



LOW CARBON CITIES

45th ISOCARP Congress
Porto, Portugal, 18-22 October 2009

CONGRESS BROCHURE

**Faculdade de Engenharia
da Universidade do Porto (FEUP)**



**International Society of City
and Regional Planners (ISOCARP)**

AIU Association Internationale des Urbanistes
IGSRP Internationale Gesellschaft der Stadt- und Regionalplaner
AIU Asociación Internacional de Urbanistas



ISOCARP has calculated the anticipated emissions from this event and is offsetting these through ClimateCare. The cost of the offset is included in the registration fee. ClimateCare will fund projects in energy efficiency and sustainable energy around the world to reduce global carbon emissions on behalf of ISOCARP.



STRATEGIC PARTNERS

AEP – Portuguese Business Association

AMP – Portuguese Association of Municipalities

AdE Porto – Porto Energy Agency

APPLA – Portuguese Association of Spatial Planners

AUP – Portuguese Association of Urban Planners

CCDRN – North Regional Coordination and Development Commission

CMP - Municipality of Porto

DGOTDU – General Directorate for Territorial Planning and Urban Development

JMP – Metropolitan Área of Porto

Jornal de Planeamento

Ministry for Environment, Spatial Planning and Regional Development

OA – Institute of Architects

OE – Institute of Engineers

UP – University of Porto

VROM – Ministry of Housing, Spatial Planning and the Environment, Netherlands

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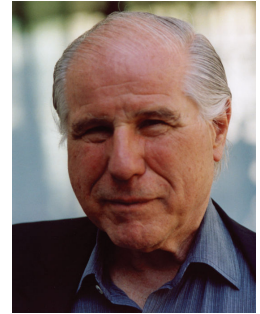
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WELCOME by the PRESIDENT

Pierre Laconte

President, International Society of City and Regional Planners



Dear Colleagues,

At the invitation of the Porto Local Organising Committee, ISOCARP will hold its next Congress and Exhibition in the City of Porto, Portugal, from 18 to 22 October 2009. As indicated in the First Announcement, the theme proposed by our hosts: “Planning for Low Carbon Cities”, is particularly timely, as reduction in carbon emissions and energy are key concerns of planning for future urban growth worldwide, not least in Europe.

It is a seamless continuation of the 2007 theme, “Urban Growth without Urban Sprawl”. Urban sprawl, which is a mix of built space and residual open fields, requires a large amount of carbon producing transport and energy.

For decision-makers and their planning advisors, it raises the challenge of making compact and liveable places, caring for people and nature and favouring social inclusion.

Considering the wide experience of Portugal in the use of European Regional Funds, the findings of the Congress might be of consequence for the new policies presently being considered towards a more sustainable regional development. The exhibition should allow an opportunity to institutions and firms concerned to present their achievements and services to participants coming from all continents.

It also raises professional issues about assessing carbon emissions and energy production and consumption generated by buildings and neighbourhoods, and how to make the best use of carbon trading schemes. This in turn opens the field to a new profile of participants, interested in exhibiting and explaining the latest technologies related to planning for low carbon urban development, as the German Pavilion in Saragossa 2008 successfully did in the field of water resources. It is my pleasure to stress our collaboration with the Royal Institute of Chartered Surveyors Europe on these issues.

Once again, ISOCARP will endeavour to provide opportunities for bridging the gap between young and less young professionals, and between cultures, both through the congress papers and through its task-oriented young professionals’ workshops, that take place just prior to our congresses.

The same opportunity is provided by the Urban Planning Advisory Teams (UPATs), expert teams mixing members of different generations and cultures, international teams of experts that advise authorities on their current planning issues. Examples of these are to be found in the ISOCARP NET. ISOCARP’s web site is another tool for building bridges between members and institutions of different backgrounds and based in different regions (www.isocarp.org).

May I express my thanks to those who have helped making this ISOCARP Congress possible, especially Manfred Schrenk, ISOCARP Vice President in charge of events, Secretary General Pablo Vaggione and Chris Gossop, General Rapporteur for the Congress. I would also like to extend my warmest thanks to the Local Organising Committee for the fruitful and rewarding collaboration.

We have high expectations for this Congress and exhibition and look forward to welcoming many of you in Porto.

INVITATION by the President of the Local Organising Committee

Paulo Pinho
President Local Organizing Committee



The city of Porto and the ISOCARP Annual Conference on Low Carbon Cities

In current days of undeniable global climate changes, of unprecedented increases in oil prices, as well as in food and other essential goods, of uncertain economic perspectives and of emerging divides in the social structures of our societies, the sustainability paradigm faces new challenges. For some, new approaches are needed, more pragmatic and soundly based on benchmarking, i.e. easily measured against clear targets such as ambitious reductions of CO₂ emissions. Clearly, the cities are in the centre of this debate towards a new low carbon society. Planners have not only to offer innovative solutions to enhance citizens' quality of life, dealing with a multicultural society with diverse and complex values, attitudes and lifestyles, but also to reorganise our cities, regenerate old centres, improve the suburbs, manage the transport system, and design new interventions and urban projects towards a truly energy efficient city – the low carbon city.

The city of Porto provides a wonderful and stimulating environment to approach and discuss the multiple perspectives in which this topic of Low Carbon Cities can be analysed. Indeed, it is a typical example of an old and dense European city, rich in history and built heritage, with an urban form and structure close to the energy efficient compact city paradigm. It is right in the heart of a genuinely polycentric metropolitan area, the second largest in Portugal with 1.4 million inhabitants, served by an efficient public transport system and an award winning metro. Indeed, the Light Rail System (LRS) of the Porto metropolitan area was recently elected as the best new LRS in the world by the UITP (Union International Transport Public). The contribution of this metro system to lower the overall CO₂ emissions of the metropolitan area is quite impressive. According to the Porto Municipal Energy Agency, responsible for an ambitious Sustainability Plan for the city, the present annual per capita production of CO₂ is 5.5 tonnes, well below the European average that is approaching the two digits figure.

The UNESCO World Heritage historic centre of Porto is under an ambitious regeneration programme of municipal initiative after decades of population decline. Located on the Atlantic coast of Portugal and facing the Douro River, Porto offers an impressive and diversified waterfront. On the seafront, recent successful environmental planning policies made possible the co-existence of the seaport with a large green park and blue flag beaches, connected by a lively and trendy promenade. On the riverfront, an old tramway is still operating providing an impressive perspective of the historic centre and of a series of emblematic bridges able to elegantly frame the rich local urban landscape. Heading north from the river side and up the hill, we arrive at the large and splendid central square, reminding the prosperous bourgeois city of the nineteenth century. Later on, the legacy of the modernist movement, and, more recently, the works of the so-called Architecture School of Porto have been able to blend old and new keeping the sense of place and Porto's distinctive strong character.

Bearing in mind the innovative urban and transport policies towards urban sustainability and a low carbon society that are currently been pursued by the local and the metropolitan environment and planning agencies, the ambitious projects recently concluded or under way, the strong character of the city and the warm hospitality of the local people, we firmly believe that the city of Porto offers an ideal setting to host the ISOCARP 2009 Conference on Low Carbon Cities.

INVITATION by the Chair of the Local Organising Committee

F. Brandão Alves
Chair and Executive President of the LOC



Widening the scope & mission of Congresses

Since 1965 - date of ISOCARP's foundation - the Society has organized Annual International Congresses all over the world, bringing together highly qualified planners in an international network.

Today, the time has come to rethink what one should expect from International Congresses. Regarding contemporaneous shifts, Corbin Ball put forth the Seven Predictions about the Future of the Meetings Industry (ICCA Intelligence Vol. 02, Nov. 2003), mentioning the extraordinary tsunami of transformation that terrorism, travel cutback and belt-tightening economic trends are creating. There are no doubts about the rise in virtual meetings; but, there are also no doubts as to their incapacity to replace face-to-face meetings.

An international congress is an arena and channel for communication both before and after the event, imbued with inspiration and creativity, learning from previous events, shared failures and success, bringing together experts in an international network. Nevertheless, congresses today should be more ambitious - a wider mission should be pursued regarding current universal concerns such as threats to the human environment and future hopes. Given the vast array of critical threats that mankind is facing today, international congresses have the duty to urgently contribute to building safe and trustworthy solutions, sharing in the main purposes of the Intergovernmental Panel.

That is exactly what we are expecting from the 45th ISOCARP Congress, to be held in Porto, in October 2009 – to foster debate and research on the environmental effects of man's activities, promoting consistent international cooperation among scientists, practitioners and politicians, increasing innovative thinking and communication efficiency, confronting knowledge, resources and systems with real life applications.

To achieve its main objectives, the Porto Local Committee 2009 (LOC) needs a meticulous planning system to organize the 45th ISOCARP Congress. But only with the input and know-how from participants and in co-operation with other bodies, can ISOCARP and the Porto LOC create a successful and memorable niche event.

GENERAL RAPPOREUR



The General Rapporteur of ISOCARP's 2009 World Planning Congress is Dr Chris Gossop (United Kingdom). He is a chartered town planner with a very broad range of experience that has embraced work in both local and central government, as well as in a pressure group, the Town and Country Planning Association. He currently works as a planning inspector for the Planning Inspectorate (England and Wales), in which role he has determined many hundreds of planning appeals, as well as presiding over numerous inquiries and hearings. In tandem with this work, he has sought to maintain and develop his interest in international planning. For example, in 1995, he co-ordinated preparations for the UK's involvement in the United Nations conference on human settlements, Habitat II.

He joined ISOCARP in 2000 and has participated in all its congresses since that date. For most of that time he was a member of the UK's national delegation. He was its bureau member until September 2008 and his election as Vice President (Publications), a role which he is pursuing in parallel with his work as General Rapporteur. He has written numerous papers and articles for planning journals, and spoken at many events both in the United Kingdom and internationally. His interests are broad, ranging from spatial planning at all its levels, to environmental management, to city design and transport planning. He is a member of the Royal Town Planning Institute's international Committee. He lives in the new city of Milton Keynes, about 100 km to the north-west of London.

CALL FOR PAPERS

Low Carbon Cities

Introduction

The planning and delivery of low carbon cities is a hugely important topic with massive implications for the future of our planet. Atmospheric levels of carbon dioxide are some 35% higher than they were before the start of the industrial revolution just over 200 years ago and they continue to rise. According to the United Nations' International Panel on Climate Change (IPCC): *'Warming of the climate system is unequivocal, as is now evident from observations of increases in the global average air and ocean temperatures, widespread melting of snow and ice, and rising global mean sea level'*. There will be a range of effects across all continents of the world, often through extremes of drought or flooding, and many of the world's major cities face a particular threat from sea level rise.

If we are to avoid the worst effects of climate change, we will need to step up greatly the limited efforts that we are making so far to reduce greenhouse gas emissions. This will require an unprecedented level of international agreement and a concerted programme of action. 2009 will be the pivotal year for the environment because it will culminate in a major UN meeting to be held in Copenhagen in December. This is charged with agreeing a successor to the Kyoto Protocol.

We face the threats from climate change at a time of continuing world population growth, with rising material expectations over much of the globe, but growing concerns regarding the adequacy of food and water supplies and of other key resources, particularly oil. The IPCC scientists tell us that if we are to stabilise greenhouse gas concentrations in the atmosphere at a level that would avoid potentially catastrophic climate change, we must act to ensure that global emissions peak within the next ten years or so, and then steadily decline. But the present trend is in the wrong direction. The world continues to increase its use of fossil fuels, we consume ever more, car and air travel continue to expand and deforestation, which reduces the earth's capacity to absorb carbon dioxide, continues on a massive scale.

How then do we 'square the circle' and drastically cut greenhouse gas emissions as the scientists recommend? What are the choices that are available to us? To what extent can we rely on technological advances such as carbon capture for fossil fuel power stations, and greener ways of powering cars? What reliance should be placed on renewable energy to meet our needs? Does the creation of a market for carbon form part of the answer? Or should the future lie in the pursuit of new and less resource intensive paths for human development? The likelihood is that the necessary action will involve a combination of these options.

Over half of the world's population now lives within cities. Because they concentrate people and activities, they place a particular burden upon the world's resources. Thus, in terms of ecological footprints, the extent to which places draw from beyond their own boundaries to sustain current levels of consumption and waste discharge, London is thought to have a footprint almost 300 times its geographical area. Thus, cities are crucial in the search for sustainability and, if we are to put the world on a lower carbon path, action based upon the cities will form a major part of the solution.

The 45th Congress explores the role of planning, and of all those involved in the planning and development process, in the drive to achieve less resource intensive, low carbon cities. The theme marks a logical progression from that of last year's event which addressed the reality and consequences of urban sprawl. In sustainability terms those unrestrained, land consuming patterns of growth are the opposite of what we need to achieve and, encouragingly, speakers at that Congress were able to point to numerous examples of schemes where planning has been able to shape cities that are more respectful of the environment in its widest sense.

This Congress continues this debate, although, given the urgency, it has an even more practical emphasis. While the need for adaptation to the inevitable climate change that is 'in the system' is not ignored, we seek examples of plans, developments and approaches that are achieving, or promise, much reduced greenhouse gas emissions. How, in practical terms, should low carbon cities be planned, designed and delivered? The intention is that the Congress should bring together a wealth of such experience that we can share, and disseminate more widely for application in our daily planning work. With its compact form, and innovative urban and transport policies, Porto will provide an excellent setting for what should be a most stimulating debate.

A Green Congress

As befits the title *Low Carbon Cities*, our aim is that this should be a 'Green Congress'. Events such as this attract participants from all over the world, and we are conscious of the fact that, through our flying and other travel, we are, ourselves, contributing to greenhouse gas emissions. Therefore, as part of our intention to move towards becoming a carbon neutral organisation, we have taken the important step, this year, of seeking to offset the carbon emissions associated with the Porto Congress. In this, we will be working with the well respected offset provider, Climate Care. (Details can be found at: www.climatecare.org)

At the end of the Congress, a calculation will be made of how many tonnes of CO₂ our travel and our activities in Porto are likely to have generated. Based on that tonnage, a payment, which will amount to a very small proportion of our fee income, will be made to Climate Care which will then be invested in energy reduction projects in developing countries. We are confident that, by acting in this way, we will not only be addressing our Congress related emissions but we will also be helping to spread low carbon technologies. This approach has significant sustainable development benefits, both locally and globally.

The Parallel Workshops

At this stage, five workshops are planned, although the number might change depending upon the number of papers accepted. They all provide scope for both theory and practice, and especially for 'lessons learned' described in specific case studies. Authors are invited to target their contributions to one of the workshop topics, and to address the specific questions that have been posed. While this does not exclude other possible papers, there should still be a reasonable fit with one or more of the workshop topics.

Workshop 1 – Tackling the effects of climate change on our cities and urban regions – today and tomorrow

The increasingly sophisticated climate change models are now becoming able to predict the likely effects of temperature and weather changes at a world region and sub regional level. For example, within Europe, the likelihood is that many areas that are already dry will become even drier while regions that are already wet will receive even more rainfall. Worldwide, sea level rise threatens the integrity of many coastal cities while extreme weather events will increase in their intensity. On the other hand, some regions might benefit in the medium term, in terms of crop yields, for example, before negative effects become more general. What are the realities, and how should man respond in different parts of the world?

The matters to be covered in this workshop include the following:

- 1.1 The realities and manifestations of climate change What are the realities and costs of such change for individual cities and urban areas in economic, social and environmental terms? Is existing, and forecast, change perceived in terms of flooding or water shortages, the creation of urban heat islands, human health or other effects, or a combination of these?
- 1.2 Adaptation, mitigation, or both? What is the right way forward for specific cities. Is it to adapt to observed and anticipated climate change? Or should the emphasis of the cities be on mitigation, to tackle the causes of climate change, as part of the collective effort to reduce the build up of greenhouse gases? The view of the IPCC is that, globally, a mix of strategies that includes both mitigation and adaptation is required, but which ingredient should be prioritised in any specific city, or are both equally important?
- 1.3 Climate change as a stimulus for innovation? What opportunities might arise for new technologies aimed at saving energy or reducing resources? What might be their implications in planning terms? To what extent might climate change give rise to new opportunities for the use of land, for example through agriculture or tourism?

Workshop 2 – Strategic Land Use Planning for Low Carbon Cities

The link to planning is through the concept of sustainable development. So how can we best make our cities and urban regions sustainable, low carbon places and how should we formulate and implement our plans to that end?

The questions to be addressed by this workshop will include:

- 2.1 Sustainable urban structures What forms of settlement are the most sustainable in low carbon terms? To what extent are density, land use mix and accessibility, as well as a degree of self containment, the driving factors – what is the evidence? Given that sustainability has economic and social, as well as environmental dimensions, how should we set the priorities, or are there genuine 'win win' strategies that provide clear routes to low carbon cities?

2.2 Planning for growth – which direction? How can planners best channel necessary urban growth?. Is land recycling automatically the best option in terms of carbon emissions or can urban extensions or new settlements perform as well, given the right designs? What does practical experience tell us?

2.3 City restructuring What role can planning play in the remodelling, or ‘retrofitting’, of outworn city areas and in the upgrading of older neighbourhoods, in ways that also lead to improved energy efficiency and reduced carbon emissions?

Workshop 3 – Transport, community energy, and waste/recycling strategies

This workshop looks at infrastructure, focusing upon three policy areas that are of critical importance to the environmental quality of our cities, and legitimately part of spatial planning. Thus, efficient public transport systems and measures to manage or restrain the unbridled use of the private car can play a major role in limiting carbon emissions. Local energy planning, providing for energy efficient building layouts and designs, efficient local electricity and heat generating plant, and the widespread use of renewable technology, has also a substantial part to play. And effective waste planning, through waste minimisation, recycling, and composting, as well as energy recovery in appropriate cases, makes better use of resources, and limits landfill disposal and emissions.

The considerations for this workshop will include:

3.1 Efficient city transport systems What is best practice in terms of comprehensive public transport planning and associated links with new development? How are cities planning for more sustainable transport in which improved public transport, cycling and walking are given new priority? How can the need to use the car be reduced and kept within environmentally acceptable limits; for example, what part should parking strategies and other forms of traffic management play? Conversely, what role might there be for the electric car or other low/zero carbon vehicles, and what would be their implications in planning terms?

3.2 Community energy strategies What can be done at the planning level to secure new development that is energy efficient? What is best practice in terms of local generation for electricity and heating, for example through Combined Heat and Power (CHP) and district heating? What part can renewable energy play, in terms of plant that can serve a local area, a neighbourhood, for example, or through microgeneration at a block or individual property level?

3.3 Waste strategies What role can sustainable waste strategies and integrated waste management play in the move towards low carbon cities? What economic, social and environmental benefits can be drawn from treating waste as a resource? In terms of 3.2, what are the pros and cons of energy recovery through the burning of waste?

Workshop 4 – Design for low carbon cities

Planning, by itself, has often been too ‘broad brush’ to cope with the necessary detail for a quality living and working environment. That is the domain of the related discipline of urban design. Good design is the key to creating developments that are sustainable in the broadest sense. There is a growing recognition of what constitutes good design and there are numerous examples from around the world of successful places that both function well and are attractive in architectural and landscape terms. But, it does not follow that these are necessarily low carbon as well. If we are to reduce our demands on the planet, this must be the new and additional aim for urban design and the landscaping that accompanies it.

This workshop addresses urban design from the level of the city neighbourhood, or block, down to that of the individual property. It also covers public open space, including strategies for parks and ecological corridors and opportunities for the growing of food.

The themes to be covered in this workshop will include:

4.1 Low carbon design What are the ingredients for energy efficient, resource conscious, building layouts and designs? What standards of energy efficiency should we be aiming for, and how can we ensure that these are secured within new developments, as well as within existing ones? How can we ensure that places are well connected, while reducing dependence upon the car?

4.2 Open space and landscape strategies What part can open space and landscaping play as counterparts to intensive urban development, in terms of the quality of urban life, human health and well being, biodiversity and moderating the urban climate (countering the phenomenon of heat islands, for example)? How best can we expand and enhance our urban greenspace as an integral part of low carbon cities?

4.3 Food growing To what extent can our cities be planned and adapted to provide enhanced opportunities to produce food locally, thereby reducing 'food miles'. To what extent can the 'waste' generated by our cities be turned to advantage, for example, through the production of organic compost for food growing purposes?

Workshop 5 – The management and delivery of low carbon cities

The move towards less resource intensive, low carbon cities will be a huge task that will place immense burdens upon those responsible, from the public authorities and related agencies, to the developers who will carry out the work and to the communities that will be directly affected. Spatially, there will be two dimensions to this, the new developments that will need to be planned and designed following low carbon principles, and the restructuring/remodelling of older areas that will be particularly challenging. There is also the question of skills, in what for many will be an entirely new area of work.

The matters to be covered in this workshop will include:

5.1 City management – the existing experience How has the task of delivering low carbon developments been managed up to now and who have been the actors? What, for example, has been the relationship between central and local government – who should take the lead? In terms of city governance, has sufficient priority been accorded by the politicians to low carbon cities? How should the low carbon city, and the likely greater cost of its developments, be financed and who should be the financiers? What monitoring schemes have been set up to measure environmental performance over the longer term?

5.2 Innovative practices What new approaches to management and delivery have been tried, and what have been their achievements? To what extent have new sources of funding been the key? What, overall, are the lessons for future low carbon developments?

5.3 Skills for low carbon cities What are the core skills that are needed and where are the gaps? Are multidisciplinary teams required and what should be their make up? For his/her part, how well equipped is the 'traditional' planner and what additional training is required? How can the professionals more adequately engage with local communities to foster a participative approach to the upgrading of local areas on low carbon principles?

Chris Gossop
General Rapporteur

PAPER SUBMISSION

Submission: The entire process (Abstract – Selection – Full Paper) takes place ON-LINE at: www.isocarp.org.

Abstracts: should be submitted to one of the Parallel Workshops. They are expected to address some of the questions mentioned in the Call by the General Rapporteur. The abstract should summarise the central theme and content of the work (300 words, i.e. 2000 characters including spaces). Insertion of graphics is not permitted. ISOCARP requests that authors strictly comply with the procedures for abstract submission in view of a possible invitation for presentation in one of the workshops at the Congress itself.

Short Outline: Authors must add a brief outline of not more than 50 words to their abstract.

Selection: With the assistance of his team of Rapporteurs, the General Rapporteur will review all abstracts and allocate the chosen ones to a Parallel Workshop (this might differ from the author's original preference).

Final Papers: If an abstract is chosen for presentation, the author will be invited to send the full paper and will be provided with guidelines on format, fonts, maximum number of pages, and possible insertion of images. Authors should strictly follow these editing guidelines for papers in view of a possible inclusion in the ISO-CARP Congress Proceedings and Planning Journals. Only papers edited in compliance with the ISOCARP guidelines will be accepted for presentation.

Paper Presentation: Invited papers are preferably to be presented as Powerpoint Presentations. Presenters should expect to speak for about 15 minutes (to be confirmed). Specific guidelines follow with the final selection/invitation.

CD ROM BOX: Only selected papers will be published (CD ROM Box) and distributed to all registered congress participants.

Language: Abstracts have to be submitted in English. After selection papers may be submitted in one of the official ISOCARP languages (English, French, German, Spanish) under the following conditions (*sine qua non*): (1) an English translation as a hard copy is available at the presentation and (2) the author ensures a simultaneous translation (e.g. by a colleague) while presenting.

Congress Language: English is the official language for all Congress business. Simultaneous translation Portuguese-English will be provided only during the Opening Session and the Closing Session.

Congress Proceedings: The annual congresses and their findings are the most important sources for ISOCARP's internationally recognised publications. After the Congress papers will be selected for inclusion in the Congress Proceedings. Copyright for any work published by ISOCARP remains with the Society. Thus authors must ask for prior permission in writing from ISOCARP if they intend to publish their work elsewhere.

Planning Journals: ISOCARP has relations with several international Planning Journals. The publishers are interested in the final papers presented at ISOCARP congresses. Possible publication in a journal is on recommendation by the Congress Team (copyright, procedure, etc. directly between author and publisher).

Congress Internet Platform 2009

Click on "45th International ISOCARP Planning Congress 2009" and the link 'Abstract Submission'.

Authors will be guided through four submission steps:

(1) Information on author(s) (2) Information on paper (3) Case location (4) Submission.

(abstract max. 300 words = about 2,000 characters incl. Space)

Please contact the ISOCARP Secretariat at isocarp@isocarp.org for any problems.

Important Dates:

30 April: Deadline for Abstract Submission on ISOCARP Platform.

1-24 May: Platform open to the General Rapporteur and his Congress Team only.

1 June: Authors will be informed on selection by e-mail.

1 June-31 July: Preparation of full paper by authors (details on format, font, etc. follows after paper selection)

1-30 June: The Platform will be open to all invited authors.

Everyone, including the General Rapporteur and his Congress Team, will have the opportunity to obtain an overview of all chosen abstracts on this secluded Internet area, called 'Authors and Congress Team Platform'. Authors can make final corrections in their abstract and personal data. In this period Rapporteurs might communicate with invited authors and give input and advice for the final paper.

31 July: Deadline Paper Submission.

After that date no further revisions of Final Papers are possible.

From August 2009 onwards:

All web visitors will have access to the 'Paper Platform'.

KEYNOTE SPEAKERS

Eduardo de Oliveira Fernandes

President of Energy Agency of Porto; Professor, Faculty of Engineering, University of Porto
Devoting the last 25 years of his career to teaching, research, consulting and public activities on various topics related to energy and environment, he was the founder of a RTD group on Building Thermal Physics with major pioneering activities in Portugal on Passive Solar Technologies in Buildings, Indoor Air Quality, and Energy and Environment in the Urban Space.
He is the author and editor of several books and author of over hundred scientific papers.

Richard M. Rosan

President, Urban Land Institute (ULI) Worldwide.
ULI is a nonprofit education and research institute supported by nearly 40,000 members representing all aspects of land use and development disciplines. The Institute's mission is to provide leadership in the responsible use of land and in sustaining and creating thriving communities worldwide.
Prior to being named President, ULI Worldwide, Mr. Rosan served as ULI President and as Executive Vice President and Chief Operating Officer of ULI. In addition to Mr. Rosan's duties at ULI, he is also the President of the ULI Foundation, the philanthropic arm of ULI. Mr. Rosan is an architect and a Fellow of the American Institute of Architects.

Jacqueline McGlade

Professor, Chief Executive, European Environment Agency, Copenhagen, Denmark
Her research has focused on the spatial and nonlinear dynamics of ecosystems, with particular reference to marine resources, climate change and scenario development. She is director of a software development company and has written and presented a range of radio and television programmes.

Jean-Pascal van Ypersele

Professor, Université catholique de Louvain (www.climate.be), Institut d'Astronomie et de Géophysique Georges Lemaître, Louvain-la-Neuve, Belgium
Jean-Pascal van Ypersele teaches climatology, climate modelling, mathematical geography and environmental sciences. He directs the interdisciplinary Master programme in Science and Management of the Environment.
His recent work is related to integrated assessment modelling of climate stabilisation, and is done with economists in an interdisciplinary perspective. He is Vice-Chair of the IPCC (Intergovernmental Panel on Climate Change).

Guest Speaker: **Paul Taylor**

Chief, Office of the Executive Director, UN-HABITAT, Nairobi, Kenya

TECHNICAL SEMINARS

The Technical Seminars are designed to bring together public institutions, NGOs, the private sector, experts and academics in a lively, participative multi-sector debate on critical issues in the planning and management of cities and regions. They intend to provide useful, practical information to delegates that will supplement the material provided by keynote speakers and the papers presented at parallel sessions.

The Technical Seminars are a key part of the Congress on Low Carbon Cities. A number of specific topics especially relevant to the theme will be covered in two parallel seminars, one centred on planning and technologies for energy efficiency and a second illustrating a series of initiatives towards low carbon undertaken by cities and regions.

The Seminars are organised around 15-minute presentations. In addition, a substantial amount of time will be allocated for questions and discussion, and it is hoped that key points will emerge that delegates may be able to apply, or adapt to their situations back at home.

Confirmed speakers include:

David Bragdon, Portland Metro Council: Portland - Towards the low carbon city region.

Virginie Carniel, Nolaris: Solar Islands

Martin Dubbeling: The Netherlands - Sustainable Urban Design

Marco Keiner, UNECE: Towards Climate Neutral Cities - A Regional Perspective on UNECE Member States

Jaret Lang, UPC Abu Dhabi: Masdar - planning for a low carbon neighbourhood

Peter Ross, Regional Centre for Sustainable Local Development, Damascus: Regeneration for Energy Saving

Robert Shaw, AECOM: Energy planning at the community and city level

Roland Stulz, The 2000 Watt Society: Energy-efficient buildings and neighbourhoods

YOUNG PLANNING PROFESSIONALS' (YPP) WORKSHOP

Since 1991 the objective of the YPPs' Workshops has been to bring together young professional urban planners from all parts of the world. The workshops provide an opportunity to work together as a closely-knit team. The Workshop has its own specific theme which is related to the main congress theme. The theme relates to a concrete area/project. These are hands-on workshops establishing a good working relationship with young colleagues from all parts of the world and aiming at final findings and results in a very short period of time.

Douro Study Area

The workshop focuses on the beneficial effects of using sustainable energy in built up areas in Douro Region, the world's oldest demarcated wine region, nowadays listed as world heritage area.

It will be a jointly organized Workshop. Cooperating Partners are: Centre for Territory, Environment and Construction / University of Minho, Douro Mission Structure / CCDR-N and the Dutch Ministry of Housing, Spatial Planning and the Environment (VROM).

From 15-17 October 2009 the YPPs will work in groups in 3 different directions:

1. Strategies for reducing the CO2 emissions and combining sustainable energy use (mainly wind but also water and other renewable sources);
2. Spatial planning and urban design towards the energy sustainable city within pre-set scenarios applying the principles of concentration, diversity and association;
3. Protection of landscape and environmental considerations within pre-set scenarios of more or less intensive wind energy use.

The Young Planners will present their main findings to all congress delegates in a plenary session in the late afternoon of 19 September 2008 (arrival day of the main congress participants). Their findings will be published after the congress.

A second round of the YPPs' Presentation evolving a new experts' public discussion is being organised on the first day of the Post – Congress tour to Douro. Some of the YPPs are kindly asked to share the work they did during the Workshops, at the University of Trás-os-Montes in Vila Real (one hour bus trip from Porto). This second session arises from a request from Douro Mission Structure to have a debate in the Douro Valley. YPPs not wishing to take part in the Post-Congress Tour will be assisted to reach Porto by mid-afternoon of 23 October.

YPPs Participation in the main ISOCARP Congress

After the Young Planning Professionals' Workshop, all YPPs have to participate (compulsory) in the ISOCARP main congress (18 - 22 October 2009) as part of their benefits in meeting and discussing with planning professionals.

Application Process – Criteria for Admission

Candidates wishing to apply should comply with all criteria for admission, which a.o. is the submission of an abstract related to the congress theme, thus demonstrating their planning skills. Download and duly complete the application form at www.isocarp.org.

Selection Process

by the YPPs Team (Chairs and Coordinators of all Partners involved in this Workshop).

Congress Registration once selected/invited

online at www.isocarp.org

Accommodation Reservation/Payment

All Young Planning Professionals stay in the same accommodation and pay for their own stay. Instructions how to book and register will be communicated to the selected/invited YPPs.

YPPs Venues

15-18 October (morning): Edifício da Junta de Freguesia do Pinhão (building of Pinhão local authority)

18 October (afternoon): Faculty of Engineering in Porto

19 October: Presentation at Faculty of Engineering in Porto

23 October (morning 10.00-12.30): Additional presentation during Post-Congress Tour at University of Trás-os-Montes, Vila Real in the Douro Valley.

Provisional Programme

Wed, 14 Oct:	Arrival of invited YPPs (until late afternoon in Pinhão) 20.30hrs: Welcome dinner (Pinhão) and inaugural addresses
Thu, 15 Oct:	Project Site visits (dams around Pinhão and Meadas windpark near Lamego), brainstorm and work planning sessions
Fri/Sat, 16 and 17 Oct:	Workshops (Pinhão)
Sun, 18 Sept afternoon:	(Porto/FEUP), rehearsal presentation; evening, reception with all congress participants
Mon, 19 Oct:	(morning: opening congress Porto/FEUP) afternoon: presentation results to Congress delegates
Mon, 19 – Thu, 22 Oct:	participation (compulsory) in the main congress
Fri, 23 Oct:	Additional presentation during Post-Congress Tour in the Douro Valley.

Sponsoring travel/accommodation

Thanks to special funding by the Dutch Ministry of Housing, Spatial Planning and the Environment, some 10 YPPs coming from emerging countries can be sponsored in a part (never in full) of their travel and accommodation costs.

Full in-depth information (all criteria for admission, eligibility for possible sponsoring and download applications forms: www.2009.isocarp.org (link Young Planning Professionals)).

TOURS and EVENTS

Events

Welcome Reception, Sunday, 18 October 2009, evening

Offered to congress participants and registered accompanying persons. Official registration needed (see Registration ISOCARP)

Farewell Dinner (optional), Thursday, 22 October 2009, evening
with subscription: 65 €

Tours

Technical Tours – Wednesday, 21 October 2009, afternoon

Note: All tours are free, however registration is necessary. Tours will start from the Congress venue (FEUP) and will be guided by experts.

Technical Tour No. 1: The light rail system /LRS) in Porto Metropolitan Area – The Metro Project

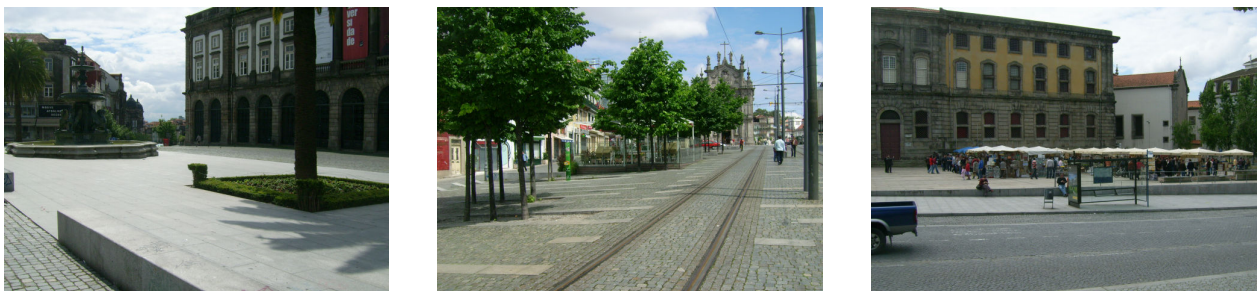
The tour will begin by a presentation of the light rail system of the metropolitan area, considering the integration of this large infrastructural project in the urban fabric and the interfaces between this mode of transport and the other public transport networks. Participants will also visit some of the most impressive constructions of the project, due not only to its location below the city centre, but most of all due to its technical complexity (tunnels, stations, and intervention in existing bridges). The METRO project had also strongly contributed to recent transformations in the Porto public space.



Source: <http://www.metroporto.pt>

Technical Tour No. 2: Urban regeneration in the City of Porto

The strategy for urban regeneration and rehabilitation of the City of Porto, will be presented namely in the urban core, referring to the most important programs that took place in this area. It will be tried to evidence the programs and problems associated with this area of the city of Porto, namely focusing on: RECRIA (Special Regime of Co-partnership in Rehabilitation of Rented Buildings), Porto European Capital of Culture 2001, and the role of 'PORTO VIVO SRU' (Urban Renewal Agency). The tour includes a visit to some of these interventions in the city centre.



Technical Tour No. 3: Environmental perspective of Porto Waterfronts

The tour includes a visit to some interventions along the seaside and the Douro waterfront. The Port of Leixões will be visited, which comprises the largest seaport infrastructure in the North of Portugal and one of the most important in the country. Matosinhos has been developing an important urban project involving the regeneration of a large brownfield area, and a systematic work of requalification of the coast line, protecting the dunes (with foot-bridges accessing the beach and appropriate car-parkings) and intervening deeply on the routes along the beaches. The urban park is an example of a relatively recent intervention of this kind. It is not so often that we find the design of an urban park from the middle 90s. This park, with the extent of fifty hectares on its first stage, is the largest green area in the city of Porto. Some of these projects represent good examples of the integration of environmental concerns in the regeneration or design of these parts of the city.



Technical Tour No. 4: Contemporary Architecture and Cultural Events

The tour includes a visit to some of the most important architectural icons of the city of Porto. Most interventions from contemporary architecture in the city have been related to cultural spaces, (museums, concert halls, auditoriums or conference rooms). The building of the Serralves Museum was designed by architect Álvaro Siza, who was invited in the early 1990s to design a museum project that took into consideration the specific characteristics of the physical setting and the need for integration within the surrounding landscape. Casa da Música is a major concert hall space in the city of Porto, and was designed by architect Rem Koolhaas, with Office for Metropolitan Architecture and Arup-AFA. It was built as part of the urban project for European Culture Capital in 2001, but was only inaugurated in 2005. The New Customs House, that accommodates the Museum of Transport and Communications, is also an example of a relatively recent architectural intervention by architect Souto Moura.



Tours to be booked through the local travel agency

Please book these tours online at:

https://pco.abreu.pt/CLIENTES/abreu/formularios/form_6733230304.php?lang=en

City Tours, Sunday, 18 October 2009

Historical Porto – full day

Price per person, with minimum of 30 participants per bus: EUR 79,50

Price includes:

Transport in a deluxe air-conditioned bus

Assistance of an official guide

Visit to the Palace of the Ducs and to the Braga Cathedral



HISTORICAL PORTO – Full Day

9:30 am: meet the Guide at FEUP. Departure for a full day tour visit to Porto town.

Visit of the imposing “Palácio da Bolsa” with its famous Arab Room reminding us of the famous Palace of Alhambra in Granada and visit of the church of S. Francisco – built in the XIII century, in a Romanic and Gothic style with splendid baroque interiors and the façade in a romanic and gothique style. Walk through Ribeira quarters and lunch in a typical restaurant.

After lunch all on board for a cruise in a Rabelo Boat which will take approximately 50 minutes. Then we will continue towards D. Luís I Bridge with its imposing iron structure designed by Théophile Seyrig, former Eiffel student. We will go up to the Belvedere of Serra do Pilar from where you have a magnificent panoramic view of the town.

The Tour will proceed for a visit to one of the Porto Wine Cellars at Vila Nova de Gaia town, besides the river, with a port wine tasting included. Return to the Hotels.

Porto Panoramic Tour – half day

Price per person, with minimum of 20 participants per bus – EUR 30,00

Price includes:

Transport in a deluxe air-conditioned bus

Assistance of an official guide



PORTO PANORAMIC TOUR – Half Day

Departure from the Engineering Faculty for a panoramic visit, which will give you a general idea about Porto, pointing out the contrast between the historical centre and the modern area of town.

The tour will pass by the most important Monuments of the town as the “Palácio de Cristal”, “Torre dos Clérigos”, “Palácio da Bolsa” and the Church of S. Francisco. Panoramic of the historical centre of the town, stop at the Ribeira pier, leisure time to enjoy the typical streets of this part of town.

Return following the Douro riverside till its mouth, the Foz, “Avenida Brasil”, “Castelo do Queijo” – Fort of São Francisco Xavier built in the XVII century, and the Avenida de Boavista.

Delegates' Partners Excursion, Tuesday 20 October, all day

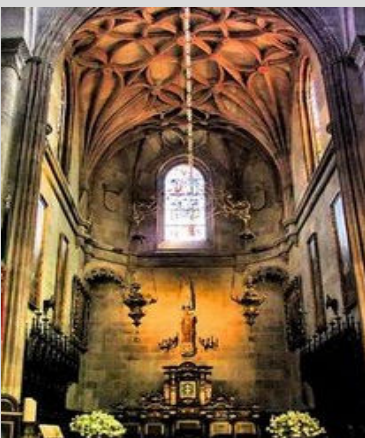
Price per person, with minimum of 30 participants: EUR 40

Price includes:

Transport in a deluxe air-conditioned bus

Assistance of an official guide

Visit to the Palace of the Ducs and to the Braga Cathedral



TOUR to GUIMARÃES and BRAGA – Full Day

9:30 am: meet the Guide at FEUP. Departure for a visit to one of the most beautiful and historical cities of Portugal “Guimarães” - the Nation’s birthplace and Braga.

Surrounded by parks and a 15th century palace stands the Castle of Guimarães, which will be our first stop. Simple, but yet a remarkable site, a place full of history. It was here that D. Afonso Henriques was born in the 12th century, son of the Count Henrique and his wife D. Teresa. The future king was baptized in the Romanesque chapel of São Miguel outside the castle gates and close to the Ducal Palace.

The tour continues with a visit to the 15th century Palace of the Dukes of Bragança, a massive and imposing building with distinctive turrets and brick chimneys. It was built in 1401 by the first Duke of Bragança and rehabilitated in the last century.

The tour proceeds for a guided tour to the historic centre of Guimarães classified as World Heritage by UNESCO. Stop at Largo da Oliveira, one of the central points.

The tour will continue to Braga, free time for lunch (optional).

In the afternoon visit to the Cathedral, the oldest archdiocese in Portugal, the most important monument of this city. Indeed, this is its crowning glory. The current building dates back to the 12th century and was built on the wishes of Henrique and Teresa, parents of the first king of Portugal, Afonso Henriques. Their tombs are to be found inside. Return to Porto.

Post Congress Tours – Friday and Saturday 23-25 October 2009

1) Post-Congress Tour Douro Region / Port Wine Growing Area

Departure (Porto): 23rd October /morning: Arrival (Porto): 24th October / late afternoon

The tour will draw on famous wine areas and their trend towards excellence in tourism. Although the highlight is Port wine, Green wine will be introduced in Amarante (charming town on the way to Douro Valley) and also in Vila Real with Mateus Palace, private Museum and cultural centre, headquarters of this famous wine.

Further down near the river Douro, about 100 Km away from Porto, short trips on foot, by train and boat will be organized to fully explore the remarkable Douro landscape, listed as World Heritage. Get ready for an itinerary ending in centuries-old wine cellars, accompanied by creative degustation menus and exceptional Portuguese wines, on the farms near Pinhão, the heart of the 3rd oldest demarcated wine region in the World. It will be a tour to meet Multi-Development Agents so as to discuss recent changes in the region as well as to reflect upon World Heritage Sites.

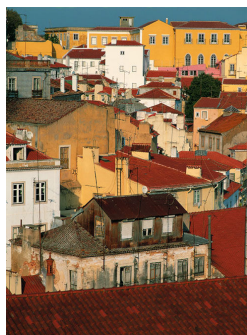


2) Post-Congress Tour: Lisbon, Costa do Sol (Sun Coast) and Sintra

23 – 25 October. The tour will start in Porto and end in Lisbon.

The post congress in the region of Lisbon will offer an interesting and colourful sightseeing which includes innovative approaches to urban planning, important architectural and landscape UNESCO sites, rich and appealing urban landmarks.

Friday afternoon the tour will start in the old down town of Lisbon. The tour will show the most beautiful and well-known urban and architectural landmarks along the waterfront between *Belém* and *Baixa*. The visit goes to Parque das Nações (Expo'98). The group will have dinner in a traditional restaurant with *Fado* singing. On Saturday the tour begins in the Monumental area of Belém along the sunny Costa do Sol (Coast of Sun), renowned by its beaches and coastal towns in Oeiras and Cascais. The group will have lunch in the old and beautiful town of Sintra and in the afternoon the tour continues in Serra de Sintra. This area is world famous because of its remarkable landscape and environmental heritage. It was included on the World Heritage List of UNESCO as *Cultural Landscape*.



<http://www.portugal-us.com>



www.parqueexpo.pt/



www.e-cultura.pt

Congress Team ISOCARP

General Rapporteur

Chris Gossop, United Kingdom

Workshop Rapporteurs

WS 1: Bruno Dercon, Indonesia
WS 2: Iliana Mignaqui, Argentina
WS 3: Jeremy Dawkins, Australia
WS 4: Martin Dubbeling, Netherlands
WS 5: Nataša Pichler-Milanović, Slovenia

Workshop Chairs

WS 1: Irene Keino, Kenya
WS 2: Simon Moussalli, Lebanon
WS 3: Antonia Cornaro, Switzerland
WS 4: Helena Freino, Poland
WS 5: Joy Sen, India

Young Planning Professionals' Workshop

Zeynep Enlil - Vice President ISOCARP, Turkey
Pauline van den Broeke; Yigall Schilp - Coordinators Dutch Ministry
VROM, Netherlands
Júlia Lourenço, Senior Coordinator - LOC Portugal)
Fernando Brandão Alves - Adviser Coordinator, Portugal
Javier de Mesones - ISOCARP Coordinator, Spain
David Prospero - ISOCARP Coordinator, USA

Scientific Committee

Pablo Vaggione, Secretary General ISOCARP (Chair), Spain
Jim Reilly, USA
Peter Robinson, South Africa
Bernd Scholl, Switzerland
Marcela Villa Luna, Peru
Wang Rusong, China
Jeanne Wolfe, Canada

Manuel da Costa Lobo, Portugal
Nuno Portas, Portugal
Fernando Nunes da Silva, Portugal

Local Organising Committee (LOC)

Luis Valente de Oliveira (Honorary President)
Paulo Pinho (President)
Fernando Brandão Alves (Executive President – Chair)
Sara Santos Cruz (Secretary General)
Isabel Breda-Vázquez
Alvaro Costa
Paulo Conceição
Cecília Silva
Vitor Oliveira

REGISTRATION

ISOCARP welcomes City and Regional Urban Planners from all over the world. The congress is open to any interested individual, party or organization, young planning professional, expert and interested professional from other related disciplines (ISOCARP members and/or non-members).

ISOCARP and the Portuguese Local Organising Committee look forward to your participation.

Registrations are handled on-line at: <http://www.isocarp.org/index.php?id=444>.

International Delegates without Internet Access are kindly requested to contact ISOCARP.

Portuguese residents: directly with FEUP via ISOCARP website: <http://paginas.fe.up.pt/~isocarp/>

Hotel and Tours are handled through the Travel Agent in Portugal:

https://pco.abreu.pt/CLIENTES/abreu/formularios/form_6733230304.php?lang=en

Congress registration fees

All delegates, except Keynote Lecturers and Congress Team members, have to pay a registration fee (see fee categories). Invitation to any of the congress sessions or any other contribution to the congress does not waive the payment of the congress registration fee nor any other related expenses to any invitation.

Reduced Fees

Early bird Registrations, with full payment, until 30 July 2009 benefit from a reduction in congress fees.

Other reduced fees (a.o. invited authors): see fee categories.

Congress participation fees include:

- Entrance to all days of Congress Sessions.
- Technical Tour
- Welcome Buffet
- Congress lunches
- Congress Portfolio
- The Porto Congress Proceedings (hand outs at Congress 2010).

Young Planning Professionals (invited):

- Same as above plus additional inclusions under 'YPPs Workshops'.

Congress portfolio includes

- Final Program
- Introductory Reports by the Congress Team and full papers by invited authors (CD ROM Box)
- ISOCARP REVIEW05 (2009), a thematic publication complementing the research efforts for each ISOCARP Congress.
- Special Bulletin 2009: 'Planning in Portugal' .

REGISTRATION FEES (18-23 October)

We've calculated the anticipated emissions from this event and are offsetting these through ClimateCare. The cost of the offset is included in the registration fee. Climate Care will fund projects in energy efficiency and sustainable energy around the world to reduce global carbon emissions on our behalf.

DELEGATES from PORTUGAL	Early	Late
	until 31 July 2009	as of 1 Aug 2009
ISOCARP Member	395 € pp	475 € pp
Member of Portuguese Planning Associations (AUP, APPLA and APROURB)	395 € pp	475 € pp
Non-Member	420 € pp	500 € pp
INTERNATIONAL DELEGATES	Early	Late
Registration Types	until 31 July 2009	as of 1 Aug 2009
Early = Registration with full payment until 31-7		
ISOCARP Member	395 € pp	475 € pp
Non-Member*	515 € pp	595 € pp
Non-Members Invited Author* (1)	475 € pp	555 € pp
Members/Non-Members, 32 years max. (2)	245 € pp	325 € pp
Members/Non-Members, DV-developing countries (3)	245 € pp	325 € pp
Young Planning Professionals (on invitation, only) (4)	unique fee all countries (international reg.) 245 € pp	
Delegates' Partner/Accompanying Persons (5)	50 € pp	
Single day participation	180 € pp per day	
Group members or non members (6): same country/ same organization/institute/university/employer, minimum 10 persons	Per delegate: Individual fee as above, with 750 € total Group Discount	

(1) Definition 'Invited Authors': Authors having complied with the criteria as stipulated in the Call for Papers and being invited by the ISOCARP General Rapporteur to prepare their full paper for one of the Workshop presentations and having complied with the ISOCARP paper editing formats and criteria.

(2) With copy of student card and/or passport.

(3) A discount for invited authors as described under (1) is not applicable in this category.

(4) Participation includes the YPPs Workshop & main Congress

(5) Delegates' Partner/Accompanying Persons (no business partners or planner colleagues). *Inclusions:* administration costs, contribution to climate care, Acc. Persons Congress badge, technical tour, welcome reception, entrance to the congress opening and closing sessions. Congress lunches and special Acc Persons day tour are not included. Lunch tickets can be purchased at the venue at 15 € per day.

(6) Group: provided all persons belonging to one group register at the same time with one total payment.

Technical Tours

21 Oct 2009, afternoon

Offered, registration required in view of logistics

Social Events

18 Oct 2009, evening - Welcome Reception (buffet)

Offered, registration required in view of logistics

22 Oct 2009, evening – Farewell Dinner

65 € pp

*Congress Applicant ISOCARP Member

All non-member congress fees ≥ Euro 455 include a so-called 'Congress Applicant ISOCARP Membership' for a trial period of 10 months starting immediately after this congress. Benefits of Congress Applicant Membership are equal to full membership with the following exceptions: (1) No access to the 'Members Area' website (2) Not eligible to ISOCARP Projects (3) No right to reduced ISOCARP members' future congress registration fees, except when full membership has been acquired. Full membership can be required by application in 2009 and can start immediately after endorsement at the ISOCARP General Assembly in September 2009 provided that the membership dues 2010 are paid between 1 August and 1 Sept 2009 at the latest.

Definition Developing Countries (Category DV)

Congress Participants (members/non-members/invited authors) with nationalities and residing in their home country according to the listing below qualify for reduced congress registration fees under this category (based upon Geographical World Bank Indicators).

Afghanistan, Albania, Algeria, American Samoa, Angola, Argentina, Armenia, Azerbaijan, Bangladesh, Barbados, Belarus, Belize, Benin, Bhutan, Bolivia, Bosnia and Herzegovina, Botswana, Brazil, Bulgaria, Burkina Faso, Burundi, Cambodia, Cameroon, Cape Verde, Central African Republic, Chad, Chile, China, Colombia, Comoros, Congo Rep., Congo Dem Rep., Costa Rica, Côte d'Ivoire Rep, Croatia, Cuba, Czech Republic, Djibouti, Dominica, Dominican Republic, Ecuador, Egypt, El Salvador, Equatorial Guinea, Eritrea, Estonia, Ethiopia, Fiji; Gabon, Gambia, Georgia, Ghana, Grenada, Guatemala, Guinea, Guinea-Bissau, Guyana, Haiti, Honduras, Hungary, India, Indonesia, Iraq, Iran, Islamic Rep., Jamaica, Jordan, Kazakhstan, Kenya, Kiribati, Korea, Dem. Rep., Kyrgyz Republic; Latvia, Lao PDR, Lebanon, Lesotho, Liberia, Libya, Lithuania, Macedonia, FYR, Madagascar, Malawi, Malaysia, Maldives, Mali, Marshall Islands, Mauritania, Mauritius, Mavotte, Mexico, Micronesia, Fed. Sts., Moldova, Mongolia, Montenegro, Morocco, Mozambique, Myanmar, Namibia, Nepal, Nicaragua, Niger, Nigeria, Northern Mariana Islands, Oman, Pakistan, Palau, Panama, Papua New Guinea, Paraguay, Peru, Philippines, Poland, Romania, Russian Federation, Rwanda, Samoa, Sao Tome & Principe, Senegal, Serbia, Seychelles, Sierra Leone, Slovak Republic, Solomon Islands, Somalia, South Africa, Sri Lanka, St Kitts and Nevis, St. Lucia, St. Vincent & Grenadines, Sudan, Suriname, Swaziland, Syrian Arab Republic, Tajikistan, Tanzania, Thailand, Timor-Leste, Togo, Tonga, Trinidad and Tobago, Tunisia, Turkey, Turkmenistan, Uganda, Ukraine, Uruguay, Uzbekistan, Vanuatu, Venezuela RB., Vietnam, West Bank & Gaza, Yemen Rep., Zambia, Zimbabwe.

Confirmation of Registration

ISOCARP automatically confirms receipt of registration with an invoice within 8 days after receipt of on-line registration.

Kindly immediately contact isocarp@isocarp.org if you do not get a confirmation within 8 days.

METHODS OF PAYMENT

All International delegates through ISOCARP Head Quarters

CURRENCY: handled in Euro, only. Payments in other currencies cannot be accepted.

> All major credit cards are accepted: either through Paypal or via ISOCARP Head Quarters, handling cost excluded.

> Other payments: by Bank Transfer, by Western Union or by Bank Cheques*

* These payments have to be made in such a way, that necessary provisions are made so that no bank costs will be charged to ISOCARP. Otherwise ISOCARP will have to charge these costs on the participant upon arrival.

All details (including transfer and account information) are indicated on the ISOCARP Invoice.

ISOCARP Bank Details

Bank: ING Bank

Bank address: P.O.Box 1800, 1000 BV Amsterdam, The Netherlands

Account name: ISOCARP-AIU-IGSRP. Address: P.O.Box 983, 2501 CZ The Hague, The Netherlands

Account number: 5415833

IBAN: NL64INGB0005415833

BIC/Swift: INGBNL2A

Cancellation Policy

Notification of cancellation of registration must be sent in writing to the ISOCARP Secretariat (e-mail/fax)

- Cancellations received up to and including 30-07-09: 100% refund (transfer/ handling costs Euro 80)
- Cancellations received from 01/08–15/09/09: 70% refund (transfer and handling costs included)
- Cancellation received as per 16/09/09 and no show: no refunds.
- Possible refunds will be processed after the event.

HOTELS

The hotels below were booked with special rates for congress participants. The chosen hotels are strategically located near the easiest way to reach Faculdade de Engenharia da Universidade do Porto (FEUP) – the subway system (Metro). For all lines participants should stop at “IPO station”, and take a short walk to the FEUP campus (10 minutes).

To make your hotel reservation, please use the on-line form available at:
https://pco.abreu.pt/CLIENTES/abreu/formularios/form_6733230304.php?lang=en

For other information concerning your stay in Porto please contact:



VIAGENS ABREU SA
Abreu PCO - Oporto Office
Av. dos Aliados, 207 | 4000-067 Porto Portugal
tel.: +351 22 204 3570
Fax: +351 22 204 3693
E-Mail: congresses.porto@viagensabreu.pt

List of Hotels

All hotel rates are in Euros per room/night and include governmental and local taxes. Breakfast is included.

Hotels located in city centre

HOTEL INFANTE SAGRES – 5 ***** http://www.hotelinfantesagres.pt/EN/index_en.html

Distance from the Congress Venue: 10 minutes by Metro to IPO Station.

Nearest Metro Station: Aliados (5 minutes walking distance).

Total to venue: 25 min.

Praça Dona Filipa de Lencastre, 62
4050-259 Porto

Single Room – EUR 120,00

Double Room – EUR 130,00



GRANDE HOTEL DO PORTO – 3 ***

<http://www.grandehotelporto.com/>

Distance from the Congress Venue: 10 minutes by Metro to IPO Station

Nearest Metro Station: Aliados (10 minutes walking distance).

Total to venue: 30 min.

Rua de Santa Catarina, 197
4000-450 Porto

Single Room – EUR 70,00

Double Room – EUR 75,00



Hotels located near Boavista seaside

HOTEL FENIX PORTO – 4 **** (<http://www.hfhotels.com/?s=5&ss=56>)

Distance from the Congress Venue: 20 minutes by Metro to IPO Station

Nearest Metro Station: Casa da Musica (10 minutes walking distance)

Total to venue: 40 min.

Rua Gonçalo Sampaio, 282

4150 - 365 Porto

Single Room – EUR 70,00

Double Room – EUR 80,00

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HOTEL DOURO – 3 *** (<http://www.hoteldouro.pt/defaulte.htm>)

Distance from the Congress Venue: 20 minutes by Metro to IPO Station

Nearest Metro Station: Casa da Musica (10 minutes walking distance)

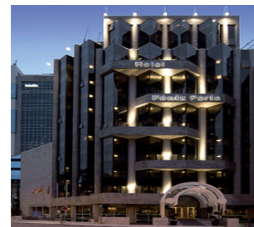
Total to venue: 40 min.

Rua da Meditação, 71

4150 - 487 Porto

Single Room – EUR 57,50

Double Room – EUR 63,00



Hotels located near FEUP

HOTEL AXIS PORTO – 4 **** (<http://www.axishoteisegolfe.com/porto/hotel.php?lang=en>)

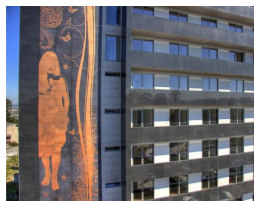
Distance from the Congress Venue: 15 minutes walking distance from FEUP

Rua Maria Feliciano - São Mamede Infesta

4465-283 Porto

Single Room – EUR 78,00

Double Room – EUR 86,00



HOTEL IBIS S.JOAO – 3 ***

<http://www.ibishotel.com/pt/hotel-3227-ibis-porto-sao-joao/index.shtml>

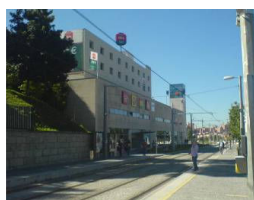
Distance from the Congress Venue: 10 minutes walking distance

Rua Dr Placido Costa

4200-450 - Porto

Single Room – EUR 54,50

Double Room – EUR 60,00



HOTEL STAR INN PORTO – 3 ***

<http://www.ibishotel.com/pt/hotel-3227-ibis-porto-sao-joao/index.shtml>

Distance from the Congress Venue: 10 minutes by Bus

Rua Senhora do Porto, 930

4250-453 Porto

Single Room – EUR 39,99

Double Room – EUR 54,99



GENERAL INFORMATION

About Porto

History

Classified as World Heritage by UNESCO in 1996, the city of Porto is one of the most ancient European cities and a place that had a crucial role in the birth of Portugal as a nation. As an urban centre, Porto was born in the 8th century BC, in the Late Bronze Age. Formerly called Cale and later Portucale (from which the name Portugal was derived), nowadays Porto is the second most important city in Portugal – after its capital, Lisbon. The city of Porto has around 250,000 inhabitants. Located in an urban area with more than 1.3 million inhabitants, Porto is also the second largest city in the country, after the capital, Lisbon.

Culture

Known as the “City of work” – an adjective that reflects the historical dynamism of its population – Porto is also a city with intense cultural and social life. Combining harmoniously the old and the new, this northern city has been the European Capital of Culture in 2001 and is proud of being the home, through the centuries, of many important people, of different artistic areas, such as music, architecture, literature, painting or cinema.

Tourism

The city of Porto combines the old and the new, the classic and the modern, the nightlife and the day, with grace and harmony. Therefore, you can find a very wide range of tourist spots and activities here. There are many reasons to visit Porto, from the middle age monuments to the rock concerts. Porto’s cultural life goes far beyond its historical and monumental patrimony. Chosen by many tourists and visitors, Porto is one of Europe’s most ancient tourism destinations and offers a very rich monumental and artistic patrimony, Esplanades, entertainment spots, cinemas, Internet access, music, boat travel, night entertainment and, of course, the Port Wine cellars that produce one of the most famous drinks in the whole world.

Climate

The climate in Porto is typical of Atlantic regions: damp but temperate, with colder nights. In winter, it may rain quite a lot, but it never snows, as the temperatures never fall below 0°C. In summer, temperatures raise and the warmest months are June, July and August, when temperatures vary between 20°C and 35°C. September, October, April and May are intermediate, with periods of atmospheric instability: quite frequently foggy mornings are replaced by sunny afternoons, or rain showers alternate with periods of bright sunshine. You are therefore advised to bring some warm clothes for the colder days.

Getting to Porto

Located in the north of Portugal and in the northeast of the Iberian Peninsula, it is very easy to get to Porto. With an area of 42 km and surrounded by sea, river and land, Porto has very good accesses either if you come by plain, car, train, bus, boat or metro. The Leixões harbour and the Francisco Sá Carneiro Airport are just a few kilometers away and connected to the city by very good highways.

RAILWAY STATIONS (www.cp.pt)

Campanhã - Located in the eastern part of Porto, this railway station has international services, the Alfa Pendular, services between cities and regions, and Regional and Suburban services, which enables the connection to several destinations in the country and abroad. (*Call Center* (from 07.00-23.00); National Calls: 808 208 208; International calls: +351 213 185 900)

S. Bento - Located in the centre of the city, this railway station has suburban and regional services, as well as services between regions, which enables the connection to several destinations in the city. It also offers an international service for Vigo. (*Call Center* (from 07.00-23.00); National Calls: 808 208 208; International calls: +351 213 185 900).

PORTO INTERNATIONAL AIRPORT (Francisco Sá Carneiro), is a modern infrastructure equipped to cope with the huge air traffic to and from the city, located in an important commercial and industrial area (11 km North of the city of Porto). It provides various services, coffee shops and commerce spots.

Connections from the airport to the city center:

By bus – take the buses 601 or 602. More information in www.stcp.pt

By metro – take the Violet Line (E). More information in www.metroporto.pt

Daily regular departures every 23 to 27 minutes during almost the whole working period (from 06:08 to 00:42). It runs from the Airport to the Dragão Stadium in 35 minutes. For the complete trip you will need a Z4 Andante (1,35 €). Travelling from the airport to the city centre (Trindade Station) will take you only 31 minutes.

(Hello, Metro-Line – telephone: 808 205 060 metro@metro-porto.pt)

Congress Venue

Faculty of Engineering of the University of Porto (FEUP)



How to get to FEUP?

- **By metro**

FEUP is served by the D line of Metro (yellow) at the C6 zone.

The D line (yellow) connects the University Pole to the Town Hall of Gaia in 15 minutes, passing through Trindade, where it has connection with lines A (blue), B (red), C (green) and E (violet). You have to get off at IPO station, contour the Campus S. João. Then carry on that long street and cross the transversal road to get to FEUP. For more information please consult www.metroporto.pt

- **By bus**

From Boavista, take bus 204, destination Hospital São João

From Baixa, take bus 305, destination Hospital São João

- **By train**

If you arrive in Porto by train, you have two choices:

To get out at Campanhã Station - Please catch the metro and choose one of the following lines: A (blue), B (red), C (green) and E (violet). You have to change trains at Trindade Station and catch the D line (yellow). After that please follow the indications that are given in the “By metro” option.

To get out at the S. Bento Station - Please catch the D line (yellow) of the metro. You do not have change trains; just follow the indications that are given in the “By metro” option.

- **By plane (Sá Carneiro Airport)**

The quickest way to get to FEUP if you don't have your own car and if you don't want to go by taxi, is to catch the metro, E line (violet). Change trains at Trindade Station and catch the D line (yellow). After that please follow the indications that are given in the “By metro” option.

All congress sessions will be held in FEUP. The ISOCARP Exhibition space is adjacent to all function rooms. Exhibition details, such as available booth space and prices: see [www. 2009.isocarp.org](http://www.2009.isocarp.org) (link Partners and Exhibition).

Legal Procedures to enter the Country for interested participants

EU citizens

EU citizens (EU Member States, Switzerland or county from European Economic Area) are allowed to enter the country just by presenting their valid ID card or passport and their entry is not subject to any control. However, the law determinates that for stays longer than 3 months EU citizens should request a residence card within 3 months after their arrival at the Portuguese Authority responsible for the immigration matters - Serviço de Estrangeiros e Fronteiras, abbreviated to SEF, (www.sef.pt).

NON-EU citizens

Besides holding a valid passport, all foreign citizens coming from non-EU countries should hold a valid travel document and a correct visa obtained at the Portuguese Embassy or Consulate in their home country. There are different types of visa according to the purpose and duration of the stay: studies, research work, traineeship, acquisition of professional training, short visit, business trip, etc. Further information on this matter consult the Portuguese Embassy or Consulate at the home country or SEF (www.sef.pt).

ABOUT FEUP - Faculdade de Engenharia da Universidade do Porto

Faculty of Engineering - A Faculty of international Reference

Excellence, Innovation, Entrepreneurship. Qualities that make the Faculty of Engineering of the University of Porto (FEUP) a faculty of reference in Portugal and abroad. Founded in 1926 - and with its roots built over de Polytechnic Academy, created in 1837 - FEUP is one of the 14 faculties of the University of Porto, the largest university of Portugal and an institution of international reference that aims at being recognized as one of the 100 best in the world in 2011.

Working closely with several institutions of reference such as the European Space Agency (ESA), IBM, Microsoft and the European Organization for Nuclear Research (CERN), as well as research universities such as the Massachusetts Institute of Technology (MIT), the University of Texas at Austin (UTA) or the Carnegie Mellon University (CMU), the Faculty of Engineering of the University of Porto dedicates strong attention to the Bologna process. Therefore, FEUP has renovated its educational programmes accordingly, taking into account positions of many stakeholders in Portugal and abroad, and in the framework of the European Federation of National Engineering Associations (FEANI), the Council of Associations of Long Cycle Engineers of University or Higher Faculty of Engineering of the European Union (CLAIU) and the Conference of European Schools for Advanced Education and Research (CESAER).

Sustained by the high quality R&D that is produced as a result of the Excellence of its several research units and their strong international partnerships, FEUP puts itself in the XXI century as an institution that seeks to ensure that its students will be able to design, develop, implement and operate complex systems, generating added value, in a context of environmental sustainability and following social and professional ethical principles.



Faculty of Engineering, University of Porto

ABOUT ISOCARP

ISOCARP is a global association of experienced professional planners. It was founded in 1965 in a bid to bring together recognised and highly qualified planners in an international network. The ISOCARP network consists of both individual and institutional members of more than 70 countries all over the world.

ISOCARP is a non-governmental organisation recognized by the UN, UNCHS and the Council of Europe and has a formal consultative status with UNESCO.

The objectives of ISOCARP include the improvement of planning practice through the creation of a global and active network of planners. ISOCARP encourages the exchange between planners, promotes the profession in all aspects, stimulates research, improves education and training, increases information and awareness on major planning issues.

City and Regional Planners act in spatial processes and are consultants to key decision-makers. Their task is to propose or support spatial interventions and plans on behalf of the society in general or specific actors. Planners combine knowledge, science, design and strategy and are used to work in joint ventures and multi-disciplinary teams.

The association's main event is the annual congress, which focuses on an international planning theme. The congress takes place in a different country every year, preferably on a different continent. ISOCARP also organises smaller scale seminars and publishes reports and other professional documents. It is represented at major international planning events.

President	Pierre Laconte, Belgium
President-elect	Ismael Fernández Mejía, Mexico
Secretary General	Pablo Vaggione, Spain
Vice President/Treasurer	Manfred Schrenk, Austria
Vice Presidents	Jim Colman, Australia Dirk Engelke, Germany Chris Gossop, United Kingdom Zeynep Merey Enlil, Turkey Paco Pérez Arellano, Mexico
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