

## THE CONVIVIAL REGION « VOSGES-ARDENNES » within the study region of Saarland, Luxembourg and North-Eastern France

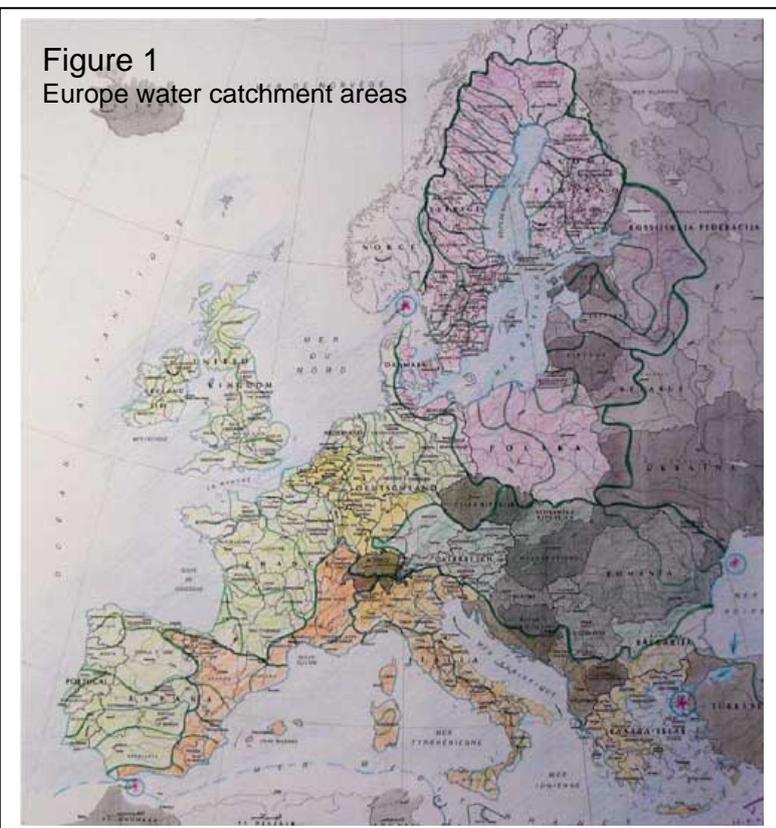
### Introduction

The present research follows the approach presented by Bill Twitchett at the ISoCaRP Cairo congress (ref.33). Before studying the North-Eastern region of France, a complementary list to that of the above-mentioned paper has been established, mentioning existing regions that enter into the category of what we can refer to as being convivial. (The names refer to the accepted predominant city or group of cities) Among these are : Lyon, Stuttgart, Bern, Brussels, also Barcelona, Valencia, Valladolid, Santiago of Compostella, then Düsseldorf, Amsterdam, Riga...Rovaniemi, Iraklion...

Let us now try to understand why the region « Vosges-Ardennes » is not part of this list and what would be the conditions for it to be included ?

### 1 - Long term vision for North-Eastern France

The long term vision for north eastern France conjugates the three realities of the triologue, underlining values as the link that cements them together. This region, place of birth of European institutions, can continue to innovate so as to become a transnational European region.



A map of the major catchment areas of the European Union (Fig. 1) indicates five entities or groups of water basins : the Baltic sea with its component rivers; the northern side of the Mediterranean basin; the rivers of the Atlantic coast of Spain and Portugal; the rivers of north-western Europe orientated towards the Atlantic and the North Sea.

Within this last entity, the Franco-German territories have a particular role to play because of the importance of their populations, their situation and their history. It is the territory linked to a certain conception of Europe based on strong Franco-German ties and as such can be distinguished from a more Atlantic approach concerning particularly the

United Kingdom and now Poland. It is the latter concept, centred on Brussels, that

predominates so far in the Union and the concept of bringing countries closer together in the wake of Franco-German reconciliation and union has not been able to progress significantly.

Even if the Atlantic approach remains predominant, the territory which extends from the Vosges to the Ardennes mountain and forest entities, occupies a strategic position within continental Western Europe. It is at the crossroads between the natural axes of communication between Paris and Berlin as well as between London and München. This region which for this paper we refer to as "Vosges-Ardennes" would gain particular interest in the event of closer ties between France and Germany, with implications for the whole of Europe, if the sub-continental institutions were to venture beyond commercial preoccupations and to reinforce structural links. We will attempt to evoke progressively its potential.

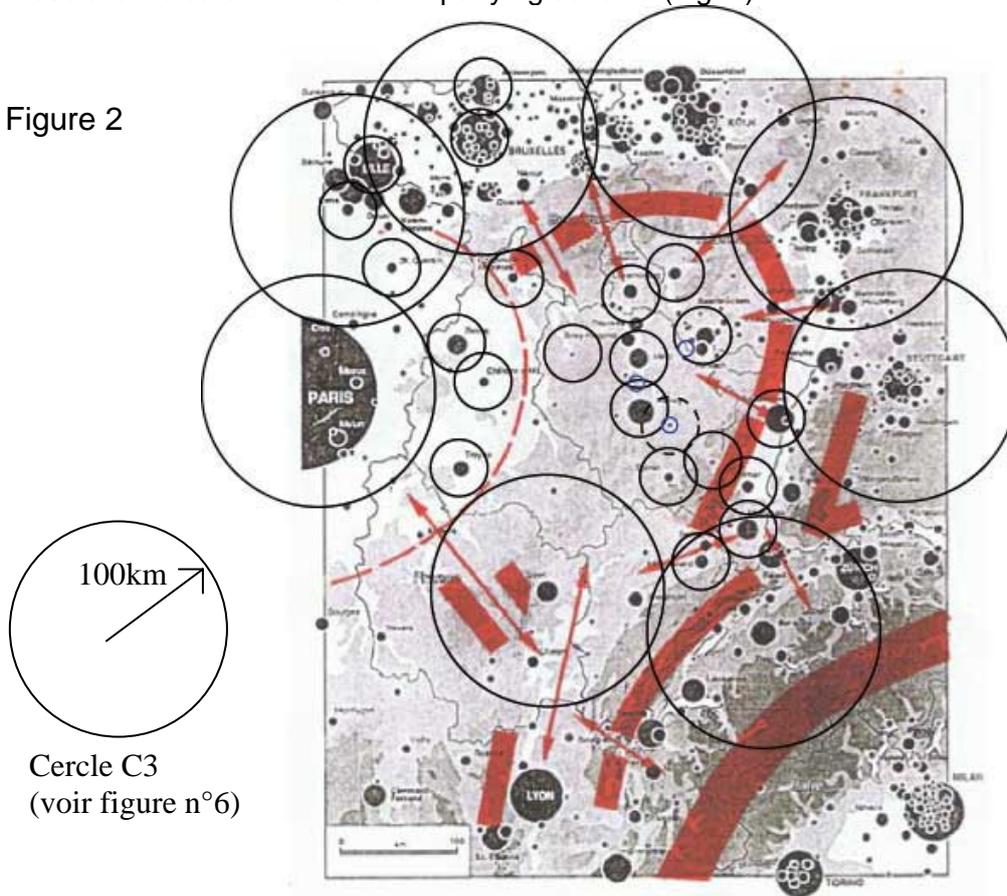
This prospective approach is undertaken at a time when in France many questions are being posed concerning the validity of the present relatively small regional entities. The present paper seeks to be a contribution to this debate.

### 1.1 Observation of the surrounding regions

An initial task has been to identify the reality of the existing strong and more clearly defined surrounding regions, with their established boundaries. From there we shall refer to actors, within the intermediate space, who are making attempts to define and implement a new regional entity. It will then be possible to attempt a synthesis in the form of a proposition for our debate.

These are indicated on the accompanying schema ( fig. 2)

Figure 2



### **Belgium**

This sovereign nation of regional dimensions is a member of the United Nations and has maintained its unity in spite of internal linguistic divisions. Statistics show an important phenomenon of daily movement to and from the capital, Brussels, revealing intense links across internal boundaries. This is reinforced by weekly migrations towards the Ardennes forests and towards the North Sea beaches. Home of key European institutions, the country has a long tradition of collaboration with the two other "Benelux" countries : Netherlands and Luxembourg, and it is particularly well integrated into the north European network of canals, railways and motorways.

### **Nordrhein-Westfalen**

A political entity englobing the vast conurbation of the Ruhr and the cultural and communications hub of Köln, as well as other significant cities. The land capital is Dusseldorf

#### **« Mosel-Main »**

For the purpose of this study we can take into account the twin länder deployed around the conurbation of Frankfurt, Mainz and Wiesbaden. This strong pole of urbanisation includes the land capitals as well as the home of the European Bank and Germany's principal international airport.

### **Baden-Wurtemberg**

Another political entity within the German federation. The double name reveals its double origin, but after some hesitation around 1970, it was decided that unity should be maintained around the strong capital of Stuttgart.

### **Switzerland**

Another sovereign nation with important international responsibilities. Grouping a multitude of alpine valleys, its particular constitution of confederation does not weaken its strong unity, with Bern as its capital. It is crossed by major road and rail transport axes and has maintained a network of international air communications.

### **"Burgundy"**

If one dares to consider the present regions of *Franche-Comté* and the major part of *Bourgogne* as a single entity, with the city of Dijon as its centre of reference, one discovers a potentially strong region that satisfies the criteria of "convivial region. This territory merits at least thorough study and the successful adoption of such a proposal would depend on the close collaboration between the cities of Dijon and Besançon. *La revue géographique de l'Est* (ref. n°13) has made a study in this direction. The project of an international waterway between the Rhine and Rhône valleys, of major European significance, concerns directly this regional entity.

### **Paris region**

The Paris region presented here corresponds to that of the paper presented by Edmond Bonnefoy in another workshop of this congress. This study region concerns therefore the region *Ile de France*, significant parts of the departments of Loiret, L'Aisne and Ardennes, as well as several neighbouring départements with those of the upper Seine basin. Most of the maps of the *Secrétariat Général aux Affaires Régionales* (SESGAR), and *Mission Interministérielle et Interrégionale de l'Aménagement du Territoire du Grand Est* (MIATT Grand Est) refer to this distinction between the Paris region and north-eastern France. Even although enlargement of the region *Ile de France* is becoming clear and is encouraged by certain personalities (François Ascher, in special number "*Démocraties*" of the revue *Urbanisme* underlined this proposal, which has yet entered into public debate under the name "*le pari métropolitain*"; see ref.n°15, p.17).

### **Northern France**

An approach to redefinition of this region was presented by Bill Twitchett during the 1999 ISoCaRP congress Gelsenkirchen and the text is also available on the web site [www.tercitey.org/régionsconviviales/arras](http://www.tercitey.org/régionsconviviales/arras).

Referring back to fig.2 it is clear that the territory under consideration is surrounded by 8 regions of weight and of strong personality. Before concentrating our regard on "Vosges-Ardenne", it will also be helpful to observe some of the various institutions and personalities that have been motivated to analyse and make projections about the future of the interstitial space.

### **1.2 Actors on the ground and their respective proposals**

Variety is the password for access to this list of actors who have attempted to envisage best possible options for this part of Europe. They include : Europe, *La Grande Région*, SaarLorLux+, Region Lorraine, Region Alsace, *Grand Est*, *QuattroPôle* and also a personality Patrick Thull

#### **The European Union :**

The E.U. has developed a scénario (Europe 2000 +) based on trends and another based on voluntarism, for the large urban regions of North-Western Europe.

This scenario draws several remarks :

- Existing infrastructure would enable the development of a corridor: London - Northern France – Charleville-Maizières – Vosges-Ardenne and beyond : on condition that the the vision of development within France does not remain excessively polarised on Paris. This corridor merits specific study on a basis broader than immediat high level return of investments.
- Observation of the pattern of existing urban regions suggests a space to be consolidated that is closer to the concept of *SLL+* than to that of *La Grande Region*.
- L'Alsace seems to have escaped from this reflection and the course of the upper Meuse needs particular attention.

#### **La « Grande Région » :**

« La Grande Région », situated at the heart of north-western Europe occupies an area of 65.000 km<sup>2</sup> et has 11,2 million inhabitants. It includes the following existing political entities :

- \* the Sarre and Rheinland-Pfalz in Germany,
- \* the Lorraine in France,
- \* the Wallonie and the German-speaking community in Belgium,
- \* the Grand-Duché of Luxembourg.

Le web site of the Grande Region, <http://www.granderegion.net> explains the origins of this regional initiative and its option of acting across the modern national boundaries.

Since 1995, at 18 month intervals, the *Sommet de la Grande Région* is held and these meetings between political leaders has the goal of stimulating cross boundary and inter regional cooperation. Each Summit is dedicated to a particular theme and makes resolutions of tasks to be carried out together.

This territorial approach has the merit of stimulating common initiatives within the component parts but it does not solve the problems of the regions referred to above, with their often strong regional governments. Also this field of reflection includes neither Alsace nor the upper valley of the Meuse.

### **SaarLorLux+ asbl. :**

This name, sometimes abbreviated to SLL+, refers to Saar, Lorraine and Luxembourg, the « + » referring to the Belgian province of Luxembourg which adhered belatedly. The members of the association COMREGIO, created in 1988, want to consolidate their cooperation. Conscious of the advantages obtained from cross boundary initiatives they decided on the creation of the EuRegio SaarLorLux+ asbl. According to Luxembourg law it was made official on the 15th 1995, with headquarters in the city of Luxembourg. The « *Groupe interrégional Saar-Lor-Lux* » established in 2003 within the Committee of Regions linked to the European Union, deals with any important matters concerning the *Grande Région*.

It is the SaarLorLux+ perimeter than is the most comparable with the « « Vosges-Ardenne » approach studied in this paper, except that as for the preceding example, Alsace is ignored and the ecological reality of the Meuse is not taken into account

The population is 5,2 millions inhabitants with an average population density of 124p/km<sup>2</sup>.

### **Region of Lorraine :**

The Lorraine region was endowed with a development plan under the authority of the *Organisme Régional d'Etude et d'Aménagement de la Métropole Lorraine* (OREAM Lorraine) during the 1970's. This plan already provided for links with Luxembourg and the Saar, also indicating provision for a coordinating centre near Pont-à-Mousson. Metz and Nancy remained rivals, or rather indifférent to each other, but a remarkable tool was born from this programme : the *Etablissement Public Foncier de Lorraine* (EPF Lorraine, or previously the EPML). This organisation was created originally to deal with industrial wasteland and now administers all derelict land in the region, under the authority of what has become the Lorraine Region. Its methodology is analagous to that of the triologue in its search for a new vision of the territory in concertation with the actors, with the aim of conceiving projects that are coherent and pertinent

The *Conseil Economique et Social de la Région Lorraine*, through a publication *Tableaux d'une exploration : la lorraine en 2025* has proposed variations of a scenario, the second of which is « *Aire métropolitaine intégrée : 2025 : La Métropole Lorraine, enfin une réalité par la force des choses* » The five principal factors named (ref. n°2, p.91) are :

- the development of a central transport interchange linked to the TGV, the regional airport and new road connections
- the reinforcement of passenger transport between the component cities
- the existence of a network of universities
- the installation of metropolitan functions of strong European significance
- a policy of cultural, tourist and sporting facilities complementary to those of the two neighbouring cities.

These 5 factors are coherent with the propositions for the region that follow below (cf 1.3).

### **Région of Alsace :**

In spite of evident differences with the Lorraine region these two regions are in close relationship with each other and to not work together would have no sense. There is need to search for unity that integrates the differences, articulating the different scales of belonging within a principle of active subsidiarity.

Alsace is lacking a land authority similar to that of the EPF Lorraine.

### **« Grand Est » :**

The *Grand-Est* is an administrative entity named MIIATGE affected to studies and statistics. The report of October 2001 (ref. n°9) concerns the stakes of political coordination within the group of regions described below. It expresses clearly that the « *interrégion* is composed of several systems, each one having its specific orientations and which are juxtaposed without well defined functional complementarity » The systems concerned correspond more to the

regions described above which surround the *Vosges-Ardennes* entity. *La revue géographique de l'Est* (ref. n°12) give here also precisions about specific characteristics. The name *Grand-Est* has therefore no geographical significance within this approach. One of the stakes of this approach is to prepare a pattern of larger territories by recomposition of inter regional entities.

Our description would not be complete without mentioning the network of cities : they are seven in number in the Vosges in complement to the network in Alsace.

### **QuattroPole**

The "*Pôle de Communication Luxembourg, Metz, Sarrebruck, Trèves*", abridged to "*QuattroPole*", is a network of cross boundary cities, of which the goal is to reinforce the economic activity of the whole. Its themes are essentially improvement of telecommunications, but also other themes of inter-regional cooperation.

### **A regional administrator : his vision as a citizen :**

Citizen initiatives such as that of Patrick Thull : « *Demain, la Lorraine* » (ref. n°21) are worth mentioning. As Director Général of the Lorraine Region, he has proposed a regional entity named the « *Lothier* » so referring to the Lotharingie which existed at the time of the partition of Europe by Charlemagne. The territory include that of the *Grande Région* enlarged to include Alsace, with Luxembourg as the capital.

His vision culminates in the proposal of hosting the Olympic Games in 2048. He concludes his text with "How to imagine the world if one does not know how to dream ?"

But this vast region so defined does not take into account the articulation of the component parts.

However this vision adds to the conviction that the creation of a regional entity in this part of Europe could be the fruit of initiatives within a culture of debate, no longer to lay claims and oppose, but to build together, taking into account the contributions of the various scales of territory within as described below. The territory is the basic brick of governance (Calame, ref.n°23 & FPH, ref. n°26).

### **1.3 – Superposition of proposed boundaries and chosen study perimeter**

Following the above observations of surrounding regions and of the experience of various actors more specifically concerned by the territory being studied, we can recognise the entity that we have referred to as « *Vosges-Ardennes* », an ecological entity, but also a region charged with meaning in the history of Europe. Its potential is underlined by need for axes of communication from Paris to Frankfurt and Berlin, interconnected with the itinerary from London to München and beyond.

Consequently the region envisaged includes the official regions of Lorraine and Alsace, the Saar and Luxembourg, as well as the northern part of the *département* Ardennes. The Belgian province of Luxembourg merits particular attention, taking into account the fragility of the Wallonie. The north-western opening towards Charleville is justified by the course of the river Meuse and also by the potential of a high quality communications link with London.

It is evident that conception of the regional urban framework could not be based on the notion of a single central metropolis, hence the necessity to envisage a polycentric solution, taking into account the existing major cities, particularly Strasbourg with its present highly symbolic European role. Following reflection, a coordinating point in proximity to the Vandières site for a TGV/Metrolor rail interchange could be interesting to envisage. Such a

place of reference would enable a very different view of the Nancy-Metz conurbation, with its possible extension to Thionville and Luxembourg on the north-south axis and also towards Saarbrücken to the north-east.

Following is a list of complementary studies that would merit attention :

- axes of communications with other regions of Europe and particularly those mentioned above,
- mechanisms of active subsidiarity, taking into account the specificities of each component socio-spatial entity. Internal tensions could become creative,
- organise without delay statistics at the scale of Vosges-Ardennes,
- extend the role of the EPF Lorraine towards the whole of the regional entity.

The region “Vosges-Ardennes” so defined would have an area of 55 447 km<sup>2</sup>, a present population of 7 235 000 (1999) , with a density of 130p/km<sup>2</sup>.

Figure n°3 : Delimitation of convivial region « Vosges-Ardennes ».



## 2 - The triologue applies at all scales of the territory

The study of the potential region takes into account presentations at the ISoCaRP congresses of 2003, 2004 and 2005 referring to the “convivial region” (ref. n°33, 34, 35). The criteria and experiences will be developed with reference to three scales of territories.

Four tools are useful for our study : the circles of activity (cf 2.1), table of emerging territorial entities (cf 2.2), circles of analysis, comparison, potential (cf 2.3) , and the triologue within this context (cf. 2.4).

### 2.1 – Activities :

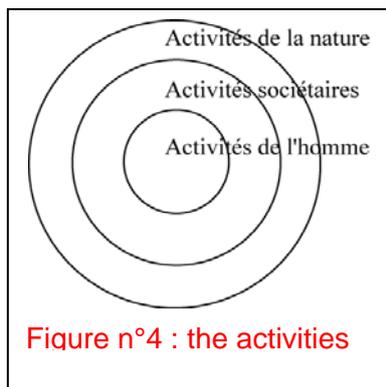


Figure n°4 : the activities

The activities of man are included in the activities of the society which are part of the activities of nature. Here is the schema that symbolises these relationships.

This schema is very different from that often used to represent sustainable development. It has the advantage of not fragmenting the disciplines (social, economic, environmental, spiritual) and to consider them together, simultaneously. The economy is societal activity in the same way that is true for cultural, political, religious and social activities. The notion of activity refers directly to the notion of relationship as against objects, merchandise or matter. This

notion is at the heart of the pragmatic approach of William James (ref. n°29), humus for the organic approach that will be referred to below.

The schema also enables enlargement of the notion of goods to that of natural, social or personal goods and no longer only that of economic goods (Calame, ref.23, p.31). The notion of goods, referring to activities, could be expressed in terms of relationships : relationship of man to his work tools, relationship of men among themselves and relationship of man with nature. The goods are distributed throughout the three cases according as to whether the subject is man or the individual / “*quasi personnage*” (Lussault, ref.26, p.151-152) with which he is in relation. Thus one will discover successively private goods, specific goods (industrial goods and personal services), natural resources and public goods. One can notice that these six categories of goods are much larger than simply merchandise, objects of exchange in a liberal market economy.

The three fundamental relationships quoted are the three reconciliations to be achieved for each man : with himself, with the others and with nature. The triologue can be declined for each of these three relationships or dimensions. The convivial region has the characteristic of engaging them all at the same time.

The vision of the Grande Region, presented on the occasion of the 9<sup>th</sup> congress on the 1<sup>st</sup> June 2006 is structured according to these three dimensions (ref. n°6, p18)

Following is a presentation of the criteria for the convivial region (Twitchett, ref. n°33, p.138) according to the three dimensions : human, societal, and natural :

#### 1) Human :

- The human person.
- A space to sleep, to stand and to move.
- Sufficient clean water and food.

2) Societal :

Possibility of the existence of viable human settlements in the region  
 Mobility of the population within the region, for the greater majority and not only for a privileged few.

Possibility of transport links with other regions (water, rail, road, air) with specific utilisation of each category of transport.

Clarification and development of world governance.

Promotion of initiatives, of healthy competition and mutual aid (solidarity).

3) Natural :

Conservation and improvement of biodiversity.

Energy : a maximum of renewable energy on the spot.

Access to global material resources and their sharing.

All of these criteria are united around the value of responsibility for the planet of conviviality within the regions by which are part of it. For each of these three dimensions, the importance of human body and social body –the society- must be underlined. (Paquot, ref. n°32) so as the face to face political relations.

**2.2 – Living spaces and observation of tendencies :**

In confirming other research, Bill Twitchett in setting out the various scales of territory in France, from neighbourhood, commune, canton, arrondissement, department, to convivial region, nation etc... has underlined the tendency towards increase of significant scale in the lives of the population (ref. n°39, p.137 ; see also paper of Edmond Bonnefoy at present congres)

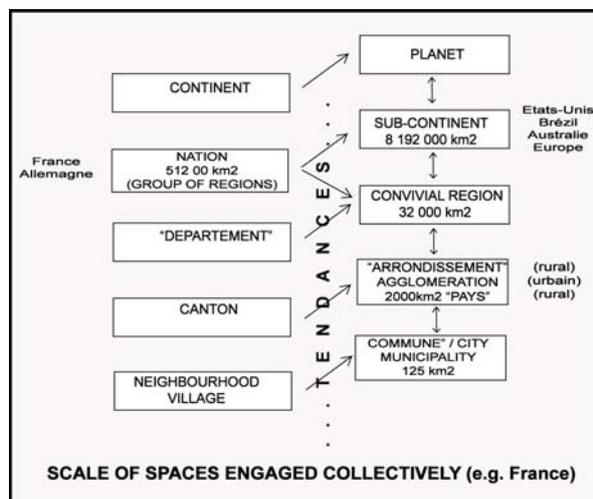
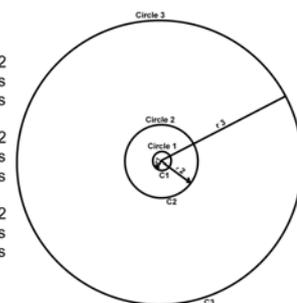


Figure 5 & 6

<b>Circle 1</b>	Superficie	S1 :	125 km <sup>2</sup>
	Rayon	r1 :	6 307 kms
	Circonférence	c1 :	39 644 kms
<b>Circle 2</b>	Superficie	S2 :	2 000 km <sup>2</sup>
	Rayon	r2 :	25 226 kms
	Circonférence	c2 :	158 563 kms
<b>Circle 3</b>	Superficie	S3 :	32 000 km <sup>2</sup>
	Rayon	r3 :	100 905 kms
	Circonférence	c3 :	634 260 kms



**2.3 – Reference circles :**

The accompanying diagram presents a series of circles that have been used as a convenient tool for analysis, comparison and potential of three scales of human activity within a region (ref.n°35, p.41):

- 125 km<sup>2</sup> (radius of 6.3km approx) referring to the scale of proximity, of ordinary, daily social relationships. It is the scale that is favourable to urban transport, It corresponds to the municipality or the city.
- 2000 km<sup>2</sup> (radius of 25km approx) referring the agglomeration, or district (*pays*) preferably equipped with a system of public rail or bus transport, so as to alleviate excessive use of the automobile.

- 32 000 km<sup>2</sup> (radius of 100 km approx) referring to a region that can satisfy the above mentioned criteria. This corresponds to regional spaces in which the inhabitants can attain a high degree of sense of belonging and within which they can move freely on a weekly basis, maintaining areas of conservation and biodiversity. With contemporary means of transport, smaller entities of governance tend to provoke interference in the prerogatives of neighbouring territories.

We can also quote the terms of reference for the white paper on future urban policies in the United Kingdom "Urban Task Force Report" (Masbounji, ref. n°31, p.60), as also the descriptions of *métroterritorialité* (125 km<sup>2</sup>) and *mésoterritorialité* (2000km<sup>2</sup>) by Guy Di Méo and Pascal Buléon (Di Méo, ref. 25, p.41).

The triologue applies to each of these scales of consideration. It can be of particularly fecund at the 32 000km<sup>2</sup> scale, that of the convivial region. It is the challenge of the 21<sup>st</sup> Century for a responsible and balanced management of the planet.

#### **2.4 – The triologue : a dynamic for development, a process of concrescence.**

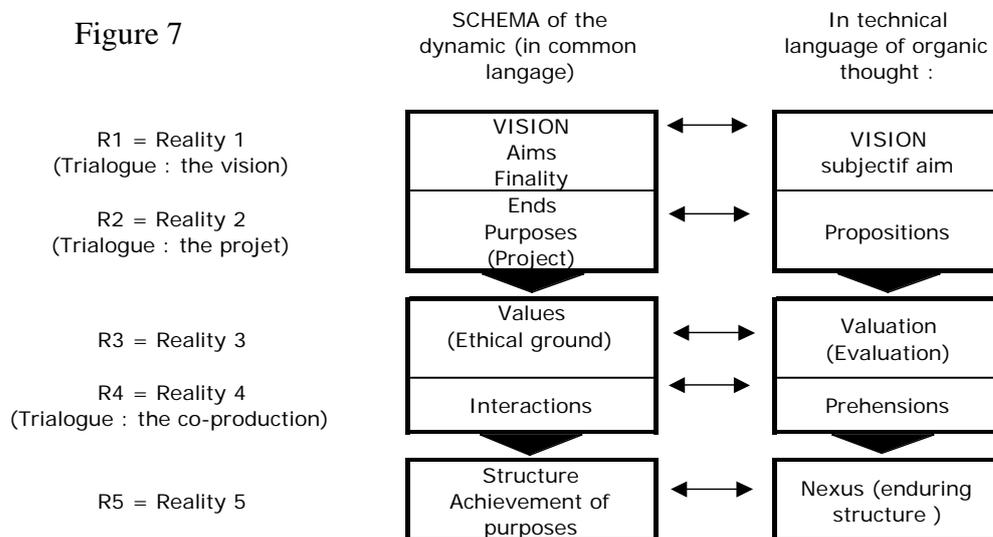
The triologue is the analysis of the activity in each of the various components. In order to be effective, none of these components can be neglected. Another formulation of realities is what is referred to as "local development". This is a method of addressing the problems of a local community by grouping all of the actors concerned (elected representatives, inhabitants, professionals,...) enabling them to react to a phenomenon of recession, essentially in rural areas. The effectiveness of this approach enables it to be used now in urban situations. The discovery, the practice and the adjustment of the schema for local development is explained by the example of Bernard Vachon (Vachon, ref.34, p.72) of which the left column of figure n°5 is the concise version.

Traditionally, local development distinguishes not three realities of dynamics, but five realities. Urban projects are the reality 2: the objectives (or proposals). The co-production (implication of all of the actors ) is the reality 4: the interactions. The vision is the reality 1 and it plays the same role in both cases. So in the triologue are two realities lacking: reality 3 (values) and reality 5 (implementation) ?

No, because valorisation ( the base of ethics, values or deontology) is englobed in the sense of the triologue : it is the cement of all of the realities : value of responsibility in the management of the planet ; value of conviviality in the organisation of our regions. And the structure of implementation, the "process", (in the same sense as the process of production of Marx) is the triologue itself as the global tool of the users : the simultaneous engagement of the three realities of the triologue. Without this simultaneity, the effectiveness is not at the *rendez-vous* and the execution is put in doubt. It is in fact necessary that the users, the inhabitants, the technicians adhere to the vision, participate in the definition of the project and in its validation. The planner is there to formulate the needs of both the inhabitants and the politicians, so as to enable legitimate choices.

The interest of explicitly expressing values is to provoke the personal adhesion of the actors (or else to provoke a creative conflict...). This personal adhesion is the only guarantee of a lasting engagement and finally the success of the accomplishment of the vision.

Figure n° 7 : Schema of the dynamic.



The interest of integrating into the schema itself the implementation, the process, is to insist on the simultaneity of the other realities.

Beyond the approach of local development (left column of figure n°7), a link can be established with the organic approach. Referring here to organic thought (the thesis of mathematician and scientist Alfred North Whitehead) is fecund as, within his process de concrescence (the process) it is the only one that has proposed a division in phases referring to the five realities of the dynamics. His work "*Procès et réalité*" (ref. n°36 & 37) details the phases : prehension with subjective aims, valuation, propositions ; the successive, repetitive objectifications are the determining characteristics of the nexus. That is to say, our structures are the fruit of our repeated practices. The importance of practical experience, the praxis, is no longer to underline that for the professional planner, but perhaps to call on the geographer who is more descriptive in his approach.

The organic thought is the new categorial scheme which takes into account the contemporary science (general relativity and quantum mechanics) and succeed to Kant's categories (linked to Newtonian science, limited) and Aristote's. Indeed these have been proved to be only language categories in terms of sujet/predicate. The great novelty of Whitehead's categorial scheme is to express categories of experience or feeling and not only thought categories. Indeed, Whitehead's approach is realist, while Kant's is idealist.

In a summary of this chapter, we could say that the activities (1st tool) develop at different territorial scales (2<sup>e</sup> tool) of which the three scales of comparison are to be recalled,. (3<sup>ème</sup> tool). The dialogue is a breaking down of these activities within our societies : it can be explicit in terms of local development and organic thought is simultaneously a foundation and a philosophical and scientific generalisation, which integrate the latest scientific discoveries.

### 3 - The triologue applies to all functions

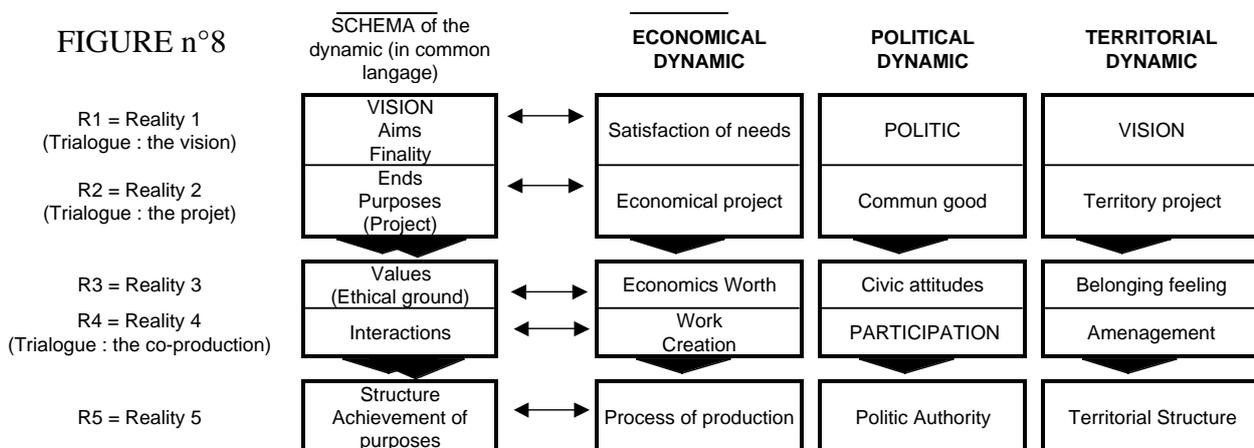
The triologue is the tool for the articulation of economic, social and political functions and so also for the synthesis of sectorial approaches. Such a synthesis will be detailed for the “Vosges-Ardennes” region.

The triologue, enlarged to the five realities of dynamics, can be applied at other dimensions, that is : economic, political, territorial dynamics, that are the principal ones implicated is the transformation of territories, but also cultural, scientific and spiritual dynamics.

Through this methodology there is no longer distinction between infrastructure and superstructure, as in the approach of dialectic materialism. Each dynamic is at once infrastructure and superstructure and as such is more open to the multitude of cultures throughout the world. In reality, a society is structured more by politics, another by religion, a third one by family links. Sociology and anthropology provide many examples of this. This method prolongs the critiques of Godelier (ref. n°28) who replaces the notion of infrastructure and superstructure by the notion of function – here the notion of dynamics – and then also the critique of Debray (ref. n°24, p;147) and Pomeroy (ref. n°33)

Besides, this approach is not dualist : it is neither material or ideal : it is rational, based on the activities ( the praxis or practice). In that it proposes a solution to the “dichotomy between the material and the ideal” (Godelier, Di,Meo). This proposition is explicable only in terms of organic thought such as that of Whitehead. That supposes the questioning of the notion of substance as being inert and without spontaneity “which does not need oneself in order to exist” of Aristotle and to give preference to entities that are present and open to each other, as “*gouttes d’experience*” (drops of experience). Our lives are composed of drops of experience, all interdependent on each other (Whitehead, ref.N°38 p.68, refers explicitly to William James, ref. n°29, chap.X). Each drop carries a genetic process inherent to all realities of dynamics.

This method also links up with the art of governance, in a new way of thinking, to appropriate the expression of Pierre Calame. The examples of success are numerous. Let us refer to the remarkable “*Préfiguration d’une agglomération transfrontalière 1*« initiated, between 2001 and 2003, by the EPF Lorraine for Moselle Est (See Part 4).



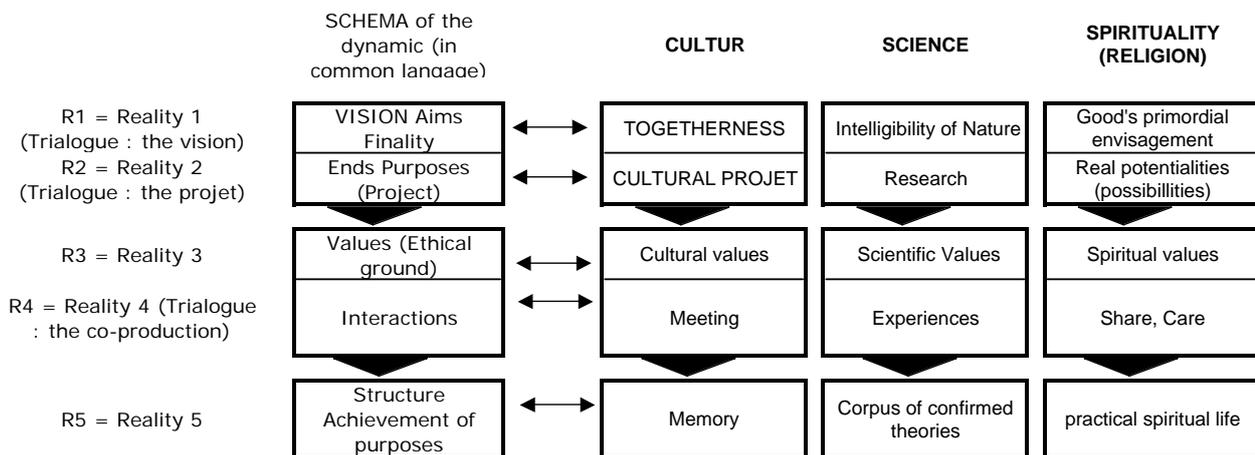
Analysis of the dynamics of each of the three basic dimensions :

The work of explaining this schema in terms of organic thought is the subject of a thesis being prepared by the author at the University of Nancy II, France.

It seems to us that other social dynamics could in the future, be fruitfully approached in an organic manner, as illustrated in the below figure.

Figure n°9 :

Analysis of three dynamics of society : culture, science and religion :



This same figure can be represented otherwise from the triologue (see figure 10). Its concern is to express the dynamism. Both realities R3 and R5 are the vectors from one reality to the other. The third vector from *vision* to *project* is no more no less than *strategy*. The term vector is often used by Whitehead in his organic approach, in both mathematical and metaphysical meanings (Whitehead, ref.n°37, p.207).

Figure 9

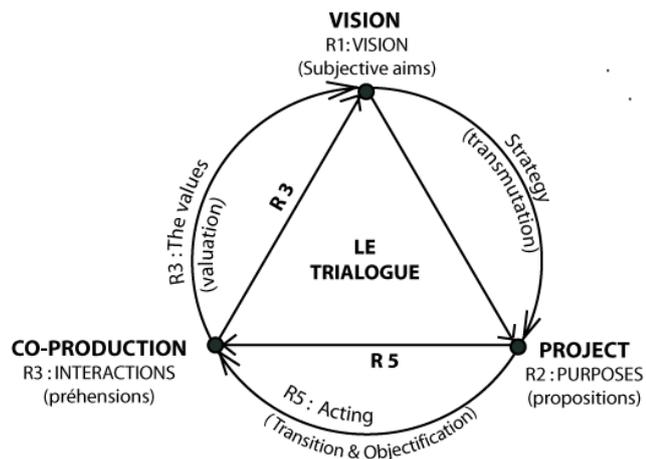
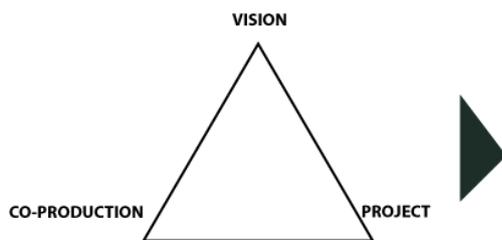


Figure 10

LEGEND : > **Bold type**, the TRIALOGUE  
 > R1 à R5 : the 5 realities of dynamics of local développement  
 > Between ( ) : (technical terms of Whitehead's organic thought )

The notion of dynamics in transformation of territories has followed in France two directions : firstly the creation of communities of agglomeration provided for in the law of 1999 relating to the reinforcement and simplification of intercommunal cooperation, referred to as the Law "Chevènement", and also the creation of « pays » (counties) and agglomerations, provided for in the 1999 law concerning sustainable development of the territory, also referred to as the law "Voinet". The first approach is more institutional, the second more federalist and providing for more participation. An important innovation is that the territories that are

endowed with group structures benefit from development councils which group representatives of all aspects of the society : economic, social, territorial, cultural and – why not – spiritual... (already at the national level, “spiritual experts” are named as has been the case for several years, to the *Direction Interministérielle de la Ville*). These development councils, with their role in the elaboration of strategies, function in the same way as the local *Conseils Economique et Sociaux*. They are an interesting alternative to the urbanism of regulations : they give sense to the planning process which, without the strategies stimulated by these councils would remain strictly administrative. There remains a need for consolidation of the articulation between this approach and planning methods. Here, the principal proposition would be to (re)give to the *Plan d’Aménagement et de Développement Durable* (PADD) its strategic role between the political and the normative, both at the scales of the *Schéma de COhérence Territoriale* (SCOT) and the *Plan Local d’Urbanisme* (PLU). (See also paper by Bernard Aubert concerning the Paris region in this congress).

What is the interest of this application of the triologue ? political, territorial, cultural...dynamics ? The principle interest is to escape from the single criterion of financial return in the selection of projects – too often referring to the vision of polarisation on Paris (Woessner, 2004).

#### **4 – The scales of the agglomeration, of the county and of the municipality.**

A strong regional vision lends support to imaginative proposals for dilapidated rural areas as also for traditional industrial areas in profound mutation. These include the predominantly rural area around Luneville and the ex coal mining area of Moselle Est. The development of the TGV and regional rail interchange of Louvigny-Vandières will give form to an overall vision that has so far been lacking.

The preceding chapter has enabled us to define the tools. Now we can use them. For each of the innovations proposed the first pertinent criterion is the application of the triologue in all of its dimension described above.

Articulation of the scales is active subsidiarity : the triologue has a fractal character and needs to be declined for

- the region “Vosges-Ardennes” : (32 000 km<sup>2</sup> scale)
- Moselle East and the Luneville district : (2 000 km<sup>2</sup> scale)
- Vandières and Luneville : (125 km<sup>2</sup> scale)

The articulation of functions is the simultaneous taking into account, for political choices, all social, cultural and religious criteria on a long term basis, and not only economic criteria on a short term basis.

##### **4.1 Moselle-Est : a cross boundary agglomeration.**

Let us refer to the remarkable approach of prefiguration of a cross boundary agglomeration initiated between 2001 and 2003 by the *Etablissement Public Foncier de Lorraine* for Moselle Est district between Saint Avold and Saarbrücken, via Freyming-Merlebach and Forbach, that is to say, for an agglomeration of one million inhabitants. The authors of the study clearly describe the conditions of success for this agglomeration :

“*Sarrebruck-Moselle Est*” is not mentioned on any map but it is nevertheless an agglomeration inhabited by one million inhabitants ! Because of European integration, and also the transformation of the economy of this territory, it progressively acquires a new

statuts, that of a de facto agglomeration. Thanks to efforts of its participants, it has become a territory moving towards co-management by the neighbouring Saar and Moselle partners. Such evolution operates in five fields :

- beginning with a limited franco-german identity, the feeling of belonging by the population and the economic actors has recently developed. This functional space concerning the daily lives of the residents is irrigated by common services for the whole agglomeration of one million people,
- intense and increasing interaction which confirms an economic and spatial system, where each decision will have impact on the whole of the territory, where each decision concerning one sector of activity will have an impact on the others,
- the appearance of common representation for the territory by individuals and by economic actors, encouraged by the production of new information at a new scale of pertinence,
- the definition of aims for common development made by partners each side of the frontier,
- the development of executive power within a complex context, and so a governance with adapted human and financial means enabling commonly defined objectives to be attained,
- on this basis, *Saarbrücken-Moselle Est* satisfies the first three criteria of definition of a territory. It accedes progressively to the last two in formulating a project for the agglomeration and then providing for the means of managing this". (ref.n°5, rapport 4/6, p.19-20).

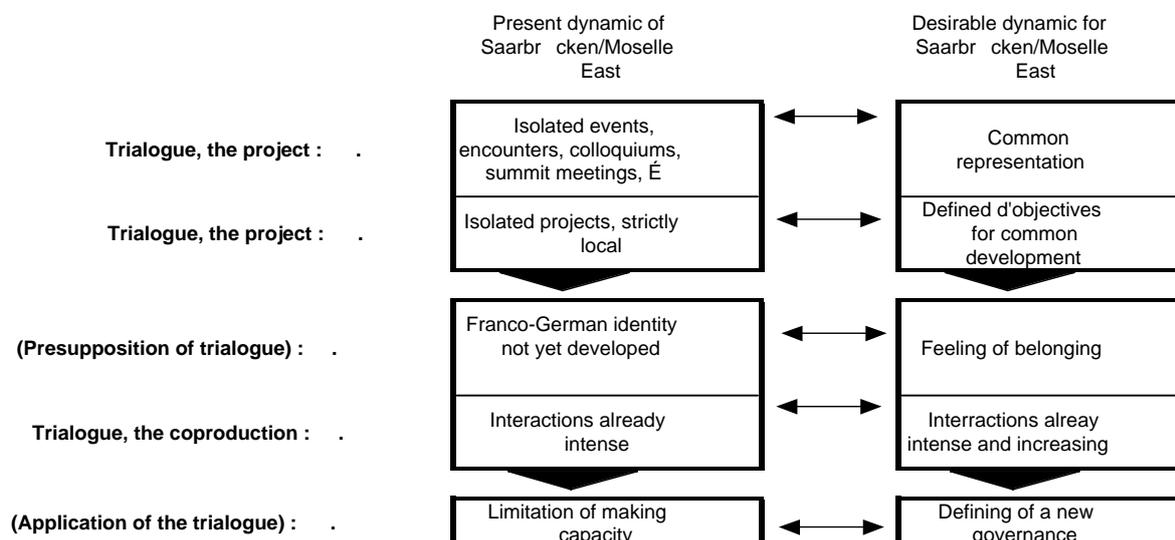
Let us carefully note that in the spirit of the authors, these five realities define the territory. This example is chosen among numerous possibilities : it is not an official *projet d'agglomération, de projet de pays, de schéma régional, ...* which do not have these qualities. Each of us could have pertinent examples.

One finds in each of these fields, recognisable through analysis of the terrain, the five realities of the methodology of local development.

With such an approach it is not possible to confuse the map with the territory.

One recognises the realities referred to above. They are the fruit of experience, of what has been lived, of observation of the terrain. Fruit also of failures, when one forgets them...They are fruit of what is concrete. It is the contrary to abstraction, or rather : it is abstraction which plunges its roots into the real. These realities begin with an observation in "the fire of action".

This voluminous study can be resumes in the following figure (fig. n°11)



As one can see, the dialogue declined according to the realities of the dynamics enables the synthesis of creation of the cross boundary agglomeration *Saarbrücken-Moselle-Est*.

It is to be noted that the territory concerned covers the strongly urbanised triangle *Saarbrücken / Saarlouis / Freyming-Merlebach* around the forest of *Warndt*. The present tendency is distinct developments eastern side (*Saarbrücken/Sarreguemines/Freyming-Merlebach*) and the western side (*Saarlouis / Creutzwald / L'Hôpital*). The association *Zukunft Sarre Moselle Avenir* is proposing a metropolitan convention in which the text of 3<sup>rd</sup> November 2005 states « The initiated project should contribute to the development of a metropolis of European dimensions that will be particularly attractive and will occupy an important place within the greater *Saar-Lor-Lux +* ». The convention does not define the contour of the metropolis and the unification of the approaches for the east and west remains to be implemented. Also, the reference to « la grande région *Saar-Lor-Lux +* », through spontaneous confusion between *Grande-Région* and *Saar-Lor-Lux + asbl*. (see part 1) would indicate that the intended region is closer to the definition of *Vosges-Ardenne* than to the official *Grande-Région*.

#### **4.2 The district of Lunéville or the Pays Lunévillois :**

Creation of the *pays Lunévillois* has been pioneered according to the Voynet law mentioned above in Part 3. A team of 10 persons worked on the project for this district of 80000 inhabitants spread over 180 small municipalities and approximately 2000 km<sup>2</sup>. However the local authority stopped this process by substituting most of the work team by a syndicate. This decision confirms the return of a representative democracy, whereas a democracy of participation was in the process of being established with access to a qualified study team and an exemplary Development Council.

The present proposal is to return to a democracy of participation with a Development Council working within an enlarged competent structure and not be limited to a representative democracy involving a syndicate of minimal authority.

Concerning the city of Lunéville and its agglomeration, a proposal is to develop the disused historic château, as also the XVIII<sup>e</sup> century inner city that is at present conserved under modern stucco. The group study *Lunéville à travers les plans de 1265 à 2000* demonstrated the possibilities of renewal of the city every 50 years. Lunéville is now becoming a city of tourism : to become conscious of this and to believe in it would enable elaboration of a strong dynamic similar to the example mentioned above.

#### **4.3 Vandières or Louvigny ? :**

The territory near Louvigny and Vandières has potentially all of the characteristics of a regional transport interchange, which could have an influence on the whole of the surrounding region. Within the reflection on the region *Vosges-Ardenne*, the stakes are of European dimensions. It is here that an “*Art de la foundation*” could come into play in order to exploit progressively all of the potential of such a site : successive extensions, installation of enterprises so well as institutions of European stature...

Significant development would find its roots in the trio Metz/Pont-à-Mousson/Nancy, the participation of each being conditioned by the efficacy of the respective transport links. In this respect a correspondence TGV with the regional rail system would be much more

efficient than the present isolated fast line station. Also, was it wise to separate this station from the airport, when other projects, such as Paris-Roissy and Lyon-Satolas have shown the advantages of integration ?

Let us be conscious of the underlying rivalries that have influenced the decision of localization:

- Louvigny/Vandières : two municipalities
- Moselle/Meurthe et Moselle : two *Départements*
- President *UMP*/President *PS* : A different political party presiding each departmental *Conseil General*

Instead of a mature reflection on the regional and European stakes, one finds superposed conflicts of interest at a local level. It is possible that a bad decision of compromise has been made, the brand new fast line station having been built without regional rail link and under influence of the flight path of the relatively new regional airport ! What adaptations are now possible for the future ?

The “vocation” of this site is to create a centre of coordination and of federation of interests. In France such an approach tends to be anathema, the nation having lost the sense of creation of such centres, as well as the “*Art de foundations*”. If one is to speak of a centre of high symbolic value at a regional and European scale, it is firstly important to advance arguments concerning the interests of the surrounding cities, thus convincing Metz, Pont-à-Mousson and Nancy that they would all benefit from such an option. The necessity to look outside one’s immediate boundaries ! If they were able to accept such a vision they would automatically become stakeholders in an innovation with resonance on a large scale. The idea of a new city near Pont-à-Mousson has already been suggested in 1970 by the regional planning authority (*Organisme Régional d’Etude et d’Aménagement de la Métropole Lorraine - OREAM Lorraine-*), then also in a reflection within the responsible ministry in 1983/84. Such a notion of a coordinating centre needs to be examined in other regions of France. (See also paper by E.Bonnefoy concerning the Paris region in this congress)

In liberating one’s imagination one can recognise that this site is an extremely favourable terrain and cultural references are numerous : its functions would include European institutions, symbolic capital of a polycentric region, transport hub... Following cities in Africa and South America, could one imagine this region welcoming the Olympic Games in 2024, with the logistic support of both France and Germany ?

## **5 – Methodological deepening**

The triologue could be generalised as an approach to local development under condition of placing man and the quality of relationships at the heart of the process. A deepening of presuppositions will be sketched out according to the organic approach of the philosopher scientist Alfred North Whitehead (1861-1947).

The triologue is fruit of the experience of planners. During decades, planners have realised that, to enable a society to advance in creative transformation of its territory, it is necessary to conjugate a vision which nourishes a common project, a project that is shared and to which the greatest possible number of actors adhere. The component realities create a dynamics which is the motor for the transformation of territories.

This form of experience in the form of organic dynamics articulating several realities is not isolated. Architects have discovered it intuitively since several decades (Giedion, ref.n°27,

p.105). Planners have expressed this more recently through all methodologies of local development.

It is necessary for us to go further and the effectiveness of these methods suggests that it involves something more profound than the methods alone.

It seems, in fact, that through expression of his experience, the planner spontaneously identifies the very structure of experience that exists at all scales of the living. This is not surprising because "man is nature becoming conscious of itself". (Elisée Reclus ref.34). Shared experience is the basis of societies. Man has become conscious of the interlocking of living societies, from microscopic scale, through bacteria, molecules, cells, organs, organisms, etc,...to the planet, solar system, galaxies, nebulae...Also, as fruit of this new awareness, it is in a non metaphorical sense that it would be possible to express this interlocking of societies at the level of man and so of his social organisation at various scales. The organic metaphor can help, because it would seem that what happens within a microcosm also occurs in a macrocosm (Whitehead, Ref.n°38,p 349-350).

In descending towards the microcosm, how to avoid imagining that this structure of experience does not recur right into the ultimate entities of matter ?

This path has been traced by the mathematician and scientist A.N. Whitehead. After having written, from 1903 to 1913, the *Principia mathematica* with Bertrand Russell (in reply to the *Principia mathematica of Newton*), he delved deeper into the structure of experience, right to the ultimate entities of matter, under the name of "organic philosophy". We prefer the term "organic thought", because it is as much a science as a philosophy. Organic thought has developed in a way that is parallel to the analytic philosophy of which Russell has been one of the principal figures. These two approaches, apparently in opposition, are the prolongation of a long period of work together.

What the planners observe on the ground : the necessity to conjugate unity and diversity, the need to mutualize experiences and to integrate them into networks, the importance of participation (relationships, interaction), the importance of vision (subjective aims) have become within organic thought the basic scheme of analysis of ordinary experience. This scheme articulates the "categories of feeling" (categories of experience) and no longer the categories of thought as with Aristotle and Kant.

It is here that the planners could question the geographers. The latter adopt several different approaches : those who use mathematics where man becomes no more than a barycentre of his body, a point moving in space according to more and more refined statistical laws. Others base their work on sense perceptions and develop theories of landscape, of environment. Others begin with observation of daily behaviour, attempting to go beyond the « dichotomy of the material and the ideal », in other words to go beyond all of the presupposed dualities of our culture since Descartes.

It is here that the planner working in the context of the triologue has a decisive contribution to make : his presupposition is the unity of experience expressed by the triologue ; the transformation of territories will take place within the application of this unified tool. The triologue is based on organic thought, without being aware of this. It is only a detour via philosophy that will give strength to this approach within a transdisciplinary process.

Here the geographer is doubly questioned (sometimes as also the ecologist). He is provoked to acquire *the capacity to achieve a vision* that is not only an extrapolation of observed tendencies. For example, to consider the observation of the "blue banana" (backbone of

Western Europe) as an unchangeable established fact would be to freeze an observation made at a moment in time, excluding multiple dynamics of the reality. In other terms, it would be to consider the abstract as being the concrete and so make the “mistake of misplaced concreteness”. This type of abstraction (the “blue banana” or the “arid diagonal”) need to be continually explained through concrete facts : the reality regularly introduces refutations of these generalities that are too broad, separated from basic facts. A prospective approach is more than a simple observation of tendencies. To move in the direction of tendencies, for example to double the width of a saturated road, can be a solution that is worse than the problem that needs to be solved. The solution is perhaps elsewhere : it will be perhaps better to conceive a regular network.

The geographer (and the ecologist in his particular field) has a key role in the organisation of observations that other professionals (planners, architects, engineers) would neglect . Such neglect could lead to hazardous visions.

To develop a geographic approach without anticipation could also be risky : lack of vision no longer enable the reservation of land necessary for operations that could become essential. Land problems at the moment of implementation could become insurmountable. The vision of 20, 30, or even 50 years ahead is the only way of making land reservation in time so as to prepare the future. A lack of vision for the pole of Vandières, in the case of “Vosges-Ardennes”, could jeopardise, forever, the possibility of developing a centre of coordination of Regional and European significance. It would seem that only organic thought, to which the dialogue invites us to adhere, would enable us to find a satisfactory solution.

Conclusion :

Throughout the continents, the diversity of potential regions is such that the reality of convivial region like “Vosges-Ardennes” merits an inventory, comparable to the international guide to professional practice established progressively by members of ISoCaRP since the 1980's. Could this be another task for each one in his own region or/and a new generation of members ?

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10. Figure 10 : Le dialogue

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