



THE STATE OF NATIONAL URBAN POLICY IN LUXEMBOURG

Name of national urban policy	<i>Master Programme for Spatial Planning (Programme Directeur d'Aménagement du Territoire) or PDAT</i>
Date of national urban policy	2003
Explicit or partial	Partial
Legal status (e.g. act of the legislature, executive order, administrative guidance, etc.)	Legally-binding government decision
Previous/secondary policies	<i>Integrated Transport and Spatial Planning Concept (Concept intégré des transports et du développement spatial pour le Luxembourg) or IVL, 2004; Global Strategy for Sustainable Mobility (Stratégie globale pour une mobilité durable) or MODU, 2012</i>
Stage of development	Implementation /monitoring and evaluation
How developed (e.g. through a participatory/stakeholder process, or act of parliament, etc.)	Stakeholder participation on the basis of a government decision
Implementing body	Ministry of Sustainable Development and Infrastructure
Government system	Centralised
Type of national urban agency	National spatial planning authority
Implementation mechanism (e.g. committee, involvement of multiple agencies, national-local co-ordination)	Representatives of national ministries, local authorities and experts meet on a regular basis to steer the spatial planning process

Current national urban policy

Luxembourg does not have an explicit national urban policy, but its national spatial plan, the *2003 Master Programme for Spatial Planning (PDAT)*, does cover urban policy issues. It determines the government's general guidelines and priority objectives for the sustainable development of the "living environment". An update of the PDAT is planned for 2018 (OECD, 2015). The *Integrated Transport and Spatial Planning Concept (IVL)*, developed in 2004, guides the implementation of the main targets set out in the PDAT and defines more precisely the polycentric urban spatial model of Luxembourg.

The PDAT is oriented around three policy areas, each of which contains several objectives:

1. **urban and rural development**, including objectives related to sustainable spatial development, urban-rural partnerships, and polycentrism or "concentrated deconcentration";
2. **transport and telecommunications**, including objectives related to reducing congestion, increasing accessibility and shifting to sustainable means of transport; and
3. **environment and natural resources**, including objectives related to sustainable land use and resource management and preserving a network of ecological habitats (Luxembourg Ministry of the Interior and Spatial Planning, 2005).

The *Global Strategy for Sustainable Mobility (MODU)* presents an integrated approach to the challenges of sustainable mobility in Luxembourg and is complementary to the PDAT as well as the IVL.

Inter-municipal co-operation is a main feature of spatial planning in Luxembourg. The non-binding Conventions of State-Municipal Territorial Cooperation (*Conventions de Coopération Territoriale État-Communes*) promote inter-municipal and multi-level co-operation to foster sustainable regional development. The partners to each convention develop a joint working programme to design an integrated development strategy and implement it through concrete pilot projects. Representatives of the national authorities (sector ministries), local authorities and experts meet regularly in order to steer the spatial development process (developing ideas, launching studies as well as surveys, and implementing concrete projects) (OECD 2015).

Monitoring and evaluation is also an integrated part of spatial planning and represents one of the recommendations of the 2004 final report of the IVL. In 2008, the first evaluation of the IVL was concluded and included an assessment of 29 indicators related to polycentrism, functional diversity, urban density, mobility, and the natural environment. The Observatory of Spatial Development (*Observatoire du Développement spatial, ODS*) updates these indicators on a regular basis and has published several thematic reports on spatial development in Luxembourg (Luxembourg Ministry of Sustainable Development and Infrastructure, 2014).

Areas covered by current urban policy

Sector	Sectoral representation in the <i>Master Programme for Spatial Planning</i>
Economic development	Extensive
Spatial structure	Extensive
Human development	Moderate
Environmental sustainability	Extensive
Climate resilience	Moderate

Specific issues covered by current national urban policy

The 2003 PDAT includes the following characteristics:

Criteria for national urban policies	Appears in the policy
Responds to population dynamics	X
Promotes a territorial approach (in particular urban-rural linkages)	X
Addresses the urban systems (from large to medium and small cities) and the connectivity among cities	X
Prepares for infrastructure and services in cities (including public space)	X
Promotes urban land-use efficiency	X
Enhances environmental sustainability and resilience to climate change	X
Develops effective urban governance systems (horizontal co-ordination and vertical alignment)	X
Promotes effective municipal finance systems	
Supports partnership and co-operation between urban actors	X
Safeguards inclusiveness and participation in the process and outcomes (inequity, segregation, safety, etc.)	
Ensures robust and comparable urban scale data	

Bibliography

Luxembourg Ministry of the Interior and Spatial Planning (2005), *A Sustainable Development Project for Luxembourg: The major aspects of the national spatial planning programme*, Ministry of the Interior and Spatial Planning, Spatial Planning Department, Luxembourg, www.dat.public.lu/publications/documents/programme_directeur_light/prog_dir_light_uk.pdf (accessed 13 June 2016).

Luxembourg Ministry of Sustainable Development and Infrastructure (2014), “Monitoring IVL”, webpage of the Ministry of Sustainable Development and Infrastructure, Department of Territorial Development, Luxembourg, http://www.dat.public.lu/strategies_territoriales (accessed 13 June 2016).

OECD (2015), “Regional Outlook Survey Results: Luxembourg”, unpublished.