

# DEBATE

## Vincent Fouchier

What parallel can we draw between the previous two presentations? System and archipelago based approach are interlinked as a result of globalisation, vehicle flows and energy consumption. However, we do not know what energy will be used and available in the future. Moreover, financial flows and globalisation related flows will no longer be the same. How therefore do you, at DATAR, see the future of metropolitan urban systems? What is your prospective thinking and what scenarios do you project? Some people believe that this requires a local refocus with perhaps less mobility, long-term strategies, flows and exchanges. How sustainable are these systems?

## Nadine Cattan

The research conducted on France does not address this question since it is based on 7 indicators which also incorporate local economies and which are regionally rooted. On the other hand, the question on global cities, world networks and metropolitan archipelagos was addressed by a group of 25 experts from different backgrounds who asserts that there was no current evidence that mobility will decline. This is a bold premise: mobility will continue to increase with or without renewable energy. All dissenting views to the effect that there will be a return to highly localized economies have been taken into account but the arguments were based on observations over the last fifty years

## Vincent Fouchier

I do not wish to be contentious but merely to fuel the debate. I believe that these are major issues. We at the IAU have conducted a calculated and the result is ground-breaking. If we replaced all French vehicles with electrically powered vehicle today, the question is: "where does the electricity come from?" It would require another 10 nuclear plants. Are there candidates willing to accommodate them and how is the European system preparing itself? Perhaps the 25 experts got it wrong, which would be very problematical. I believe in the need for make open assumptions on such issues. If there is a doubt it deserves reflection.

## Nadine Cattan

All the trends show that mobility will continue to grow. Our projections cover the period up to 2040. All the trends, indicators and prospects are clear up until 2040.

## Kathy Pain

More than ten years ago, I was writing with planning colleagues about the issues of mobility. We were focusing on China as a problem. Of course the

issue of mobility in China is huge. They are doing research now on ways of addressing these issues. I want to ask Nadine about her presentation and the very interesting data you have got. To what extent these activities can be seen in a global sense based upon long term declining activities such as manufacturing in the West?

## Jeremy Smith

It is presumptuous to believe that the manufacturing industry in the West will not recover. Our economies will be very different thirty years from now but that is another matter. This is an open question.

## Nadine Cattan

No, we have not established this kind of links. We did not go that far in our studies but perhaps this is an avenue we should investigate. The idea of adopting and modifying our indicators on traditional flows may be worth pursuing. The simple fact is that we conduct prospective studies on traditional studies. Our basic premise was that "today the Erasmus network concerns a total of 1 million students over the last 8 years".

## Anne-Marie Chavanon

In relation to the previously mentioned cooperation processes, what are, from your different analyses, the main drivers, the main assets and weaknesses of Ile-de-France?

## Jeremy Smith

I think it is complicated. My own personal view is that Ile-de-France is in a slightly stronger position than London in the long term because I think that the financial sector is interrelated to the various sectors in Britain because I think that the financial sector is more deeply interrelated to the various economic sectors in Britain. The French are less vulnerable: while there is a mega crisis in the Euro which causes problems in the French banks, these are not affecting the economy to the same extent. The risks are bigger when it comes to the City of London. Yet, both London and IDF have very similar challenges: population unemployment, social relationships, minorities and so on, and the big task is what do we do with young people?

## Christian Vandermotten

To follow up your question, I fully agreed with you. I believe that potential the position of the Ile de France is more stable than that of London. This raises questions as to the way in which we measure and evaluate the inclusions into networks since this more stable position is perhaps related to the fact that it is less integrated into world networks than

London. It is more integrated into national and European networks but it is far less integrated into

world networks. This again raises the question of different aspects of metropolitanisation and globalisation.

**Françoise Chotard**

In relation to what you just said, the Commission is reflecting on what it calls "smart specialisation" and is encouraging the regions to work in that direction. I believe that in uncertain crisis situations such as those we are experiencing today – and the example you quoted on Paris and London bear this out – this is perhaps a potentially very dangerous approach which may weaken specialised regions in sectors impacted by the crisis.