatial Development Perspective (ESDP)⁶ was signed by the ministers responsible for regional planning in the EU member states. Although the ESDP has no binding status, and the European Union has no formal authority for spatial planning, the ESDP has influenced spatial planning policy in European regions and member states, and placed the coordination of EU sectoral policies on the political agenda.

At the European level, the term territorial cohesion is coming more widely used and is for example mentioned in the draft EU Treaty (Constitution) as a shared competency of the European Union; it is also included in the Reform Treaty. The term was defined in a "scoping document" in Rotterdam in late 2004 and is being elaborated further using empirical data from the ESPON programme⁷ in a document entitled The Territorial State and Perspectives of the European Union⁸. At the minister's conference in May 2007 in Leipzig, a political document called the "Territorial Agenda" was signed to continue the process begun in Rotterdam.

3.3. Baltic Sea Region

VASAB is the Intergovernmental multilateral co-operation of 11 countries of the Baltic Sea Region in spatial planning and development. The outcome of "VASAB 2010 Plus Spatial Development Action Programme" of 2001 is still acknowledged as a common platform to guide the co-operation on spatial planning and development for the coming years. As described in VASAB 2010 PLUS Report, VASAB should concentrate its work since 2001 on six key themes:

1. Co-operation of urban regions on key issues of sustainable development
2. Strategic development zones important for transnational integration within the BSR
3. Transnational transport links important for cross-BSR and cross-Europe integration
4. Diversification and strengthening of rural areas
5. Development of transnational green networks, incl. cultural landscapes
6. Integrated development of coastal zones and islands

⁶ http://ec.europa.eu/environment/forum/spatreport_en.pdf

⁷ www.espon.eu European Spatial Planning Observation Network

⁸ http://www.ccre.org/docs/territorial_state_and_perspectives.pdf

4. National/territorial spatial planning

4.1. Division of roles in Lithuania

Lithuanian Law on Territorial Planning defines that organisers of planning are: for the national comprehensive plan responsible institution - Ministry of Environment; national level special plans may be prepared by national institutions, county comprehensive and special plans organiser is the county governor, local municipality comprehensive special plans and detailed plans organiser is the mayor of local municipality. Natural and legal entities have a right to be organisers of detailed plans. All of them are acting within the framework of their competence stipulated by the laws and other legal acts.

Thus there are four levels of planning: national, regional, local municipalities and natural and legal entities and three arts of territorial plans: comprehensive, special and detailed plans. This law provides regulation of the comprehensive and detailed planning. It also gives general regulation for special planning.

On the national level responsibility for the territorial planning, forming its national policy and supervising implementation is the responsibility of the Ministry of Environment.

County government which is a state institution is responsible for planning and development of the county territory, supervision of the planning activities of local governments and participation in national planning, as well as implementing national policies.

There are 60 local municipalities in Lithuania. The task of municipalities is planning and development of their territories, organising preparation of comprehensive, special and detailed plans, securing their implementation.

4.2. Division of roles in Latvia

Ministry of Environmental Protection and Regional Development is responsible for preparation of the National Plan, as well as methodical guidance, control and co-ordination of the physical planning process in the country.

The Cabinet of Ministers makes decisions about producing spatial development programs on the national level, decides about their contents and the adoption procedure.

Spatial development plans of the national level refer to the whole territory of the country.

In co-operation with state institutions, non-governmental organisations and municipalities,

- the Ministry of Economics prepares the State Economic Development Programme,
- the Ministry of Welfare prepares the State Social Development Programme,
- the Ministry of Culture prepares the State Culture Heritage Protection Programme,
- the Ministry of Environmental Protection and Regional Development prepares
 - the State Environmental Protection Program,
 - the National Plan of Latvia and spatial development plans of special territories.

- the Ministry of Environmental Protection and Regional Development

1. evaluates sectoral territorial development programmes, spatial development plans of districts, national cities, town and rural local municipalities from the point of view of their accordance with the law (validity);

2. makes decisions about the spatial development planning issues municipalities have not come to an agreement in the case the involved municipalities have submitted such a petition (application);

3. establishes and maintains the data base of spatial development planning.

Every ministry has the right to participate in preparation of any spatial development plan.

The county or district is a regional municipal government. There are 26 districts in Latvia.

District municipalities and national cities may establish planning regions on condition that the involved municipalities sign an agreement on co-operation in the sphere spatial development planning; establish the council of planning region, accept its statutes and delegate representatives (deputies) as the council members.

There are 481 rural municipalities in the country, plus 68 towns with roughly the same functions as rural municipalities.

4.3. Division of roles in Estonia

In the planning field, responsibility on the national level lies with the Ministry of the Interior, whose task is overall regulation, co-ordination and supervision of planning and building as well as preparation of national spatial plan.

There are 15 counties in Estonia. County government is a state institution; there is no second level self-government in Estonia. To a certain extent development and planning activities on the county level are influenced by county associations of local governments. County government is responsible for preparation of county plans, supervision of the planning activities of local governments, and should participate together with other authorities in the preparation of national planning guidelines.

There are 227 local governments in Estonia, 33 towns and 194 rural municipalities. Towns and rural municipalities have the same rights and responsibilities. The municipalities are preparing comprehensive and detailed plans, securing their implementation and participating in county plan production.

4.4. Division of roles in Russian Federation

The role of other federal authorities in urban development activity is significant. The most important are the Ministry of Environment and Natural Resources Protection, the Ministry of Culture (regarding heritage protection), the Ministry of Public Healthcare, the State Control Body for Home Affairs (mostly regarding auto transportation issues and arrangements).

These federal authorities act in compliance with the legal acts regulating related activity, adopt design documentation.

There are 89 territories in the country - subjects of Russian Federation (or regions), governed by state level bodies. RF subjects have bodies responsible for regional urban development and architecture, competent to perform (within the framework established by the federal legislation) in their respective areas the similar duties as corresponding federal bodies for Russian territory. Distribution of competencies in urban development activity between the Federal Government and RF subjects is not defined in the Constitution but stipulated by Urban Development Code. There are about 11 000 municipalities, about 90% of them are representing rural areas. Municipalities are entitled to establish municipal urban planning/development bodies, to adopt urban planning/development documentation, land use ordinances and to issue building permits. According normative acts relevant to their competencies, territorial divisions of federal authorities approve urban development plans and to the federal legislation this general principle is not effective for two RF subjects, represented by one city (Moscow) or almost by one city (St. Petersburg). Within these RF subjects/cities the municipalities may be entitled to perform urban planning/development regulation under the acts of RF subjects. In St. Petersburg with its 111 municipalities, the competencies in urban planning/development regulation are not delegated to municipal level, though this possibility is under consideration for suburban settlements, located within St. Petersburg boundaries.

Summary:

	Estonia	Latvia	Lithuania	Russia
Planning object	Whole country	Whole country	Territory of the Republic of Lithuania	Two or more regions subject
Production	Upon necessity whenever decided by the government	Obligatory	Obligatory, started by government decision	Decision of county government
Basic objectives	Main principles of sustainable and balanced spatial development; direction of	Main principles of spatial development; balancing of economic, social and	Balanced spatial development of territory, as well as development of regional policy principles	Urban development policies for the area considered; the development of

	development of settlement system	environmental interests; balancing of settlement system	and main stands for its formation and implementation; development of urban and infrastructure system, prudent use of natural resources and cultural heritage, reserving territories for main infrastructure, communication corridors; harmonising of interests of all parties – promotion of investments	federal and interregional infrastructures; Territories for national defense purposes, for cosmos explorations; the use and preservation of federal forestry areas; the use and preservation of areas of waters (interregional scale); general provision for protection of territories, covering more than one region, against extraordinary situations of natural or technical origin
Public display	National newspapers	National mass media ; plans for areas of national significance – a least 8 weeks; upon necessity	Decision to start in national media, web-page of institution – planning organiser; not less than 2 months for presentation, 1 month for public exposition	Publication not less than 3 months before adoption; publication after adoption; any person may introduce proposals and any property owner concerned may appeal Scheme in legal form
Prerequisite for enforcement/ supervision of plan	none	Approval of the steering group of the national plan; approval of the ministries of Finance and Justice	Coordination with national and county plans in case they are not prepared with county governor; approval of State institutions and inspection by State Territorial Planning and Construction Inspectorate;	Scheme adopted by government; implementation plan of Scheme adopted by Government
Enforcement by	Government	The Cabinet of	Seimas	Scheme

whom/what		Ministers	(Parliament)	adopted by government
Concerted action	- Ministries - County Governments - County associations of municipalities	- Ministries; - Associations of municipalities; - District councils, councils of national cities	With national special plans and strategies and with counties comprehensive plans	Approvals of regions and municipalities affected; approvals of central ministries affected
Legal impact	- Guiding principles for county and municipal planning and sectoral decisions - No direct impact on legal bodies	- Binding basis for regional and district planning; - No direct impact on legal bodies	Comprehensive plan is the binding basis for national special planning, national and county development plans, county comprehensive and special planning; is to be considered by National Single Programming Document	Binding basis for regional and municipal planning; goals for national and regional programs of infrastructure; state financial obligations according to Scheme
Compensation for damage caused by planning restrictions	None	None	In case of implementation through illegal actions – owners or the user of real estate may ask for compensation in accordance with the order laid down in the Civil Code and by Land law	Not established
Obligation to review enforced plan	Within a year after regular elections to Parliament review report should be presented to Government	Upon necessity	Government report on implementation to Seimas 6 months before and within 6 months after Seimas election	Upon necessity
Client/producer	Ministry of the Interior	Ministry of the Environmental Protection and Regional Development	Ministry of Environment in cooperation with other ministries concerned	To be established by government
Alterations to plan	None	District/region planning can propose partial alternations to valid national	New plan or its parts as outcome of monitoring and/or	By decision of government triggered by anyone's initiative

		planning	implementation results when needed or when planning period expires, i.e. for concept – 20 years for concrete solutions - 10 years; to be started by decision of the government	
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5. Recommendations

As a conclusion we may say that there are a number of actors in the EU and Baltic Sea Region dealing with spatial planning issues. A number of documents have been produced in the previous 25 years and the process is ongoing. VASAB⁹ is in the process of updating its compendium of spatial planning systems in the Baltic Sea Region firstly produced in 2000¹⁰. In 2001 Nordregio produced a report on spatial planning in the Baltic Sea Region¹¹. All documentation and papers refer to the need for constant updating as well as the importance of the matter. However, cross-border spatial planning is nowhere sufficiently tackled.

As the reports show, the countries' systems are different enough to require special attention of spatial planning in cross-border cooperation. Thus one of the major suggestions is that the cross-border spatial planning discussion should be launched by relevant EU institutions.

In the framework of Baltic Euroregional Network project, several seminars addressed the spatial planning aspects. The basis for joint cross-border regional planning and development requires confidence and common understanding on both sides of the border. At the same time, joint cross-border regional planning and development is a further step in the process from the "soft level" of confidence, knowledge and awareness of the possibilities and challenges of CBC to the "hard results" improving the living standards and social-economic cohesion of the border territories. The BEN project aimed at enabling the Euroregions and other cross-border regions to go this second step and has formulated the following recommendations.

The recommendations of the Euroregions for enhancement of cross-border cooperation can be further grouped into 3 groups:

5.1. Cross-border cooperation relations with the Russian Federation

- call all interested parties to promote practical implementation of political agreements between the Russian Federation and the European Union, concerning the question of signing a new Agreement on cross-border co-operation;
- express the recommendation to the Government of the Russian Federation to work out and sign intergovernmental cross-border co-operation agreements with the interested countries;
- a proposal should be submitted to the Government of the Russian Federation in order to discuss the question of Russian co-financing of cross-border co-operation projects on regional and local levels;
- the legislation of the Russian Federation and the European Union should be monitored in the sphere of transnational and cross-border cooperation and steps towards its systematization should be promoted;
- local governmental bodies of the Russian Federation should be empowered legally to develop cross-border co-operation;
- Discussions about the impact of the recent amendments of the legislation on border zones of the Russian Federation on CBC should be initiated.
- the positive experience of transnational and cross-border co-operation in the North-Western Federal District of the Russian Federation should be summarized for its further distribution and promotion;
- working groups of journalists should be built with the aim to establish a joint edition (the Russian Federation and the European Union) covering questions of regional and cross-border co-operation;
- Euroregions should participate in designing cross-border co-operation development programs for the subjects of Federation in the North-Western Federal District of the Russian Federation;
- a request on urgent discussion and ratification of a Cross-Border Cooperation Program for 2005 should be forwarded to the Russian Federation Government (the Ministry of Foreign

⁹ www.vasab.org Baltic Sea Region Spatial Planning Initiative VASAB

¹⁰ Compendium of Spatial Planning Systems in the Baltic Sea Region. Draft. VASAB Secretariat 2005.

¹¹ Spatial Planning in the Baltic Sea Region. Implications of European Spatial Development Perspectives. Edited by malin hansen and Kai Böhme. Nordregio Electronic Paper 2001:1 (www.nordregio.se)

Affairs, the Ministry of Economic Development and Trade and the Ministry of Regional Development).

5.2. Euroregions vis a vis national governments

- It is important to visualize for the national governments the benefit of actions directed towards improving of cross-border mobility and accessibility and reducing border barriers because it enhances economic development of all parties involved;
- Euroregions should emphasize the need for cross-border statistics and GIS (Geographic Information System) data. Nationally financed cross-border statistics and analysis on territorial structures and dynamics is inevitable for development and implementation of cross border policies and for example in planning of regional education, infrastructure and transport;
- National governments should include a CBC component into national regional development plans and involve Euroregions/CBC regions in the development of cross-border infrastructure and spatial planning;
- The bilateral agreements should be signed between neighboring countries, in which the possibility to coordinate the regional plans must be included, the process of coordination of plans of a region with neighboring countries should be foreseen in legislation;
- Euroregions support the policy of Northern Dimension of the European Union and propose all interested parties to develop unified and joint position towards it;
- The institutions of the central governing bodies should pass as much competence as possible to the regional/municipal level after the issues on the local infrastructure are solved

5.3. Euroregions themselves as active stakeholders in planning processes

- Euroregions should ensure the involvement of all triple-helix partners into the process of spatial development of border territories;
- Within each Euroregion a common understanding of terminology, planning procedures, legislation should be developed;
- Euroregions/CBC regions should initiate internal discussions among their members why it is important for an Euroregion/CBC region to work with issues of infrastructure and spatial development, and how this should be done, e.g. within the framework of a joint regional development strategy;
- Euroregions/CBC regions should initiate lobbying activities for the development of joint infrastructure and planning strategies in border regions and be the common platform for respective joint activities;
- Structural Funds and INTERREG programs could be used as resources in order to finance joint cross-border infrastructure;
- Issues of cross border infrastructure, spatial development and regional development strategies can benefit from comparative pan-Baltic evidence and experience, and therefore should remain as a priority on the future Baltic Euroregions network's agenda;
- Facilitate common labour market natural points to address like information centers;
- Inside the cross-border region make sure that strategies are complementary;
- Emphasize the added-value of the cross border region, go for commitment and channels for dialogue on national levels;
- Euroregions could jointly identify legislative barriers for joint regional development and exchange practical solutions;
- Baltic Euroregional Network's National Roundtables could be transformed into "Euroregional Roundtables" in order to facilitate joint cross-border regional development planning involving all interested parties.

In conclusion, it is important to see the regions as a whole, their continuity across the borders, and to take notice of both women's and men's different needs in order to enhance the individuals' possibility to have the freedom to develop and contribute to the community. It is important to pursue a trustful dialog locally, regionally and nationally across the borders in order to create a good relationship and good understanding of future needs of the industry regarding education, staff resources and transport of both people and goods.