INTERNATIONAL COMMUNITY OF PRACTICE FOR SUSTAINABLE URBAN DEVELOPMENT
PARTNERS

A cooperation between:

• Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ)
• German Association of Cities
• Engagement Global / Service Agency Communities in One World
• Funded by BMZ
BACKGROUND

- **Challenges of urbanisation** call for innovative solutions
- Need for **inclusive, safe, resilient and sustainable cities**
- Variety of **solutions** already exists, but not widely known
- Lack of **systematic access** to practice-oriented solutions
  
  ➔ Mobilisation of practical experience in sustainable urban development for **joint learning** of urban stakeholders around the world
OBJECTIVES

To facilitate worldwide networking between urban actors from politics, administration, business, science and civil society

To support a systematic and application-oriented exchange of experience on good practices and through peer-to-peer-consultations

To support the development of innovative ideas for urban projects
THEMATIC CLUSTERS

GOOD URBAN GOVERNANCE
- Democracy and public participation
- Urban management and administration
- Decentralisation
- Municipal and decentralised networks
- Municipal finance and local budgeting

LOCAL ECONOMIC DEVELOPMENT
- Green urban economy
- Corporate social responsibility (CSR)
- Local development
- Promotion of business start-ups
- Facilitation of innovations
- Promotion of SME

INTEGRATED URBAN DEVELOPMENT
- Urban design and urban environmental planning
- Sustainable urban lifestyles
- Inclusive cities
- Cities and climate change
- Sustainable urban mobility

MUNICIPAL SERVICES
- Waste management
- Water supply / wastewater treatment
- Energy production
- Public Transport
REGIONAL APPROACH
COMMUNITY APPROACH

COMMUNITY OF PRACTICE

- NETWORKING
- TRAININGS
- NEWSLETTER
- Q&A WEBINARS
- STUDY TOURS
- EXPERT POOL
- GOOD PRACTICE DATABASE
- KNOWLEDGE MANAGEMENT
- ADVISE
- SUPPORT
- CONNECT
- INFORM

PROJECTS

PRACTITIONERS
WEB PORTAL

www.connective-cities.net
CONNECT

GOOD PRACTICES
Practical examples from around the globe
Sharing of practice-oriented experience via effective and applied solutions supports a learning process that consistently draws on practice and creates new synergies.
more →

WORKING GROUPS
Developing solutions together
You want to jointly promote issues on urban development in moderated working groups and within a protected area?
We support you to request technical and content as well as by moderating.
more →

PROJECT WORKSHOP
Planning and implementing projects
You are looking for access to funding, need help with the application process or project implementation?
We bring together municipal practitioners.
more →

PIN BOARD
Market of international opportunities
You want to present your project other experts or you are interested in a particular project?
We put you in touch!

EXPERT POOL
We procure know-how!
Professional know-how on sustainable urban development is increasingly being asked for! You want to be part of it?
We procure municipal experts!

UPCOMING EVENTS
Exchange your experiences with other experts
Dialogue Events on topics like
flood management
Smart Cities
Innovative financial instruments
intermediate cities
URBAN TRANSPORT AND MOBILITY

Mobility is not just about getting from A to B. It means being able to access education, culture, employment and leisure using safe, swift, environmentally friendly and affordable transport options. In cities and conurbations in particular, mobility means the ability to participate in society. In urban areas, the way we get around is changing rapidly - we need sustainable innovations and new concepts for combining different means of transport.

Cars dominate urban areas, taking up a lot of space, causing noise and producing harmful fumes that impact negatively on both the health of urban residents and the climate. They also restrict the flow of transport used by those who cannot afford their own cars. Cities in developing and emerging countries, which are seeing their economies develop rapidly and their populations swell, are facing rising pressure as a result of the numbers of private cars on the roads. Buses and trams get snarled in traffic jams, and often do not serve all parts of town, forcing residents to walk long distances along roads that have no safe pavements or footpaths. Many disadvantaged urban areas do not have paved supply routes, which makes it difficult to deliver to shops and businesses and poses a serious obstacle to emergency service vehicles.

In many European cities, by contrast, the number of trips taken by private car is falling. People are increasingly using local public transport, bicycles or car-sharing schemes. In Berlin, for instance, private cars are used for 31 per cent of all trips, while the rest are undertaken in a more environmentally friendly way either on foot (30 per cent), using local public transport (26 per cent) or by bicycle (13 per cent). In Copenhagen bicycles are actually the most frequently used means of transport, and in London more people travel by underground, bus or rail than by private car. Cars are also changing: more people are using smaller cars, more and more cars are powered by electricity or gas, and cars are being designed to be more efficient.
MEDELLÍN’S METROCABLE – MOBILITY AS FUNDAMENTAL FACTOR OF INTEGRATED AND INCLUSIVE URBAN DEVELOPMENT

In 2004, Medellin opened the first cable car as part of a public transport system worldwide. This gondola lift is supported by the municipality and embedded in an integrated urban development programme. It creates opportunities for the city’s poor population and reduces marginalisation.

The city of Medellín stretches from a narrow valley to vast areas on hilly slopes. The latter settlements often resulted from informal settling processes and are characterised by poverty of inhabitants. Insufficient transport, low presence of state institutions and lack of public services inhibited development and employment opportunities for residents. Furthermore, these problems have contributed to physical and social marginalisation of those districts. Poor access to the labour market, increasing lack of opportunities as well as high crime and violence rates were the result. Since the start of the millennium, local government has initiated comprehensive and integrated interventions in order to upgrade the districts in collaboration with their communities.

Objectives

1. To improve access to urban areas
2. To provide better public services and reduce poverty
3. To enhance social and economic development
4. To promote sustainable urban growth

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CONNECTIVE CITIES EVENTS

DIALOGUE EVENT

PRACTITIONERS’ WORKSHOP

PROJECTS

From Waste to Resources: Integrated Solid Waste Management in Sub-Saharan Africa
14 -17 April 2015 - Kinondoni, Tanzania

Rethinking Public Service Delivery - Innovative Solutions for Managing and Financing Public Services
14 -16 October 2014 - Province Gauteng, South Africa
BENEFITS

• Access to international know-how and to innovations as well as practical experiences about urban transformation processes
• Involvement in international networks among dedicated practitioners with hands-on experience
• Development of individual and institutional capacities for local innovations based on state-of-the-art learning concepts and technology
• Implementation of innovative and collaborative projects
Thank you very much for your attention!

Get connected on  www.connective-cities.net