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Eurodelta Vision Catalogue

Next Generation Podium 2022

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The catalogue is developed by Vereniging Deltametropool, as a compilation of all the symposium activities.

For more information about the project, scan the QR code:

Or you can contact the coordinators:

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Preface

Continuing the success of the pilot program in 2021, this year we hosted the second edition bringing in 170 participants from over 10 universities to collaborate and contribute to the development of the Eurodelta megaregion.

The second edition of the Next Generation Podium followed up the success of the 2021 edition in engaging a diverse group of individuals from within the Eurodelta. The event helped in bridging research and practice for next generation workers from a range of sectors and areas within the Eurodelta.

Through connecting students and experienced young professionals within the field of planning the symposium was able to shed light on the value and urgency of collaboration and problem solving on the Eurodelta scale. The exercises highlighted the process not product based nature of the Eurodelta Concept.

Contents

Reflections from Eurodelta Podium

'Next Generation Podium for Eurodelta' explored the future developments for the territory of Eurodelta bringing out fresh ideas from the next generation urban thinkers. The 5-day conference consisted of three lunch forums and a two day online symposium, held from 2-6 May 2022.

All the presentation videos and discussions have been put in together on our website. You can watch them and send us your ideas if you were not able to attend the symposium. We discussed a lot of urgencies and subjects in detail for the context of Eurodelta.

With a successful pilot program in 2021, this year we hosted the second edition bringing in 170 participants from over 10 universities to collaborate and contribute to the development of the Eurodelta megaregion. Continuing with the ambitions and support of the SURE Network and an active consortium, this week-long symposium brought together an audience ranging from practice and academia, working in the field of architecture, design, urban studies, economic geography and spatial planning. The week consisted of inspiring presentations held in 3 lunch forums (2-4 May) and two days of guided workshops with participants working in teams (5-6 May).

In addition to the workshop, the participants were given a chance to interact and get to know more about the practice through open office days during the three lunch forums held at three cities in Eurodelta. Some of the participants took the opportunity to interact with the practitioners during the open office days held at Municipality of Amsterdam (Netherlands), BUUR (part of Sweco, Leuven, Belgium) and Business Metropole Ruhr (Essen, Germany). We are grateful to our supporters who encourage the young designers and planners in the professional setting. Below are some insights from the 5 day symposium and some videos that you can browse.

— Insights from the Symposium

The first lunch forum focused on the theme of water management and climate adaptation with expert presentation from academia and practice. The program began with interview with Cédric Fettouche of the New European Bauhaus, this was followed with presentations by Scipio Kok, Maarten Gheysen and Piotr Kalbarczyk.

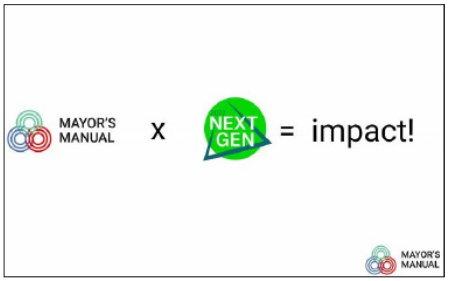
The second lunch forum gave insights on the theme of cross-border mobility and infrastructure and the need for cooperation at the Eurodelta scale, moderated by Cecilia Braun from BraunUrban. Presentations were given by Klaas van Staalduine. Oliver Lah and Miechel De Paep.

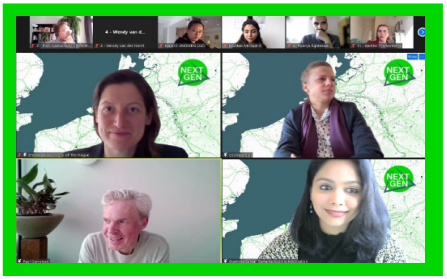
The final lunch forum focused on the theme of smart specialisation strategies, moderated by Dagmar Keim with presentations given by Dmitri Domanski, Daniel de Klein and Ernst van Zuilen.

The first day of the working conference began with a short introduction and reflection on the lunch forum by Paul Gerretsen which was followed by a presentation on SURE Network by Helmut Thoele explaining the context of the Eurodelta and the role of SURE network. The keynote presentation was given by Sandra Pellegrom. She explained the role of SDGs and the role the national government in incorporating them into national policies. The keynote was followed by two university studio presentation giving insights into the methodology and working across scales through exemplary student projects. Further inspiration from research was added by three PhD pitches. With this the opening ceremony came to an end.

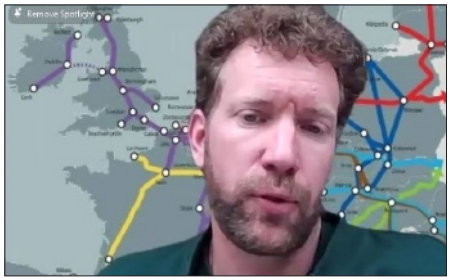
After the opening ceremony the participants were divided into teams to develop a 'strategic spatial plan for the Eurodelta' by connecting scales of action on the three specific thematic narratives set out in the earlier forums. The participants were urged to think strategically in terms of actions and timeline while developing their project idea on the local scale and upscaling the impact on the mega-regional scale, keeping in mind the overarching challenges and goals set by the global and European goals such as the EU Green Deal, New European Bauhaus and the SDGs.

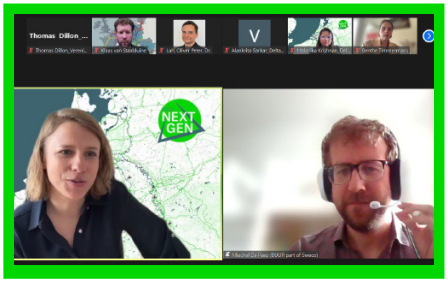
In the day the participants fine-tuned their ideas with mentorship from practitioners and inputs from SURE Network experts. The outputs from the workshop were presented by the participant teams to an eminent jury panel consisting of Rupert Kawka, Marie Deketelaere-Hanna and, David Martens. The jury gave engaged with the student teams offering them feedback on the proposals they had put forward.



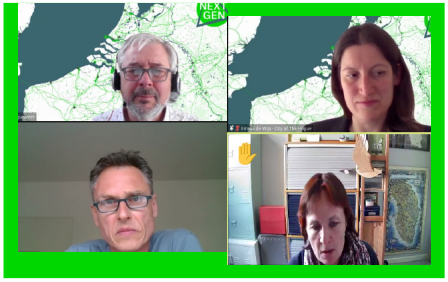


Scipio Kok (Geemente Amsterdam) presents at Lunch Forum 1

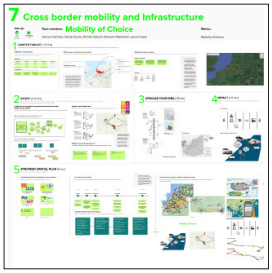


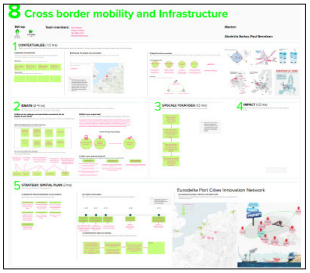


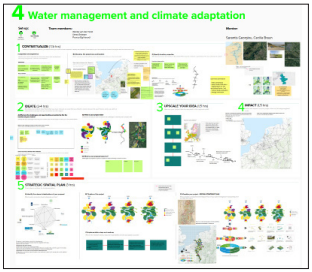
Klaas van Stalduine (Provincie Zuid Holland) presents at Lunch Forum 2

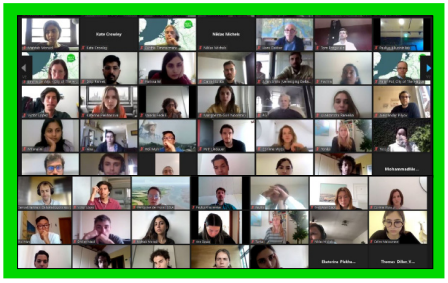


Maarten Gheysen (KU Leuven) presents at Lunch Forum 1

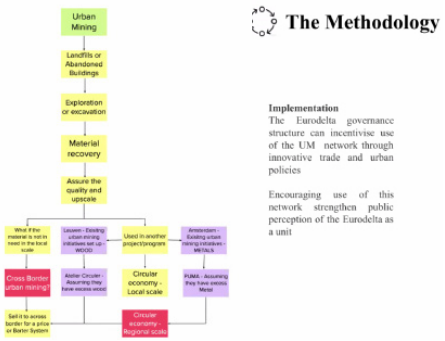




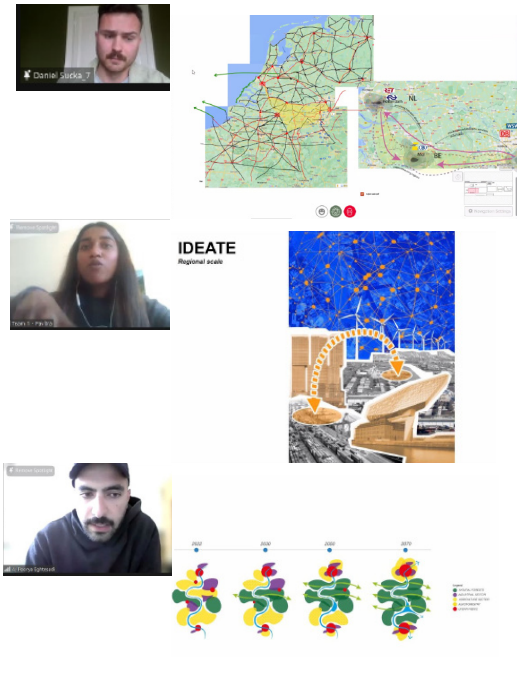




Murals put together by the students when brainstorming their ideas



Students formulate and discuss their project in the team's breakout room

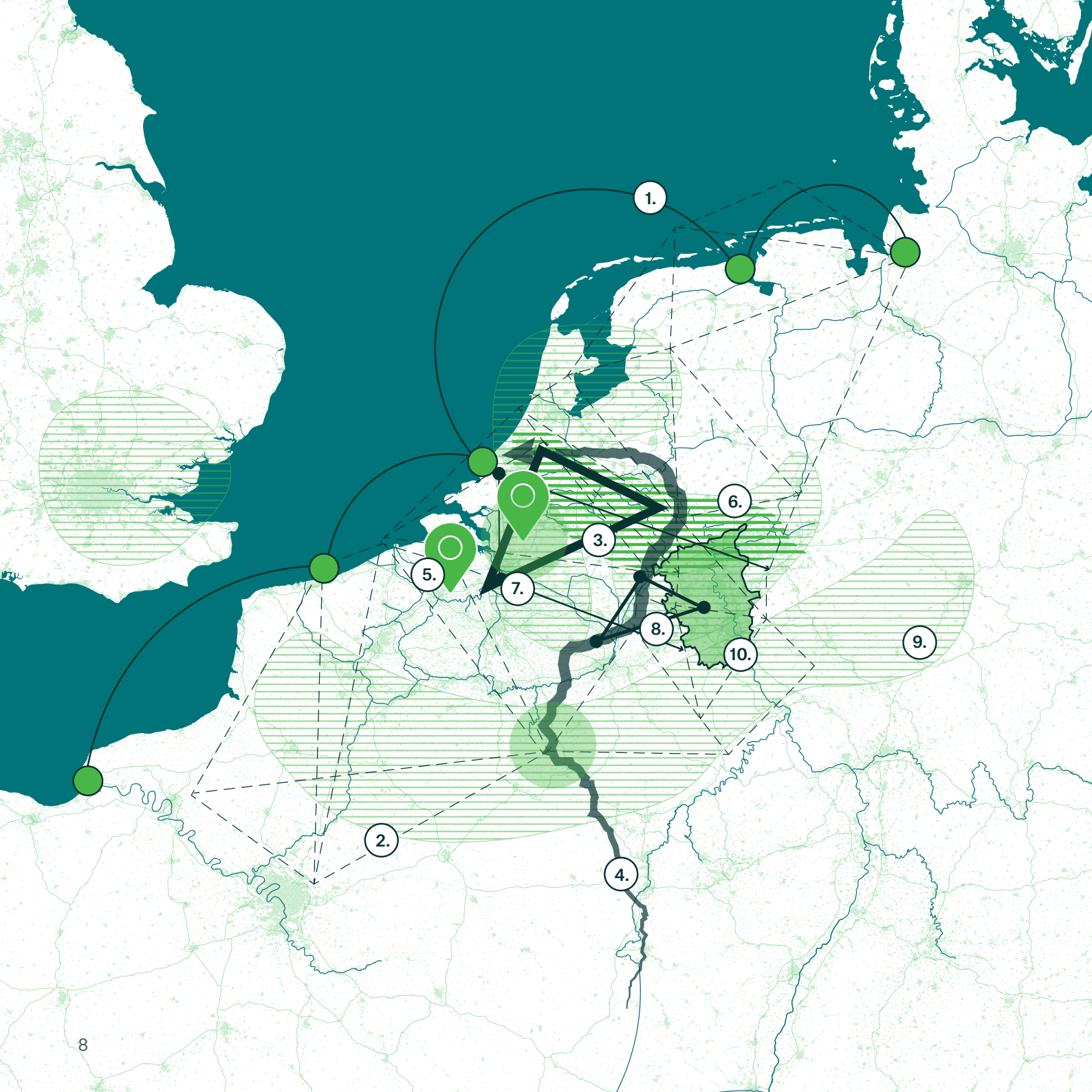


Student Presentations on the Final Day of the Workshop

Open-office day Amsterdam

Open-office day Leuven

Open-office day Essen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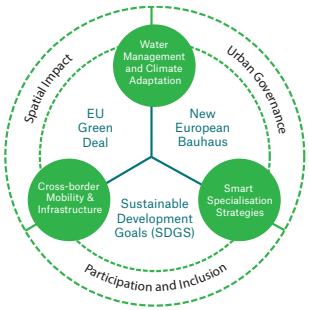
Strategic spatial plans for EURODELTA by the ten teams of 2022

Team 1: From Blue and Interconncected Network
Team 2: A Magic Dune
Team 3: Future of Food Production and Water Management
Team 4: Follow the Maas
Team 5: Arteries of the Eurodelta-Ensuring Healthy Capillaries
Team 6: Mobility of Choice
Team 7: Eurodelta Port Cities Innovation Network
Team 8: Interdependence Cluster
Team 9: Touridelta
Team 10: Cross Border Platform for Urban Mining

3
SURE principles

3
Global agendas

3
Thematic narratives

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Water Management & Climate Adaptation

Climate change affects water management in multiple ways, ranging from changes in floods and droughts, water availability (or capacity for transport) and has impacts on our health, the economic activities and on (fresh) water dependent ecosystems.


EXPLORER PRO
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How can current and upcoming water climate adaptation strategies in the water management sector positively impact the ambitions of sustainable urban development in the Eurodelta?

Two teams proposed a blue corridor on a mega-scale, to connect the ports of Rotterdam and Antwerp and to combat climate change, strengthening the exchange and collaboration between the ports cities of Eurodelta.

— **From Blue an Interconnected Network**

— **Follow the Maas**

From Blue an Interconnected Network

Ekaterina Plekhanova, Nana Serwaa Antwi,Paulius Kliucininkas and Pavitra Selvan

Antwerp

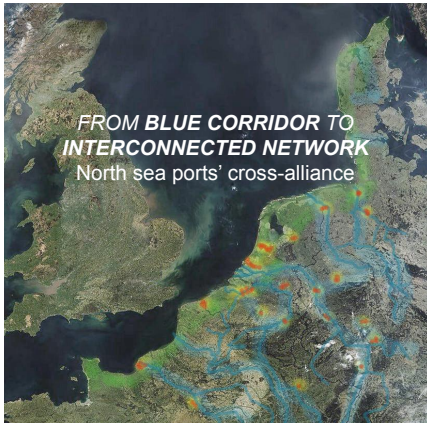
The port zones in the Eurodelta region are at most vulnerable positions with the unavoidable existence of **climate change and its high flood risks**. Yet they are at the best position economically. With water being the common denominator it's time for a **collaborative approach** for these zones between the countries involved in this mega region and propose future strategies. Divided between vertical (intangible) system and horizontal (tangible) system, we start at the local scale of Antwerp.

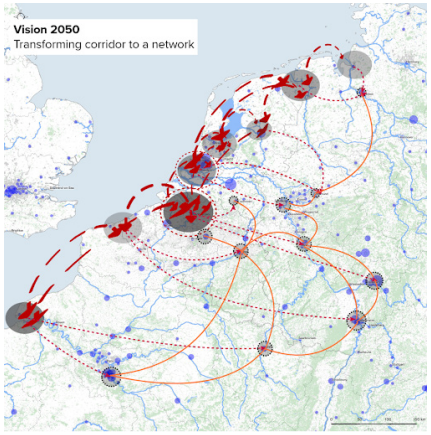
On the local level, the aim of the should be to connect stakeholders within the Antwerp port and create stronger bonds between the port and the city.

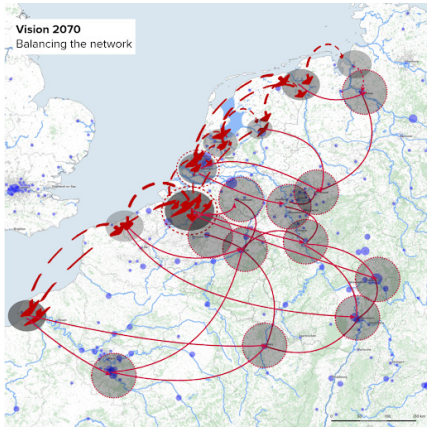
The following steps are to be taken to create a **continuous corridor of coastal ports**, making digital and virtual connections and therefore boosting the cross-border knowledge exchange within the region in terms of flooding prevention and climate adaptation. This strategy will provide more opportunities for fair **distribution of materials** and land between ports across the coastal line. Bringing the project to an even greater scale, the corridor of the coastal ports will be connected to the inland ports, creating a network of primary (more economically developed) and secondary (less economically developed) ports across the whole Eurodelta region.

This will boost the **knowledge exchange** between coastal and inland ports and will therefore within several year balance the economic well-being within the network.

Primary idea to connect the sea-port networks to inland ports network







Maps showing the proliferation of the vision across the region over the next 50 years

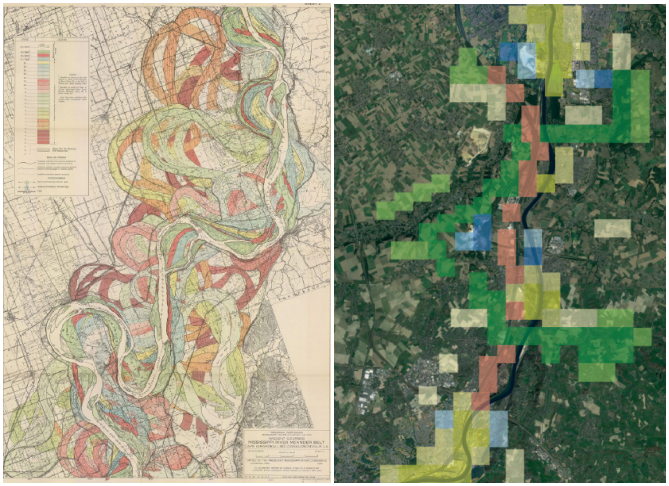
From Blue and Interconnected Network vision

Follow the Maas

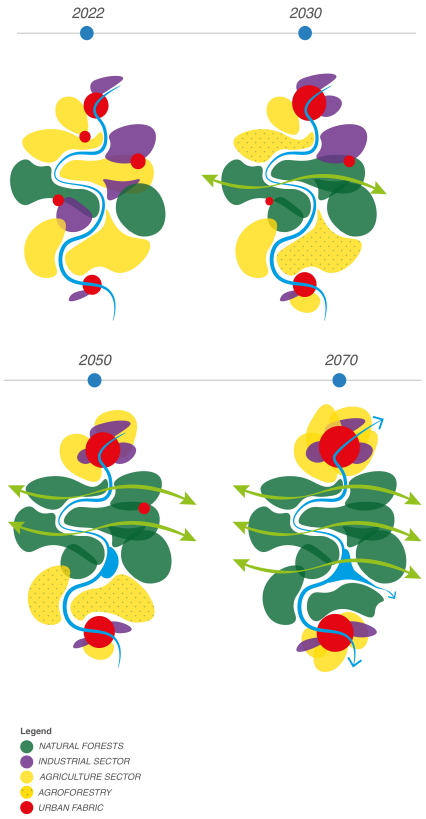
Poorya Eghtesadi, Simay Erdeger and Wendy van der Horst

Rising from France, The Maas river streams through Belgium and then finally the Netherlands. As systemic changes are altering the face of the region, we propose the Maas could stand as a **climate-resilient ground offering collaboration opportunities for climate adaptation, bio-based economy and biodiversity enhancement**. In the context of the Eurodelta, the Maas will become the spatial condition of transnational collaboration.

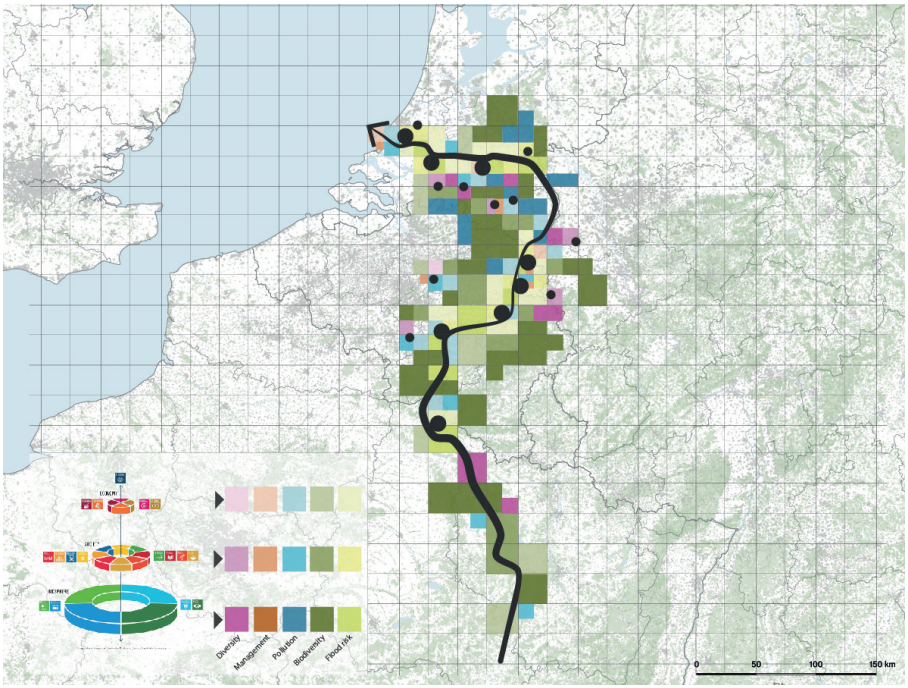
To enable this potential, we propose to **shift priorities of land-use along the Maas banks** and its inland connections. A change to plant-based diet and more efficient agriculture will free up space, and re-assembling sprawled (industrial) sectors to urban cores of (1st tier) Maas cities (like Luik/Liege) and 2nd tier cities (further inland, like Aken/Aachen), will create space for land-use that supports the biosphere. The 1st and 2nd-tier cities work together to support each other's economies: Maas cities with a focus on the natural system, and 2nd-tier cities with a focus on bio-based markets. The implementation of nature-based solutions (like **reforestation for flood protection and depollution, water infiltration areas on sandy soil)** will allow the Maas to revitalise as its own meandering ecosystem, as well as supporting new financial flows in the bio-based economy. It will function as a blue corridor on a mega-scale. We envision Maas as a common ground to realise the SDG's goals. We established a number of actions that could support the SDG's on three levels, and place a strong priority on actions that strengthen the **biosphere as the basis of any development in and around the Maas**.



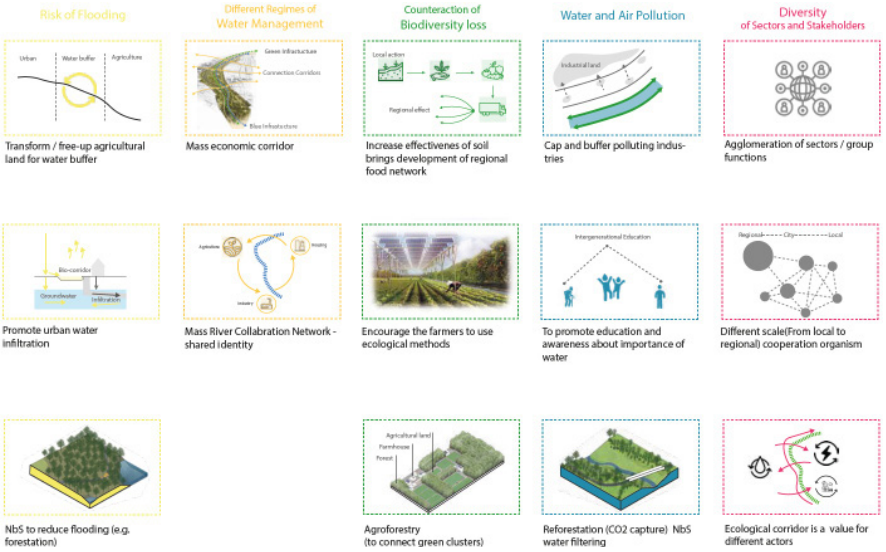
Mississipi River Meander - Harold Fisk



Timeline of the projects implementation



Map depicting SDGs across the Maas



Actions involved

What sustainable approaches can be developed against changing coastal landscape dynamics in areas vulnerable to climate change impacts such as sea level rise, floods, droughts and erosion?

This team proposes a magic dune in front of the shore of Oostend. It serves as protection against sea-level rise which also acts a highway. A local scale intervention which can be replicated to create bigger impact in the megaregion of Eurodelta.

A Magic Dune

A Magic Dune

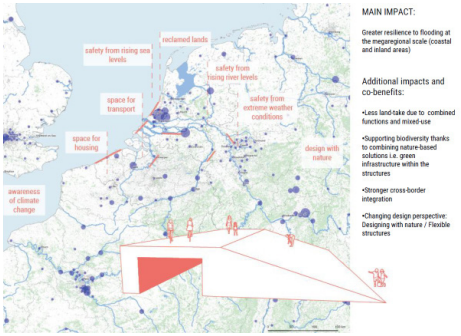
Tom Fitzgerald, Tonka Malekovic, Celine Maissonave and Corinne Wyss

Oostend

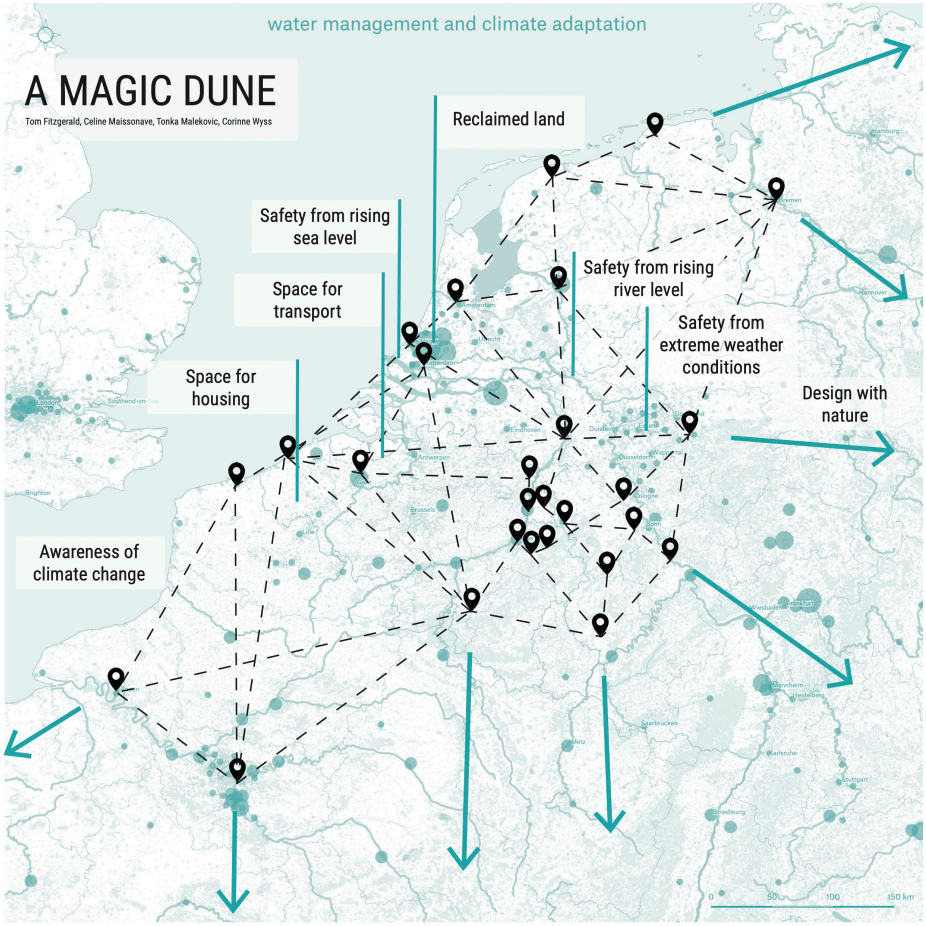
Our project was focused on Water Management and Climate Adaptation, largely concerned with **the future of coastal landscapes**, future proof developments and nature based approaches for climate adaptation.

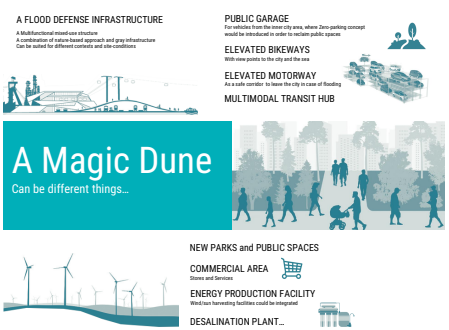
The project pertains to the creation of a **multifunctional dike on the coast** of Oostend in Belgium. This project views climate mitigation measures not just as a means of overcoming a challenge but as an opportunity to create a range of amenities whilst also to overcome new challenges.

The proposed dike would not only serve as a means of protection from sea rise in Oostend, a city that is particularly vulnerable - but it would serve other functions too. It would operate as a new and important piece of both **transport and green infrastructure**. In acting as highway and garage while also being lined with a very important green corridor. In doing so the dike would not only protect against the inherent threat of sea level rise but would also right existing wrongs in the city (outdated narrow transport corridors & a lack of green infrastructure).

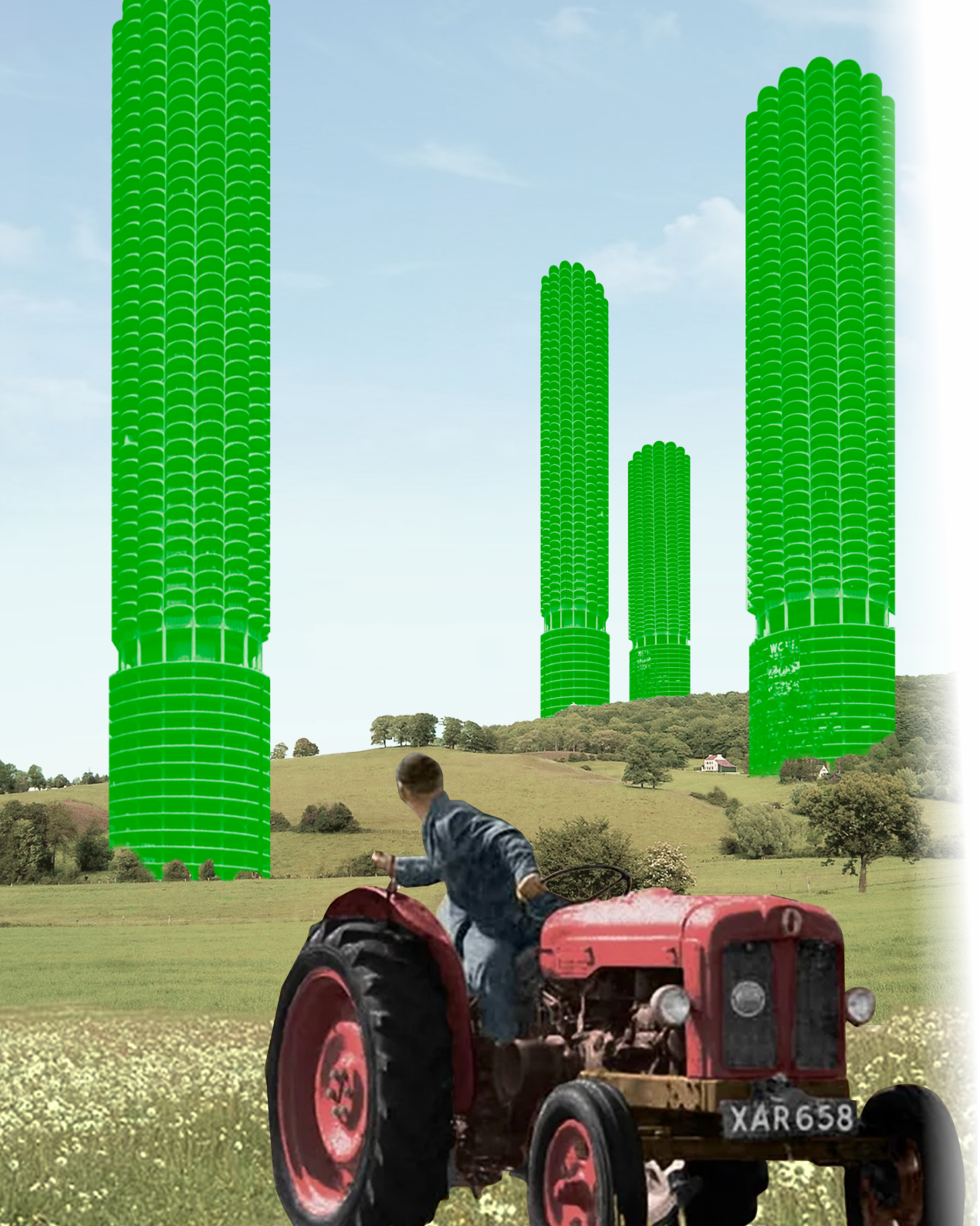


Map of the strategies and mockup of the project





Visualization of the project plans, concepts and impacts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How can nature based approaches for climate adaptation reduce the impact of anticipated negative effects of climate change to protect future cities?

This team proposes to re-orient food production to plant based and vertical farming, as a way to de-intensity the countryside and increase efficiency.

Future of Food Production

Future of food production and water management

Cristian Colubriale, Piotr Kalbarczyk and Niklas Michels

Antwerp,
Eindhoven, Breda

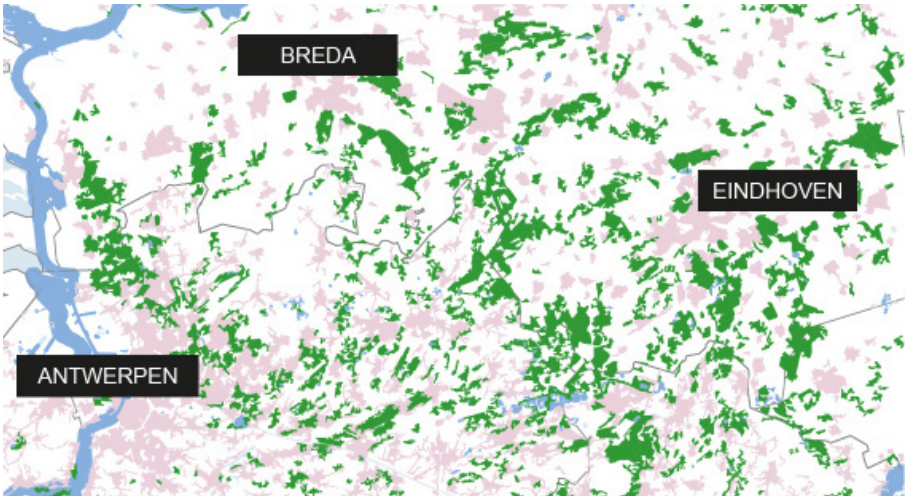
Are you aware of the environmental impacts of your daily diet? If not, please check out this website **https://ourworldindata.org/environmental-impacts-of-food** and acknowledge how powerful the impact of animal products is on the environment. Starting from this issue, rethinking the way in which we **produce, transport, and consume** food seems to be the only solution to ensure Water and Food Security for all.

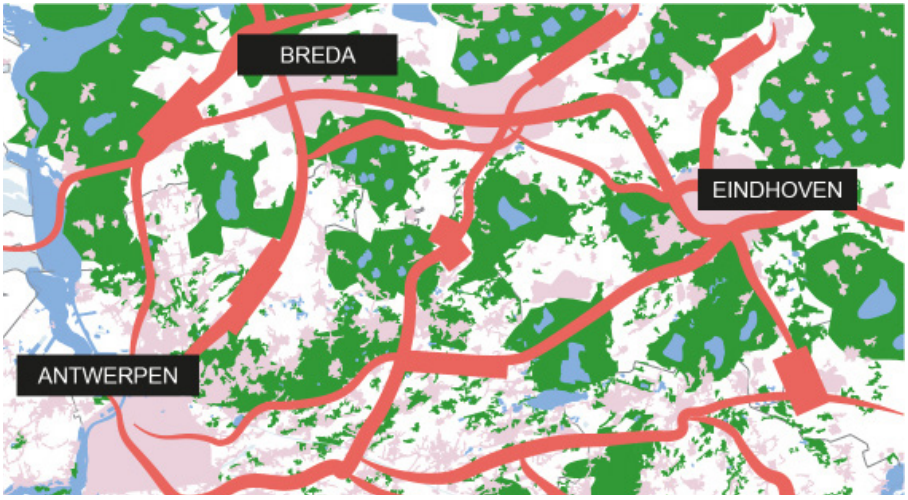
Focusing on a smaller scale, we identified Antwerp-Eindhoven-Breda Triangle as the site for our pilot project. Our proposal is essentially based on the assumptions that the **unsustainable production chain of food must be transformed and re-oriented** towards a more plant-based production, in order to reduce its environmental impacts regarding Land Use, GHG Emissions, Soil and Water Pollution, and Fresh Water Utilisation.

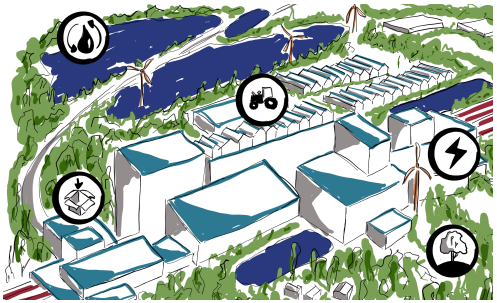
Changing the food we produce is only the first step, but there's the need for a broader and more comprehensive change: to achieve this goal, rethinking also the way in which food is produced is key. Therefore, our proposal is to gradually switch **from horizontal to vertical intensive farms**, trying to prioritise plant-based farming activities over animal farming ones. Our design solution is a way to densify agricultural activities by designing **vertical farms nearby infrastructural ways** – such as railways, highways, or waterways – thus allowing a more efficient, less polluting, less energy and resource consuming food supply chain.

The project is also including Water Retention and Purification systems, in order to address the issue of Water Management in the region, in the scenario of Climate Change Adaptation.

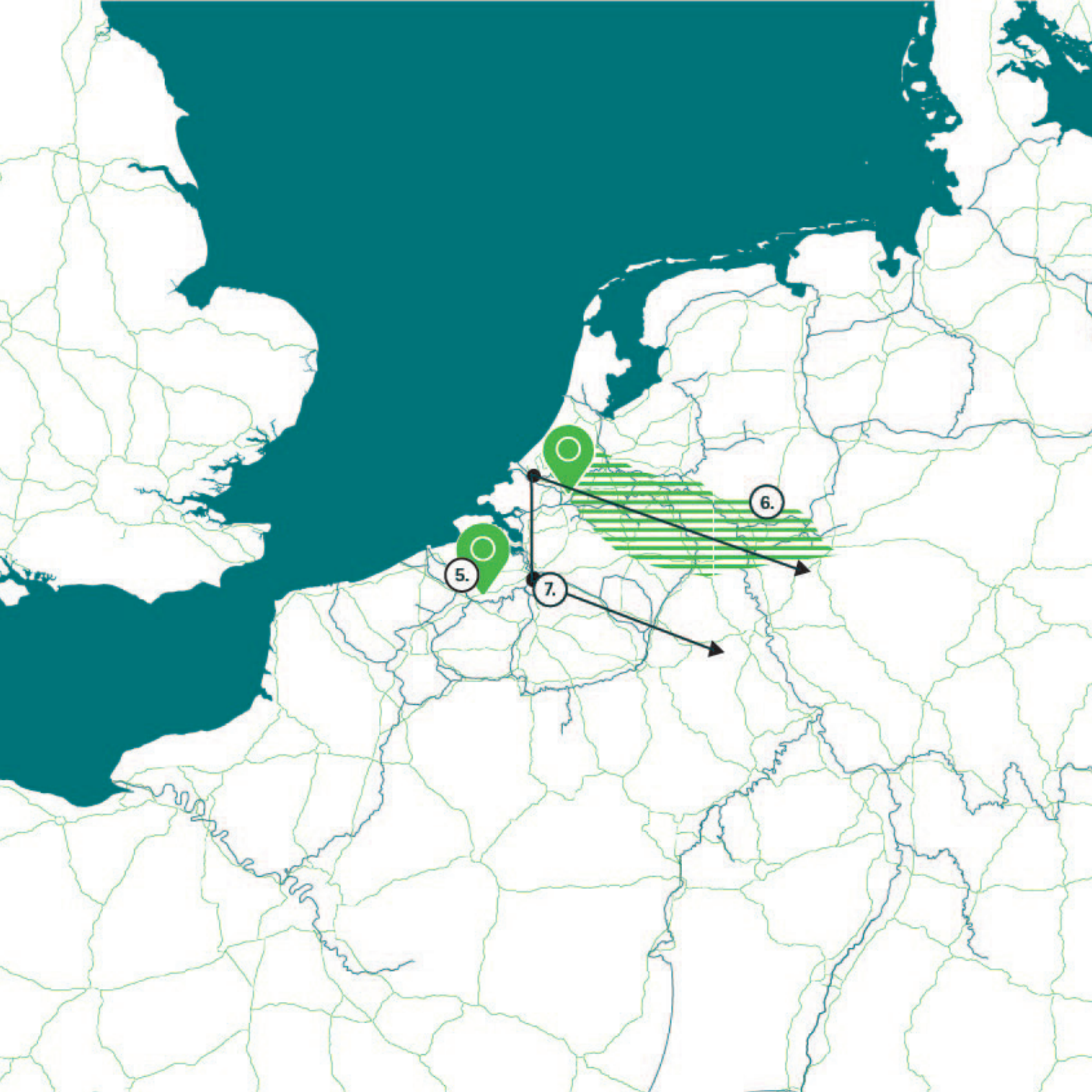
In fact, the project can be easily upscaled by applying this solution to the infrastructural ways of the region, thus creating a broad and dense network of Vertical Intensive Farms contributing to ensure Food and Water Security for Eurodelta.







Graph and maps depicting resources currently required in food production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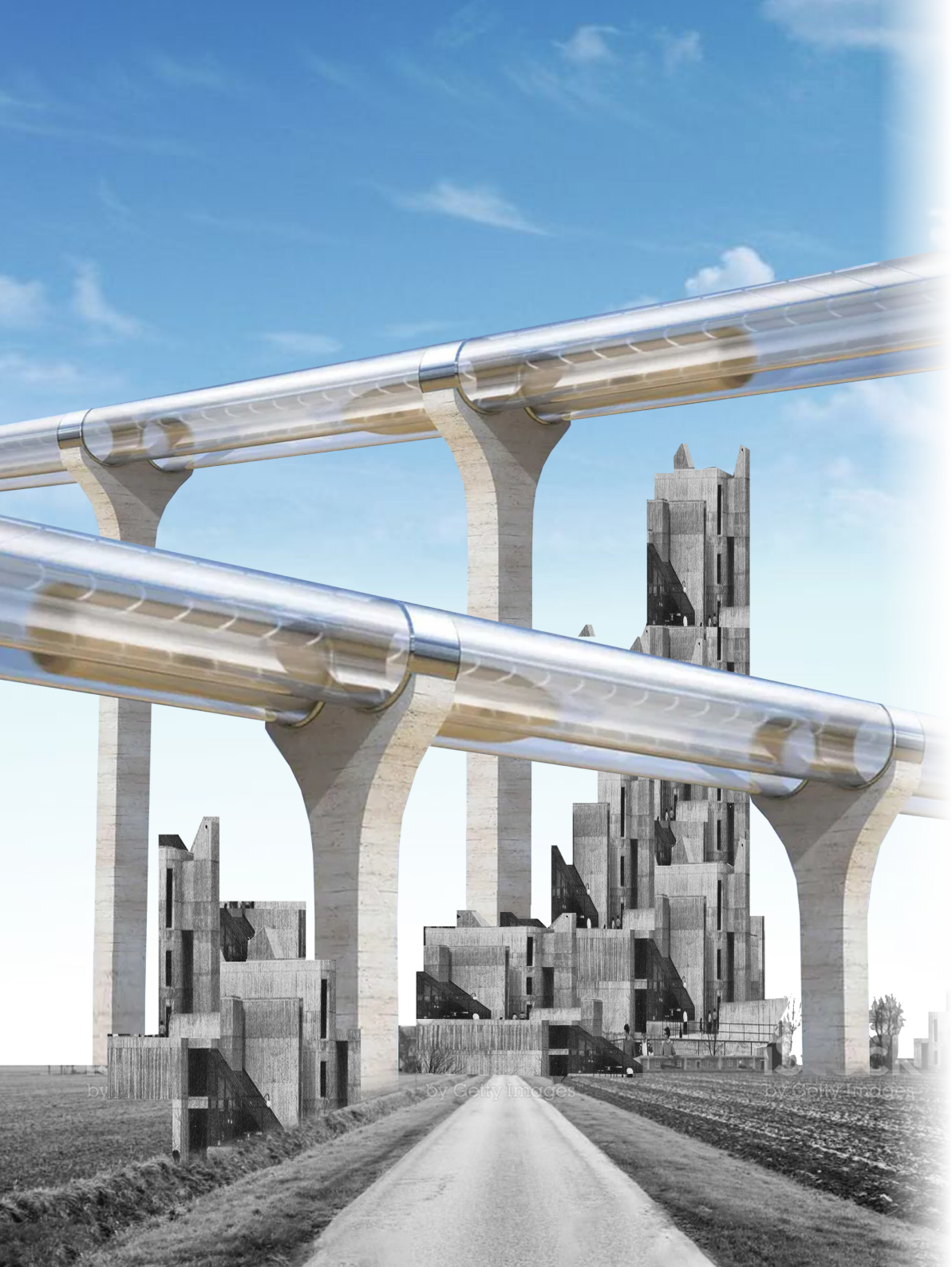
Cross Border Mobility and Infrastructure

Trends indicating a shift from air and road to rail traffic may impact the overall transport system in the Eurodelta. A growing circular economy changes the world freight routes (part of the further globalization trend of the transport sector) and is based on functioning cross-border mobility and infrastructure as a backbone for prosperity.



In the post-pandemic era, it is highly foreseeable that we are going to see a shift from air travel to rail in Northwestern Europe. How can high speed rail connections for passenger transport in the Eurodelta be improved and to which spatial scenarios will this lead?

These teams propose a series of multi-modal hubs that allow for dense and affordable housing, the hubs are well-connected by multiple modes of transport. This also connects the secondary cities and empower their economy. A lot of focus in the discussions has been on the secondary cities of Eurodelta.

— Arteries of the EuroDelta Ensuring Healthy Capillaries

— Mobility of Choice

Arteries of the Eurodelta: Ensuring Healthy Capillaries

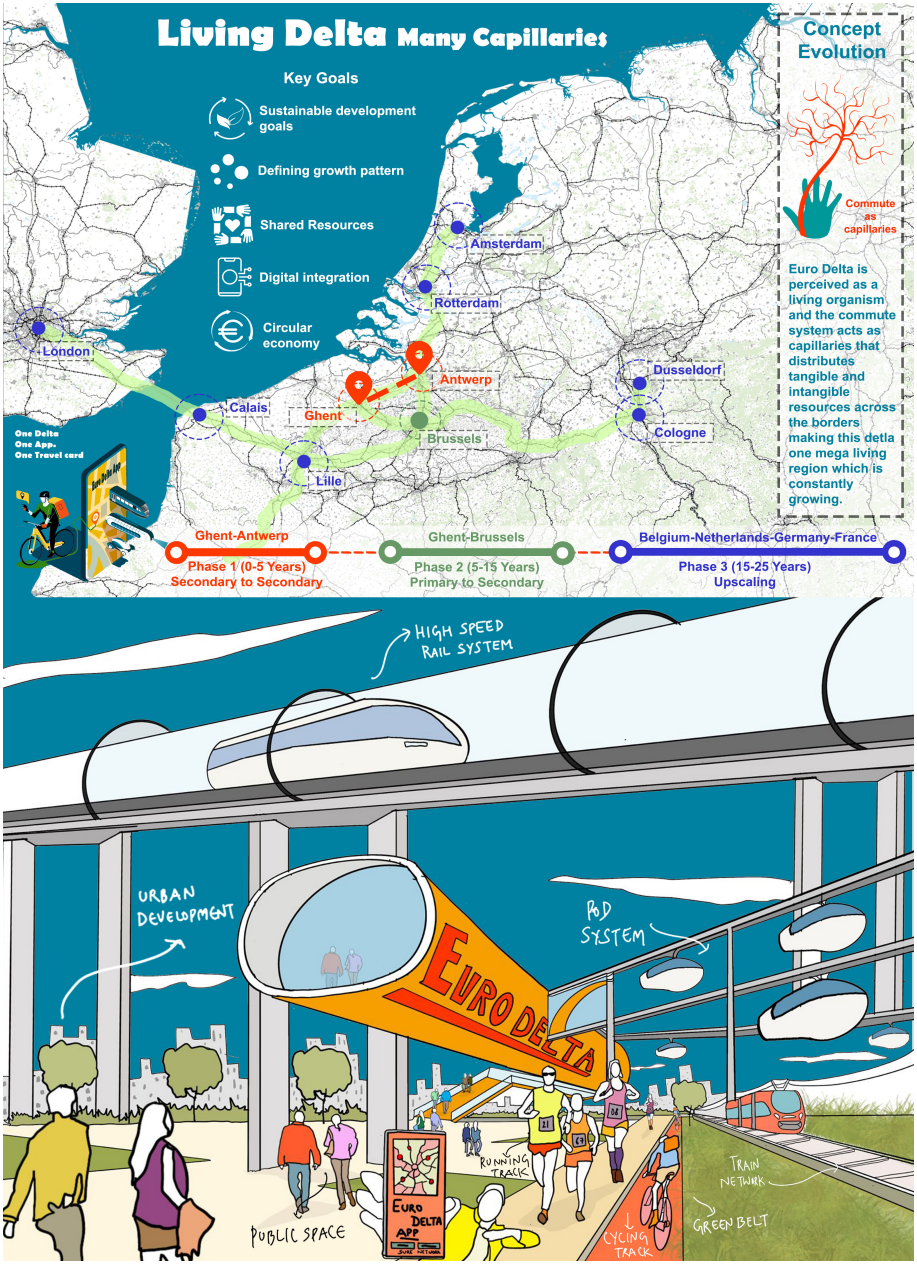
Gent and Antwerp

Brett Slack, Dilip Pareek, Katherine Saltzman, Victor Lopez and Syed Zeeshan Husain

Despite extensive rail networks in the Eurodelta, we recognize that **secondary cities**, cities without connective access to high-speed rail networks, have **less efficient connections**. Trips between and from secondary to primary cities often take more time because of the additional stops along the way. We want to flip this dynamic. **Connections to secondary cities offer many regional benefits to the Eurodelta**, especially in a cross-border scenario. They let residents OPT out of driving and seek more economic/social opportunities. They can allow for dense affordable housing near railroads to be constructed, reducing sprawl across the region that harms the valuable ecology, as well as create accessibility to people in high need.

Our recommendations for improving connections between secondary cities begin with: doubling tracks from from the secondary city of Ghent to the primary city of Antwerp in order to offer both the current local and new express routes. Long-term, we seek to expand this concept across the region. To incentivize customers, we also recommend that transnational railroad companies create an app that would target commuters and allow for easy ticket purchases within the Eurodelta. We also recommend that governments and railroads encourage ridership by highlighting both the sustainability of train transit and the combined touristic experience of seeing the landscape from a safe, protective distance.

We hope that by building a robust collection of secondary city networks, the capillaries to the arteries of current primary rail cities in the Eurodelta, we will increase train ridership, for the health and benefit of the citizens of this cross-border region.



Map of the implementation and mockup of the project

Mobility of Choice

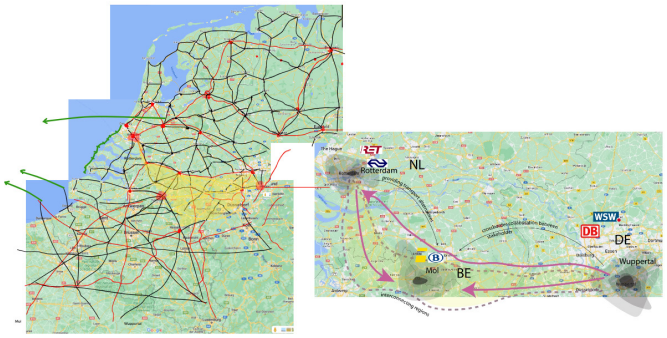
Wuppertal

Samuel Hartman, Daniel Sucka, Laura Hogea, Ahmed Sabeck and Bhavesh Wadhwani

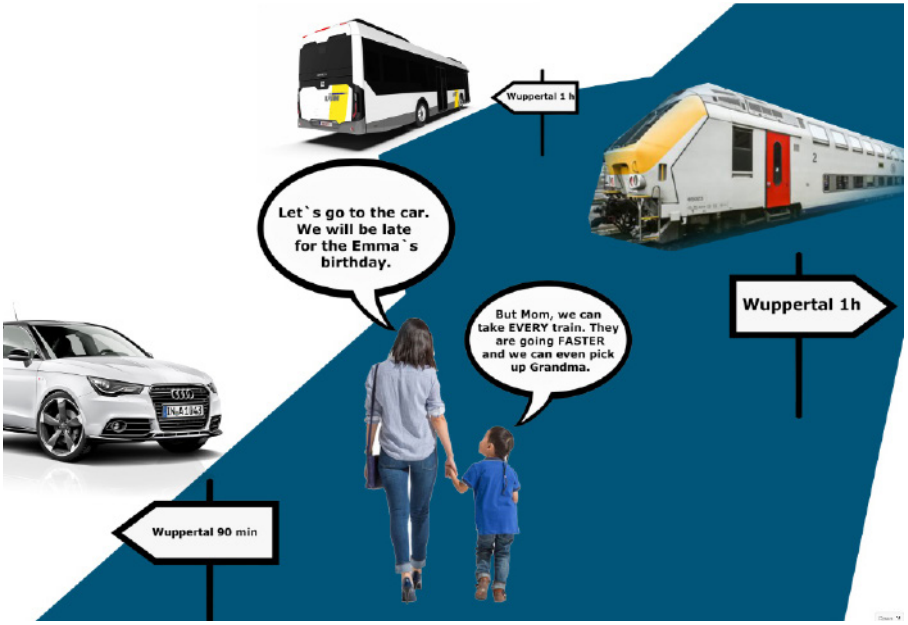
Our project aims to tackle the imbalance between big cities and small- to medium-sized cities and rural areas -in terms of **regional connections and the availability and choice of transport modes**, by restructuring the regional railway network in the Eurodelta region to go from a bordered and somewhat inconsistent network that forces residents of smaller cities and outskirts to rely on bigger cities for their trips from one place to another - and into inflexible and often overly convoluted routes that require many stops or transfers, without a direct or efficient path.

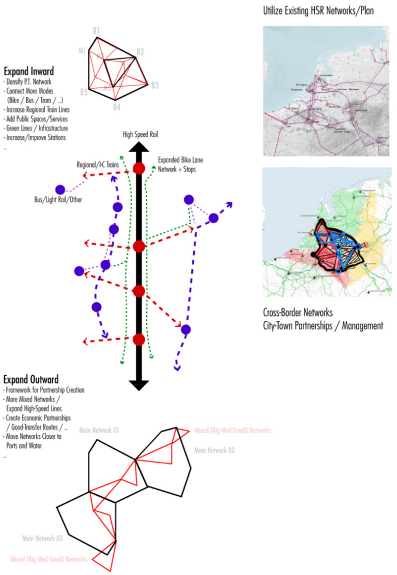
We propose new **networks of secondary high-speed rail 'triangles'** as partnership frameworks between three parties, at least one of which is a big city, and another a small one, in order to increase the relevance and importance of these smaller cities, increase their economic potential and balance social equity and inclusion.

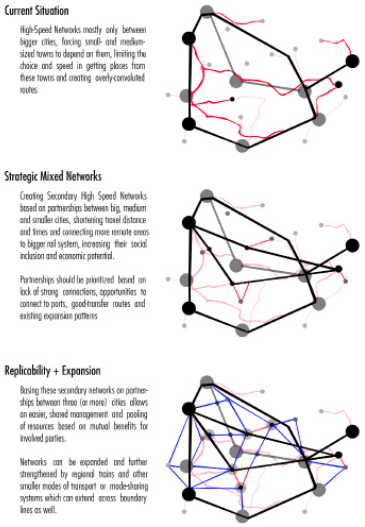
These new networks will be supported by an expanded network of regional trains and other modes of transport and active mobility, with a series of **multi-modal hubs and an expanded and better connected bike infrastructure**, and a cross-border bike sharing system. All of this will be included in a unified public transport system that allows the Eurodelta to be travelled seamlessly as one entity, regardless of where one starts.



Conceptual network map of the project







Illustrations of the current situation and potential of the proposed project


NOORDZEETERMINAL

From a Eurodelta area perspective, focusing on intermodality, how can cross-border cooperation improve sustainable and regional rail transport?

The team proposed a network between the ports of Belgium, Germany and the Netherlands, that can better fulfill its potential and reduce pollution and wasteful practices in the process.

EuroDelta Port Cities Innovation

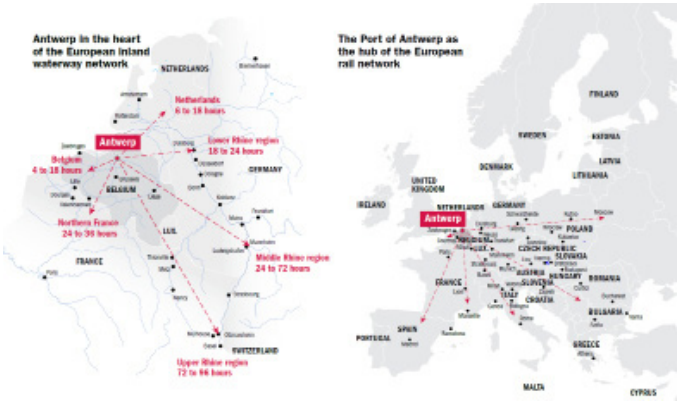
EuroDelta Port Cities Innovation Network

Ane Souza, Ashna Javed, Hoi Mun Yee and Mariam Barsoum

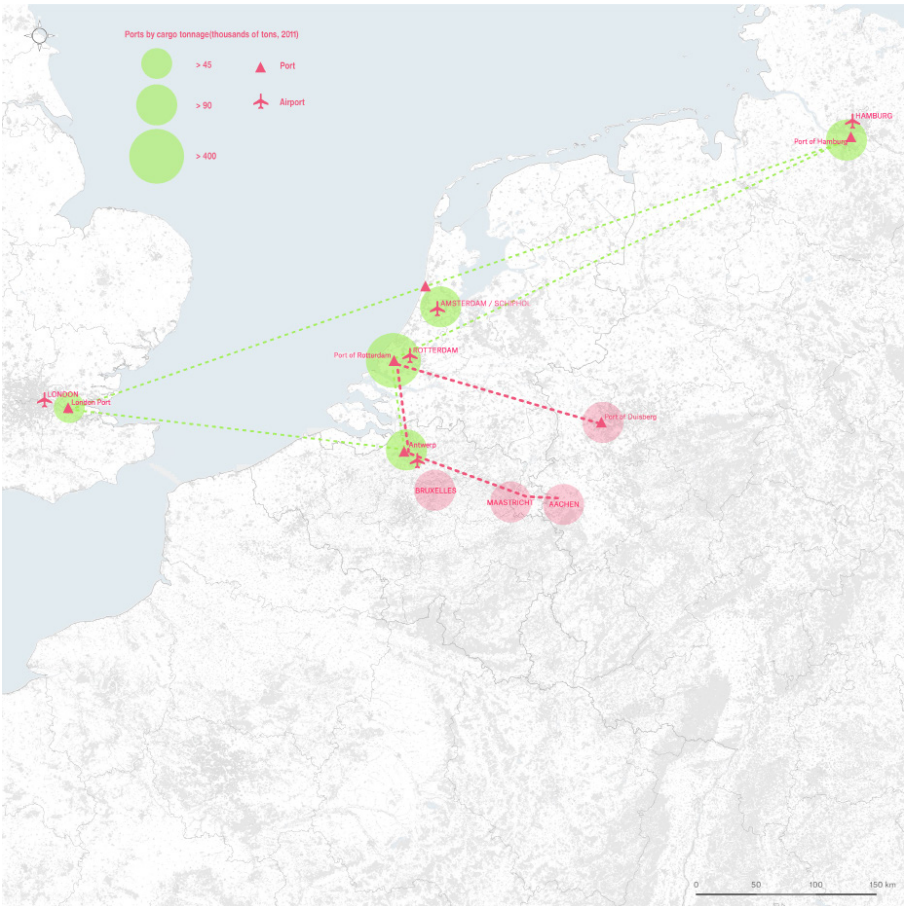
The major port cities of the EuroDelta namely Antwerp, Rotterdam, Amsterdam and Duisburg are major centres of both trade and population within the Eurodelta. As a result of this the port cities have significant influence on the **economic, environmental and scientific performance of the wider region**. The team believes that the cities through a lack of collaboration are currently failing to meet their full potential in these fields.

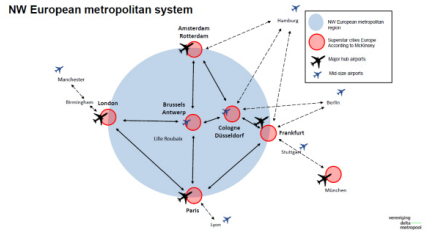
Through better collaboration amongst the port cities through the formation of a network between the ports of Belgium, Germany and the Netherlands the Team believes the ports can better fulfil its potential and **reduce pollution and wasteful practices** in the process.

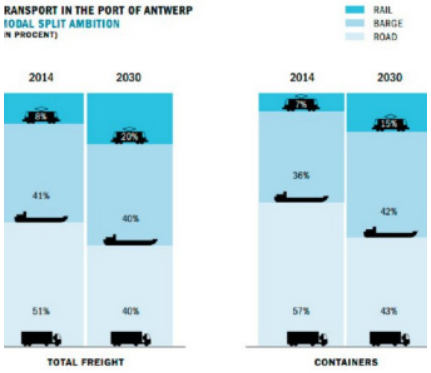
This network would utilize Antwerp, the continent's second largest port as base from which the network would expand outwards. The network would look to **implement policies that regulate the volume of containers and freight passing through the ports**, introduce alternatives to road transport, establish sources of sustainable energy and create centers of innovation within the network. In doing so, the network could vastly improve the efficiency of the cities within it. Yielding significant economic, environmental and social rewards in the process.



Port as the hub for European networks

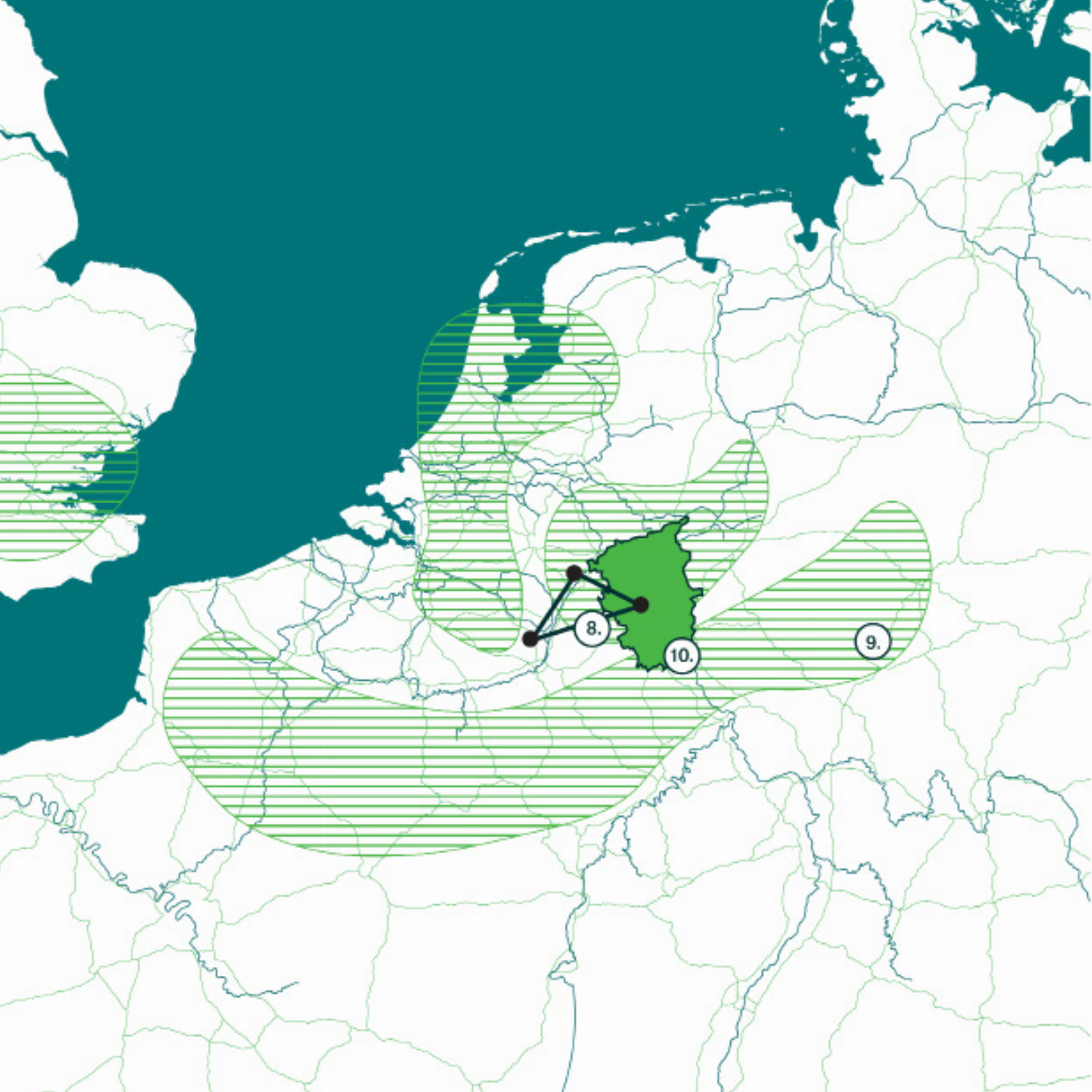




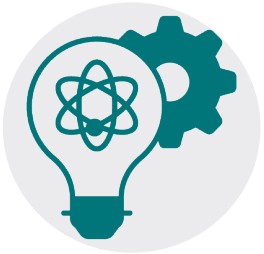


Metropolitan system analysis and capacity

Illustrations of the current situation and potential of the proposed project


8.
9.
10.

Smart Specialisation Strategies



This mission strengthens the well-being of the subregions in the Eurodelta by working on more circularity within interregional value chains and with more connection between economy and space. Interregional cooperation can also help to identify spatial conditions and develop strategic frameworks and instruments for subregions.

A new complementary urban model is developing in the landscape of innovation (institutions and companies cluster and connect with start-ups, business incubators and accelerators). How are innovation districts an effective tool for building a stronger, more sustainable and more inclusive economy?

These teams propose a system of university collaboration between Liege, Maastricht and Aachen, and a system of urban mining in which there is an exchange of waste materials. This addressed the challenges of waste management, circularity and history of urban mining.

— Interdependence Cluster

— Urban Mining

Interdependence Cluster

Liege, Maastricht, Aachen

Emilien Macé, Alessia Fumagalli, Mahtab Moradi and Bassem Asem

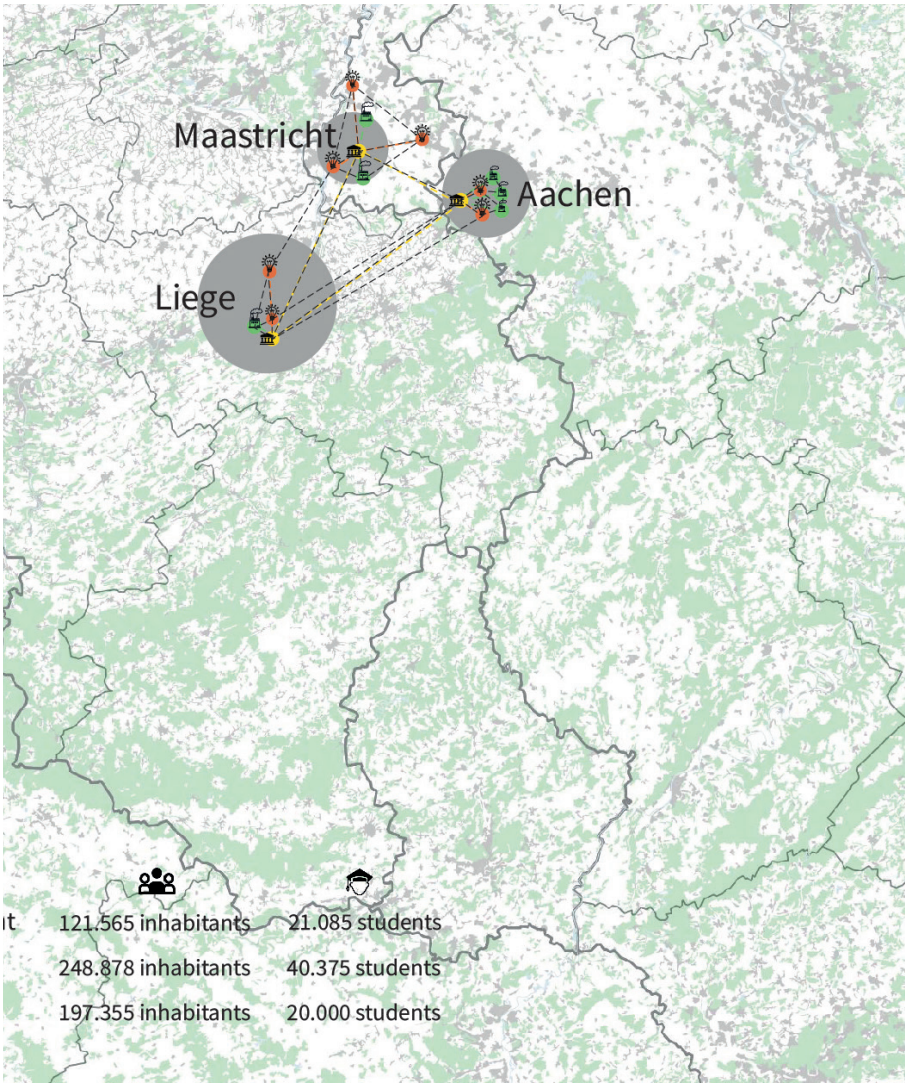
The triangle urban area of Liège, Maastricht and Aachen knows a lot of daily trips from people working or studying between these main urban centres, located on the borders of the respective countries and at a very close distance between them.

With the strategy of **big innovative clusters**, as the one currently implemented in Aachen, issues can emerge with this concentration of activities (soil artificialisation, rise housing prices, pendular migration, crowded cities). To prevent such situations a decentralised vision of the territory can be thought of, with the aim to make the **connections and interrelation between cities more efficient and sustainable** in the future.

With the support of the **new technologies**, such as the transportation and communications networks, several clusters of smaller size - working together - perform the same functions at the same level of competitiveness of big compact areas.

Following this idea, facilities that would be able to welcome companies, research activities and formations as a whole are to be considered very relevant. Today, between the three cities, the universities already have rooted relations and agreements of collaboration.

These exchanges and links could be the base of an enlargement of the sectors involved supported by this kind of facilities. As these 3 universities form a collaboration, to make the academic projects more practical, an **online platform can connect academic sector and innovation centres and industry**. On the online platform these sectors can be related directly and collaborate on further knowledge based developments. Besides, as a physical space of communication we propose some parts of **universities and campuses to be open to the public**. Furthermore, the creation of these clusters can take place in the areas adjacent to the railway stations, as it is the train that is the main means, in order to obtain decentralised development and limit travel, even with positive effects on the environment. These strategies also refer to two of the SDGs identified, namely to increase innovation and infrastructures (SDG 9) and the quality of the educational level (SDG 4).



Illustrations of the current situation and potential of the proposed project

Urban Mining

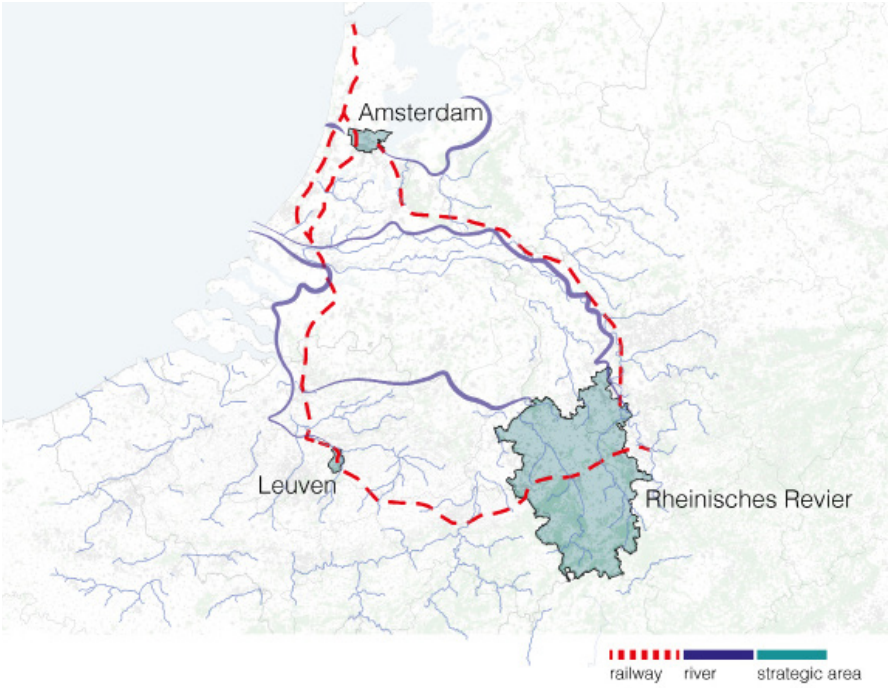
Ciske Smit, Sweatha Ramesh and Luo Jingwen

Rheinisches Revier

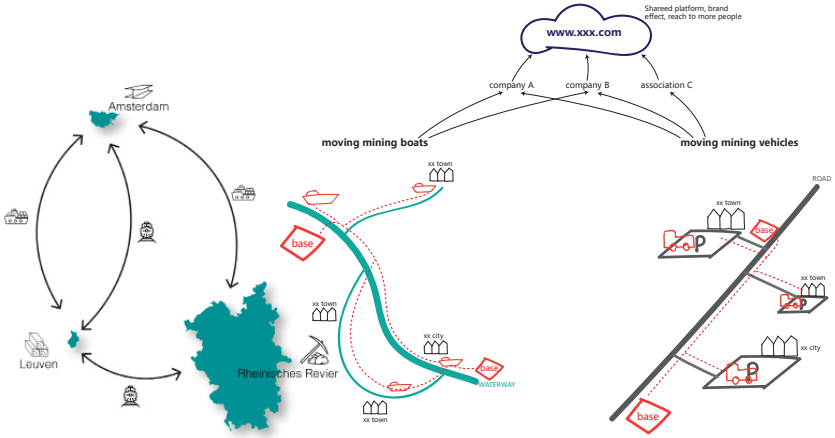
Cities are one of the main contributors to environmental pollution, energy consumption, the primary material demand with buildings being an integral part of cities—account for more than a third of the world's resource consumption in construction. One resource-centric approach that could displace conventional practices in the construction sector towards a sustainable building technique is **Urban Mining** (UM). UM comprises the activities and processes of **recovering materials and elements from used buildings, infrastructure, or waste**, perceiving the building stock as a unified system that serves as a material repository, and waste (irrespective of its source) as an intermediate state through which something new can emerge.

The main objective of the project is to create a **circular economy** (and increase urban resilience) within the Eurodelta regions that transcends national borders through the strategic implementation of Urban Mining. Key cities in the network will be selected to act as a base for storage and distribution hubs for materials extracted from the UM process. Each partner city will specialise in a certain material or product, determined by the urban character of the region which they serve. These cities will add their available materials to a database that will be integrated to a common platform/website to make the process efficient and collaborative.

All cities in the Eurodelta network can access this database, and will be encouraged to do so through innovative policies, and buy the materials from each other. These materials can be transported across the region via existing railways and shipping routes. The distances between the cities of origin and the cities in need becomes a key factor to consider in terms of sustainable transport of these materials. Despite certain shortcomings, the program will benefit the cities economically in terms of raw material acquisition and to tackle environmental issues.



Illustrations of the current situation
and potential of the proposed project



Conceptual illustration and mobility
Illustration scheme

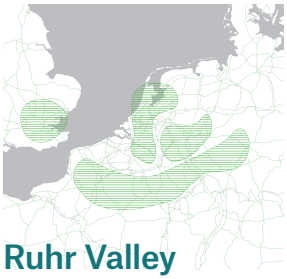
How can spatial-economic specialisation strategies become more supportive for the economic transition to circular and resource efficient economy and complementary competences (assets) in the Eurodelta?

This team proposes the transformation of old coal mines near Düren into touristic hotspots, where tourists can enjoy the sight of new energy production. This creates new opportunities of tourism and identity.

Touridelta: a Grid of Uniqueness

Touridelta: a Grid of Uniqueness

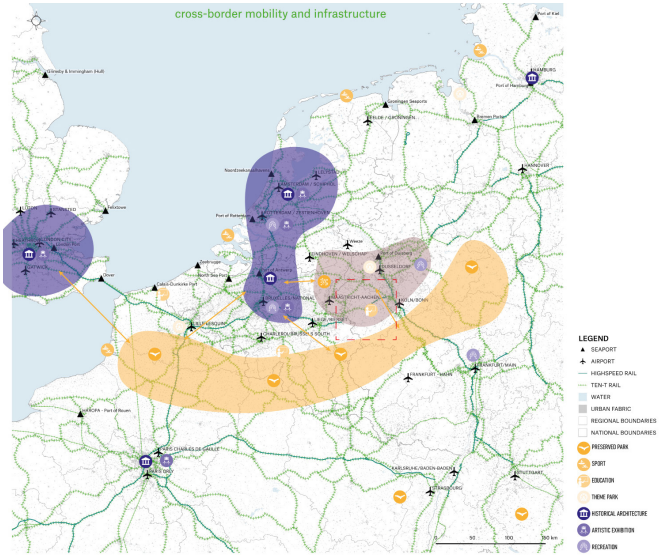
Benthe Timmermans, Mosè Colombi Manzi and Parissa Mohammadi



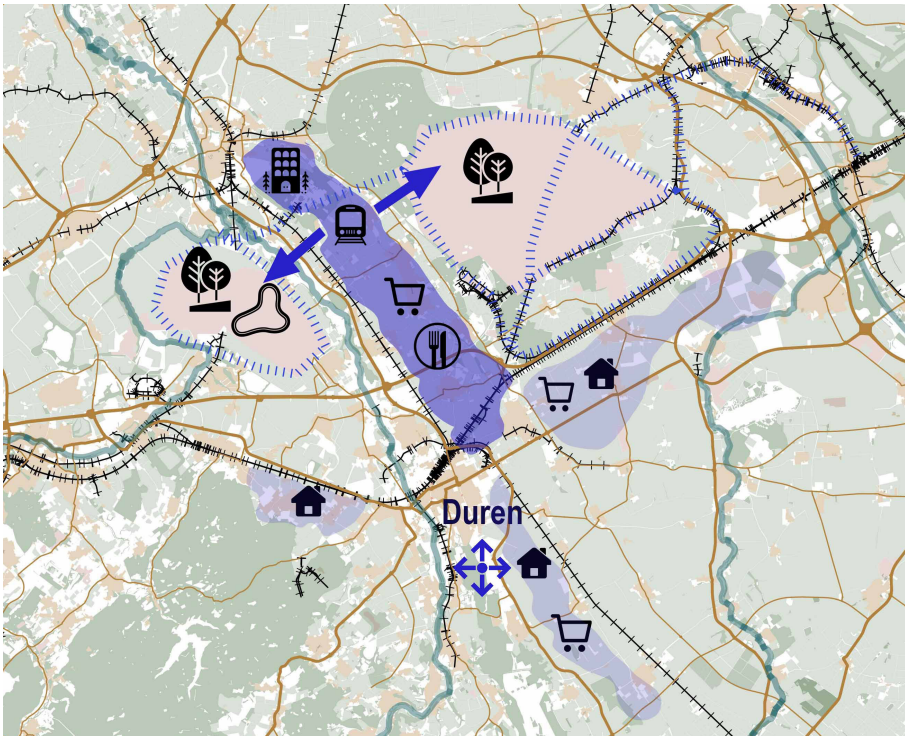
Ruhr Valley

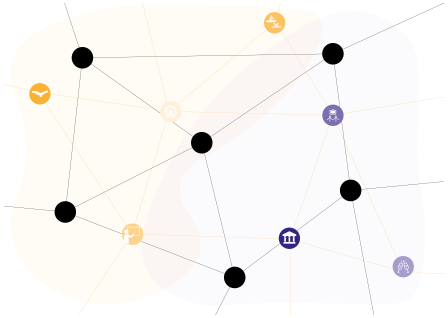
Düren is a small city of around 100,000 inhabitants in between Aachen and Cologne. Close to this city, two coal mines are located. These coal mines provide many jobs inside of the region. However, the coal mine will be closed soon because of the energy transition in Germany. This means that many jobs will be lost. On top of that, the whole area where the coal mine was located will be empty. The idea of our project is to **transform this area into a touristic area**. This in order to create jobs in the area and to provide a new economy. The idea is to provide new renewable energy production in combination with tourist spots. To create a good mobility to the area, the old transport railway will be connected to the existing railway connection.

Our idea can be upscaled for the whole Eurodelta since it can function as a touristic hub. Each hub in the Eurodelta will have a uniqueness to itself, which means that travellers can 'jump' from each hub to each other to visit the Eurodelta. Our hub will be connected to other hubs, creating a whole network inside the Eurodelta.



Strategic plan for Duren





Existing infrastructures and land use

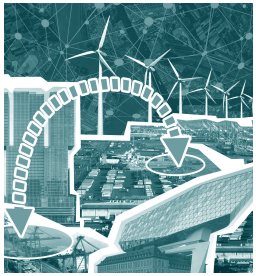
- waterway
- motorway
- primary
- secondary
- railway
- farmland
- forest
- quarry
- residential

0 0.75 1.5 km

Proposed Ideas:

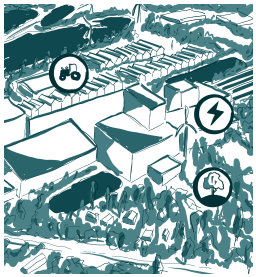
- tourist specified railway expansion
- expansion of Duren
- connection through new mobility
- new railway station branches
- services for tourists
- New tourism hub
  - lake
  - green laisure
- new housing and daily services

Cross border mobility and infrastructure

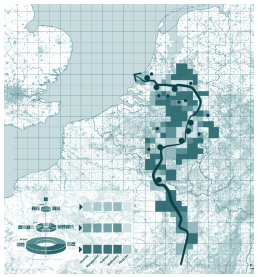


Blue to Network

A Magic Dune



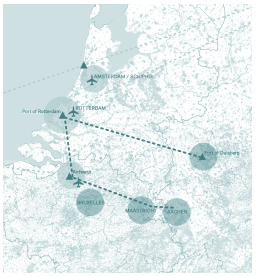
Future of Food
Production & Water



Follow the Maas

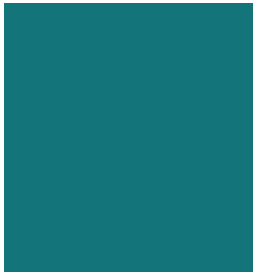
Arteries of Eurodelta

Mobility of Choice

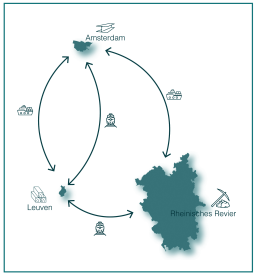


Euro Delta Port Cities
Innovation Network

Interdependance Cluster



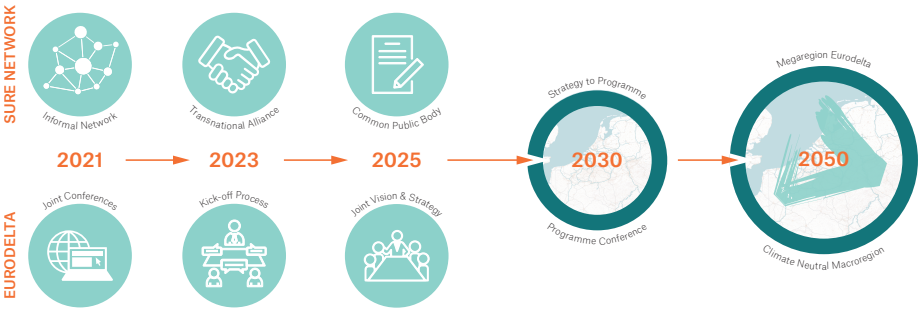
Touridelta



Cross Border Platform for
Urban Mining

Recommendations from the symposium

SURE Roadmap from 2020 has guided the process, thematic development and methodological approaches of Next Generation Podium for Eurodelta. The recommendations from the facilitators, participants and jury members provides a stronger direction towards developing the symposium for 2023 and further.



Recommendations

This is a summary of all the recommendations that has been put forward as the consortia of the second Next Generation Podium for SURE-Eurodelta.

Next Generation Podium

— Gap in academic curriculum on large scale discussion. Local to megaregion context is missing. This is an opportunity! Universities are curious to interact.

— Plan of action is important for follow up and including these groups in the SURE network.

— Bringing more cities and regional issues is necessary in the discussion.

— MORE SURE!

— It can be a bigger discussion, bigger audience, and impact but more capacity and timely organizing is required.

Universities

— The primary reaction from all the universities is positive in regard to the scope and ambitions. The biggest issue was to find the appropriate timing between the masters studios and connect the curriculums. As a conclusion, it is recommended to begin with the 2023 process on time to have a stronger commitment from the universities.

— Number of universities participating is fluctuating - the fundamental problem is with the schedule of the studios.

— Depending on the themes, minimum number 10-15 different institutions

— Follow ups

— KU Leuven (studio)

— Politecnico di Milano (studio)

— Maritime mindset -LDE (studio)

— TU Eindhoven (Urban Planning + Architecture studios)
Rijksuniversity Groningen (Living lab and sustainability and space)

— RWTH Aachen

— TU Dortmund (Optional Course (extra ECTS credit points)

— Wageningen University (Masters thesis)

— TU Delft (studio/ honours Urbanism Q3)

— Belgium representation is less. Can we actively involve someone from Belgium to help us with networking?

Symposium

— Combination of digital and physical format works well. All the formats need to focus on the maximum interaction between the next generation and practitioners.

— This also leads to the commitment of practitioners from SURE Network.

Open Office

— Proposed and Organized by SURE members
— Prepare sooner + open registration sooner
— Open Office Amsterdam:
— Technical issues
— Not-organised

Time Planning

— Timely planning with studios (August – September 2022 – for May 2023) Can we commit?
— Feedback meeting with universities (Before summers? confirmation for 2023?)
— We should stick to the month of May (for repetition character, reliance)
— Opening day - lot of presentations
— 3 presentations maximum (in one session!)
— Make it less complicated (less is more!)
— Keynote max.15-20 min
— Lunch Forum - good inspirations, different perspectives, reflections!
— Relationship between design, research, practice (policy/planning)
— Different scales (local, regional, macro-regional)

Format

— More content-driven physical event
— Excursion
— Open office
— How can universities contribute?
— Financially, Resources, Print and Publish

Possible Themes for 2023

— Health and well-being
— Digitalisation and technology in Planning
— Ports and city-regions (regional collaboration)
— History, heritage and Identity (Integration delta region within Eurodelta)
— Climate adaptation (Floods and others)

Audience

— 202 registrations on 2022
— 170 audience (50 participants)
— 222 registrations in 2021
— 123 audience (65 participants)
— Speakers and universities were active during the discussion.
— It might be interesting to invite peer cities/ regions from Eurodelta from coming years as audiences of the setting.

Communication

— Universities and consortia should have participated more in social media
— Website? How to continue as a platform? Who is the owner? Who is curating?
— Attractive website for young audience - Interactive "LinkedIn group" Workspace

Next Generation Participant Recommendations

The different pitches presented during the workshop posed like puzzle pieces, which, when integrated together, would be a great strategic framework for the Eurodelta region.

Standard lectures and classes are routine tasks, but workshops are the only way to master critical skills quickly. Having a background in architecture and trying to paddle our way through planning, are Sweatha Ramesh and Dilip Pareek, first-year master's students in Urban Planning and Policy Design at Politecnico di Milano. One of the most exciting aspects of Eurodelta's Next Generation Podium was the Lunch Lectures, the concept in and of itself was new and beneficial. Since we deal with similar topics and issues both practically and academically, the three major themes of the lunch lectures were engaging.

The Mayor's Manual podcast by Scipio Kok was the highlight of the first lunch lecture. Our first encounter with it was during the lecture, and we started listening to the podcast right afterward. It has been a great learning experience, and we hope we can contribute more in the future. Also, Piotr's brief about the project of Marconiplein made a lot of sense, especially the idea of re-purposing leftover spaces to create a high-quality public space with flooding as the main concern. The presentations helped us create a connection between different scales, from the local scale to the megaregion scale, and between different sectors, connecting water with infrastructure, climate, and space.

On the second day of the lunch lecture, Klaas clearly emphasized the importance of cross-border mobility. By involving students, and combining different thoughts, energy, and institutions, it demonstrated how much effort it takes to develop new sustainable transport solutions. A particularly interesting aspect of the Urban Living Lab was its network-based approach, from informing to inspiring and implementing to evaluating the impact.

Transforming coal to renewable to create a more sustainable environment, create innovative and future-proof business models, and how to replicate or scale up the same approach across the country was an intriguing discussion on the third day. It was fascinating to listen to the second lecture on the digital city, in particular the idea of a digital twin for the city, a tangible approach for trying out different scenarios. The discussions at the end of each lunch lecture, the questions posed, and the expert responses were a great learning experience for all of us.

Collaborating with people from different universities, places, and backgrounds made this workshop a valuable experience. Ideation and brainstorming sessions were engaging, and experts guided us throughout the process. We discussed fascinating topics, especially after the lunch lecture, which made us want to have more time to delve deeper into the topics. For the time we spent working, the final pitch presentations were creative, and was intriguing to listen to the innovative ideas, not just in ideation, but also in terms of visualization and representation techniques.

One of the issues addressed by us during the workshop was, that the built environment, an integral part of cities—accounts for more than a third of the world's resource consumption in construction. Thus, an urgent need to take action and make a swift turn towards more sustainable use of its resources. One resource-centric approach that could displace conventional practices in the construction sector is Urban Mining, not a new idea but something that's been forgotten. The concept was to integrate all the existing urban mining initiatives, that might be with different names in different countries of the eurodelta region, and create a common platform, a website promoting the cross border trade of the mined materials.

Another issue was, despite the Eurodelta's large rail networks, we know that secondary cities, particularly those without connective access to high-speed rail networks, have less efficient connections. Because of the numerous stops along the way, trips from and from secondary to major cities generally take longer. This is something that needs to change. The suggestions for increasing secondary city links begin with: doubling secondary city tracks. By putting together a strong network of secondary city networks, we will be able to improve the quality of life in our communities.

Some of the questions posed, convincing the stakeholders involved, the first step that needs to be taken, and the question of the implementation - growth or post-growth, and the timeframe of implementation, made us think about the various aspects that need to be taken care of when developing any pitch in future. The different pitches presented during the workshop posed like puzzle pieces, which, when integrated together, would be a great strategic framework for the eurodelta region. For instance, we were addressing cross-border urban mining which can be benefited from the pitch of an interconnected network of the blue corridor for the transport of materials and similar.

Overall, the workshop was great exposure. We would like to thank the Sure Network and the organizers for the successful symposium and our prof. Valeria Fedeli for giving us the opportunity to attend it and hoping to be a part of the next year's podium too.

— Sweatha Ramesh and Dilip Pareek

Next Generation Jury Recommendations

With our three eminent jury members, Prof. Carola Hein, Dr. Rupert Kawka and Marie Hanna Deketelaere

— Which actors are important to bring the vision into action? How can they be brought together in one network for a rather long period? How to cope with changes of key actors?
— Where are benefits in a spatial and social sense - and which regions or social groups are maybe negatively impacted? How can be bring latter on board to find compromises? Changes is not always accepted by actors and the general public.
— Which are hindering factors – and how can their negative impact influence the project? This means finding strategies to cope with those effects so that the vision can be implemented.
— Which projects would be necessary to bring the ideas into action? Which could be brought to life quickly bringing a shared understanding among the actors, which would imply more discussions and maybe the necessity to bring different views together, which need a longer time horizon to implement them?
— Which funding programs from the EU or national level can be used? Can INTERREG be a source?
— How can empirical data from the past and present be used to back the vision? Spatial analysis is important, empirical findings can persuade also decision makers.
— What about data from forecasts? How can they be used (even from different regions) to back the vision?
— A vision for a functional region can lead to an additional region with an additional governance. Normally, a place is already in one or several functional regions. This can be a burden for local/regional actors. Thus: Can the vision be part of an existing functional region so that no new one is created? This might be even a solution if the old region does not fit for 100 % with the regional extent of the vision, but a pragmatic approach is often necessary.
— Are there any potential new fields of economic activity or university curricula coming with the vision? How could regional innovations based on the visions be brought into the society?
— What about spatial equality, i.e. are positive or negative effects on rural and peripheral areas taken into account?
— Visions imply changes, and they need acceptance from the society. What can be expected from society and from elected actors

representing the society? Which time is necessary to increase the acceptance? What kind of participation is necessary?

— Which spatial level has the power to deal with the topic? Where is sectoral planning with its often own logic for action involved? Can e.g. the regional level persuade higher levels and sectoral planning to contribute to the changes and visions?

— Is the time line realistic?

What is the future all about? (key points)

- System Thinking: Water, ports, diverse cities
- Connectivities: Rivers, flows of ideas, education
- Livability: Jobs of the future, new lifestyles, food
- Transdisciplinary: Engagement between academia and practice
- Multi-usability: Agriculture/tourism, etc.
- Local-Global connections: Mobility of goods and people
- Participatory practices: Engagement of diverse populations
- Materialities: From Consumption to Urban mining
- Practices: From Competition to collaboration "coopetition"
- Temporalities: Short term to long term

What can we take back to education and practice?

- Forms of teaching?
- Types of studios?
- Engagement with other disciplines?
- Role of practitioners in academic setting?
- Role of academics in the professional world?
- Engagement with citizens?
- Imagine digital futures (open source data, collaboration)?

What are we missing?

How to rethink/reorganize space, society and culture

Landownership
Planning tools and laws
Policy making

New Work
New Governance
Participation

Lifestyles
Ethics (non-human actors)
Creative Practices

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