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The role of transport system in the implementation of the strategy for the inland areas

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Abstract

The economic and social events of the past decade have led to a substantial evolution in the basic approach of the cohesion policy. This evolution has led us to consider it essential to concentrate resources on a few key priorities for the stimulation of growth, to be smart, sustainable and inclusive. The principles forming the basis of the new strategy Europe 2020, have become even more stringent in light of the state of emergency, which led, at European and national level, the need to develop the exceptional measures in the programming and reprogramming financial resources, in particular related to structural funds. Two factors are critical for the success of the operational programs that will be drawing in the coming months:

- the territorial dimension, according to a multilevel governance approach, the list of centers in the identification of priorities and objectives;
- the partnership principle which (institutional and socio-economic) indispensable in the development of cross-lines on which to develop the actions.

These are also the elements identified as essential in the new structure on the Structural Funds programming for the upcoming 2014-2020 cycle, which is based on ' "Partnership Agreement" signed between the European Commission and Member States, the definition of the general framework on which to develop so integrated with the national Reform Plans, national strategies for growth and cohesion. For the construction of an economic development strategy for the internal areas is part of the "territorial capital" unused present in these territories: the natural capital , cultural and cognitive, the social energy of the local population and potential residents, the productive systems (agricultural, tourism, manufacturing).

The territorial capital of inland areas is now largely unused as a result of a de-anthropocentric process. In a local development strategy, the capital is not used should be considered as a measure of the potential for development. The presence of innovative subjects that do exist in internal areas such as advanced manufacturing garrisons may represent the trigger. The local development policies are, first, the activation of the latent political capital.

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In summary, the strategy pursues five objectives-intermediate: increasing welfare of the local population; increase in local labor demand (and employment); increase in the degree of use of the territorial capital; reducing social costs of de-anthropogenic (hydrogeological, deterioration of the historic capital and architectural and human landscapes, destruction of nature); strengthening of the local development factors. The ultimate goal of the development strategy for internal areas is the reversal of demographic trends: declining population and birth rate, migration, increase in the elderly population to an extent even higher than the national average. This will be done by strengthening the role of infrastructure, thinking of their upgrading and efficiency of the transport system as a prerequisite for the implementation of an economic development strategy for internal areas, for cities and metropolitan cities.

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1. The role of municipalities. The priorities

Greater involvement of municipalities in the implementation of cohesion policy is an essential condition to ensure, throughout the country, achieving the objectives of economic growth, employment and social inclusion set by the strategy "Europe 2020".

The municipalities, and in particular those of the South, will be the main protagonists of local development actions, fielded by the European Commission for 2014-2020.

Direct responsibility of the Auditors in the management of the Integrated Territorial Investment (ITI) funded by Community resources of the new cycle and into interventions in the internal areas (to be activated also through the institution of community-led local development), it will also help to achieve in large urban areas that leap in quality in essential services to citizens, is indispensable to facilitate the recovery of productivity of urban economies and throughout the country.

The Europe 2020 strategy is based on the principles of smart growth, sustainable and inclusive. It is characterized by a thematic strategy that is the level of integration at the regional scale providing different degrees of correlation depending on the involved territorial dimension (larger towns, cities, medium cities, rural areas). It is in this context that recognizes the role of the city appropriate territorial hub for triggering the effects aimed at achieving the objectives of the Europe 2020 strategy.

The system of regional policies can be oriented to support those very virtuous processes of connection between the different urban centers of the region, promoting the peculiar "specializations" territorial in a perspective of economic, territorial and social (Moraci F., 2015).

In this sense, the cities are the engines of a poly relationship with neighboring territories.

a) CITY: it has activated a national operational program for the metropolitan cities. This program should be designed to "integrated actions for urban development" to:

- consolidate development in the cities/Italian urban areas, especially in the direction of economic and social revitalization and dissemination of specialized and innovative services functions capable of promoting the improvement of services to people and businesses, entrepreneurial development, the establishment of new economic initiatives;
- promote a strategy based on the reference model of strategic planning, participation and subsidiarity.

b) INLAND AREAS: it is preferable not to activate a dedicated national program, but to reserve a specific focus within the regional operational programs.

In this regard it is crucial the implementation of the National Strategy on the inland areas. For the effective implementation of the strategy over inland areas also it will be helpful:

- to consider that the Union of Municipalities or the management of the Convention are the most appropriate institutional forms to ensure this process, even on the obligation of joint management introduced by the spending review for municipalities under 5,000 inhabitants;
- trigger the activation of a number of pilot projects at the national guide that improve measures in the regional plans;

- work to identify common metrics to the relationship between reducing costs and improving services, with particular reference to social and health services, schools and education;
- work to overcome the digital divide land.

Lastly, with regard to the attraction "poles for municipalities of inland areas", that is, those places of fundamental hinge for the success of any intervention strategy in support of the municipalities covered by the internal areas, the inclusion is considered essential for targeted interventions to 'internal regional operation plans on mobility systems and local public transport.

Give shape and content to the three axes of development for cities (provided in the Partnership Agreement) or the three priority areas of intervention, complementary to each other on which to converge the development policies promoted by the Structural Funds. It is to focus on: Redesign and modernization of municipal services, Social Inclusion, Strengthening of the fine local segments of global production chains.

It is, therefore necessary:

- put the center of the urban regeneration building the "public city" in which the service functions, service, culture and leisure, infrastructure and public spaces find integration with the residence conferring an urban identity even to the suburbs ;
- give priority to goals of sustainable mobility;
- insert new polarity organically into the urban fabric seizing the opportunities of decentralization of functions of excellence that contribute to the formation of new centers.

Given that the Partnership Agreement identifies two strategies: the 14 metropolitan cities in which you will speak with a NOP, the medium-sized cities and in regional urban centers in large areas of significant service you will intervene with the ROP. The city thus be identified before -defining potentially affected land areas (according to a shared approach at the national level) and then identifying the urban authorities of the project owners.

1.1 The programming

The Position Paper of the Commission Services on the preparation of the Agreement and the Operating Partnership in ITALY Program for 2014-2020, identifies the following priorities and specific objectives:

- modernising the railway infrastructure and maritime transport with the specific aim of investing in key infrastructure related to the TEN-T (Trans - European Networks - Transport), with particular interest in the rail and maritime transport at the national level and across borders, to multimodal logistics platforms and for links "last mile" of ports and logistics platforms to multimodal corridors.
- Make greater use of the opportunities for intelligent transport systems and the specific objective of promoting modal integration through: a) 'railway interoperability to facilitate the full implementation of the European Rail Traffic Management System, b) the creation of areas logistics and / or intermodal corridors, adapted to each regional / inter-regional needs, to optimize the flow of information, c) the sustainable urban and metropolitan mobility, to improve travel information, traffic management and demand and smart urban logistics.

In line to the Position Paper, the Partnership Agreement incorporates the guidelines contained in the ministerial document methods and objectives for effective use of the 2014-2020 Community funds. In particular, it indicates, among the thematic objective strategic guidelines, the need to support the strategies envisaged by the Regional Plans for the transport of regional, local and urban to the national strategy, which will be configured in the new design of the Strategic Infrastructure Plan.

For these purposes, the expected results for the thematic objective turn:

- al strengthening the supply classification of the service station and with the completion of the railway infrastructure and initiated the raising of the rail infrastructure characteristics in terms of interoperability, adapting to the needs of the freight and compatibility between freight and passenger traffic, reducing journey times and increasing access and quality of service;
- increasing the competitiveness of the port system and freight village with the improvement of the capacity of trade acceptance (and forwarding / receipt of goods along the main European multi-modal corridors), optimization also customs procedural chain etc ..;

- integration modal and improvement of multi-modal connections with the main urban hubs, production and logistics (stations, AV stations, ports, dry ports and airports) with the construction, in urban and logistic nodes, a seamless connection between the global network and regional and local planning in a more efficient and sustainable the interface between long-haul transport and last mile, raising the level of interconnection of the nodes of modal interchange, and the degree of homogeneity for operational features and services offered;
- a strengthening connections with the global network of rural areas, inland and island areas and cross-border ones with the completion of projects that ensure territorial continuity and improving internal connections, simultaneously decreasing congestion and increasing safety;
- to optimize the airport system and contribute to the creation of the single European sky with the improvement of the handling of cargo and passenger capacity through technological upgrading work in a rationalization of the Italian airport system.

2. The transport sector in Calabria, static trend

The transport sector plays an important strategic role for the economic and social development of a territory, but at the same time, it is due to specific phenomena which have a negative impact on the quality of the environment and of human life. An efficient and effective transport system, as a network of real and virtual relationships, constitutes a lever for economic, social and territorial area and the strengthening of its competitiveness. In Calabria, the mobility of people and goods takes place mainly on the road, with obvious negative externalities throughout the Region, environmentally, socially and economically, and with serious repercussions especially in urban areas, where congestion of vehicular traffic a major impact on quality of life.

Local public transport: In Calabria the local public transport including rail services exercised by Trenitalia and Ferrovie della Calabria and services by road carried out by about 30 companies organized in the Consortium Companies.

Railway transport: The state of rail transportation in the region is particularly critical conditions, despite the imperative need for effective liaison within the region and between the region and the rest of Italy. It emerges the absolute absence of the High Speed Railway that heavily penalize the Calabria compared to Italy and Europe.

The Tyrrhenian route, the stretch of the Ionian line north of Sybaris and the transverse lines Paola - Sybaris and Lamezia Terme - Catanzaro Lido are the Calabrian rail network which is part of the General Plan SNIT (defined in 2001 the National System of Integrated Transport) of transportation and Logistics.

The R.F.I. Network and that of the Calabria Railways are not interconnected, and being the first to the second ordinary gauge and in narrow gauge. Of about 851 km of R.F.I. network, you have 363 km of non-electrified lines (diesel-powered) and single-track, 209 km of electrified single track lines and 279 km of electrified double track lines. The most significant deficiencies in the network, causing major repercussions on the services provided, are mainly due to the following issues:

- for ionic director, the absence of a direct connection between the director Reggio Calabria - Catanzaro Lido and the transverse director Catanzaro Lido - Lamezia Terme Centrale, resulting in the need of technical stop in Catanzaro Lido for bank change and loss of attractiveness of the service for effect of wasters connected;
- the Tyrrhenian route, the presence of a single track at the section between Castiglione Cosentino and Paola, which is, compared to the remaining double track, a bottleneck with negative effects both for the transport of persons and goods;
- substantial limitations on the axial load, particularly critical especially on cross-Paola - Sibari and Sibari line - Taranto; limitations on the gauge, particularly critical especially on the Tyrrhenian route, north of Paola.
- Because of the above infrastructure and capacity limitations, with regard to freight, the Tyrrhenian route, the backbone of the regional rail network, there is, again, one of the principal mechanisms of dissemination pathways of the container traffic in the port of Gioia Tauro.

Intermodal hubs for the transport of goods: In Calabria, the functional nodes for intermodal transport of goods are represented by the port of Gioia Tauro (sea-road and sea-rail transport), from the port of Villa San Giovanni

(sea-road and sea transportation -rotaia), the ports of Crotona, Corigliano, Vibo Valentia, Reggio Calabria (sea-road) and Lamezia Terme (air-road transport). However, these nodes do not adequately equipped to operate as real logistic intermodal centers.

The intermodal centers of the State Railways, functional to intermodal rail-road, are now all closed (Crotona, Rossano, Paola, Vibo Valentia, Reggio Calabria and Cosenza) except that of Lamezia Terme.

Freight transport is absorbed mostly by trucks and is deficient supply of efficient intermodal services (road-rail, sea-rail, sea-foam, etc.) For failing assertion of industrial and logistics activities.

The main functional node dedicated to intermodal transport of goods is the area of Gioia Tauro in which is located the port and is scheduled to Interport activation. At present, the intermodal function of the port is residual to the principal activity that characterizes it is the transshipment.

Are being implemented actions to implement the Integrated Logistics Centre directed to the strengthening of the functions of the port of Gioia Tauro as a leader in transshipment terminal, Gateway Rail and Logistics District, funded under the Application Framework Programme "Intermodal Logistics Centre Gioia Tauro", signed in 2010 between institutional parties. In particular, the construction of the new Intermodal Terminal of the port of Gioia Tauro has as its objective the opening of the port traffic to the rail network and will provide diverse and high added value.

Maritime transport: The Calabrian port system consists of a set of different size and function ports, distributed along 740 km of coastline of the region, along the Ionian and Tyrrhenian sides.

The current operating configuration of the port of Gioia Tauro is missing the attribute of multi-functionality that also open to different production realities in a concrete and wider development project involving the port territory and the regional and interregional neighborhood.

Regarding the maritime transport of the Calabrian port system, also affected by the planned construction of the Adriatic macro-region, the critical concern is the level of infrastructure (extension of the berths, extension of the yards and storage capacity), that the shortcomings of the network connections primary and the dearth of services and support equipment to port activities.

Land transport: The road network suburban Calabrian covers around 11,550 kilometers.

The highway A3 Salerno - Reggio Calabria, despite its current limitations, is the main road infrastructure of Calabria; it ensures the connections of the region with Italy (and more generally with Europe), absorbs the transit traffic to Sicily and provides connections to the long path inside the region. National roads represent axes of the regional road network of national interest and are requested to ensure quick links inter-provincial and intra-provincial.

The provincial roads (the extent of which has increased significantly as a result of D.P.C.M. of 21.9.2001) constitutes the major component of the Calabrian road assets; They complement the established network motorway and other major roads, ensuring the connection to them of the various municipalities.

As regards the secondary roads, provincial roads and minor roads generally have structural and functional limits, both for the inadequacy of the tracks (steep slopes, excessive tortuosity, reduced cross sections), both for the difficult geo-morphological characteristics of the places (roads often cross areas subject to landslides, resulting in damage to the road structure and works of art), both for the poor state of maintenance.

2.1 Community planning, national and regional

Community Planning: A Community level, particular importance is, first of all, the decisions regarding the development of the TEN-T network, offering to Europe and to our country for a planning grid reference. Following the addresses tracked for the next financial framework 2014-2020 Strategy, the European Commission presented a package of proposals designed to promote the development of trans-European transport networks, energy and telecommunications. With particular reference to the transport sector, the package includes:

- a regulation establishing the Connecting Europe, where for the Connecting Europe (Connecting Europe Facility-CEF) means a new integrated solution for the financing of priority infrastructure of the European Union in the transport sector, of 'energy and digital broadband.
- a Regulation on the European Union Guidelines for the development of the trans-European transport network (TEN-T).

The gradual development of the TEN-T network comprises:

- a global network, comprehensive network, understood as the basic layer of the TEN-T network;
- a central or core network, core network, consisting of the strategically most important parts of the TEN-T network.

The maps of these networks have been adopted within the EU Council Transport Telecommunications and Energy in the month of March 2012.

From the vision of the new structure maps of the TEN-T networks it is possible to observe what are the relevant regional infrastructure by central and global layers.

In particular they belong to the core network: Regional section of the railway line NA-RC; The regional section of the Salerno-Reggio Calabria; The port of Gioia Tauro.

They belong to the global network: Cross the railway line Lamezia Terme-Cz-Lido; The railway line Paola-Sybaris-Metaponto; Ports of Reggio Calabria and Villa San Giovanni; The regional section of the Ionian highway Cz-Lido-Rocca Imperiale; Cross the road section A3-Firmo-Sibari connection; State Road SS280 L.T.-CZ; The airports of Reggio Calabria and Lamezia Terme.

National planning: In the next programming cycle, the position of the national transport planning tool is particularly important because it is central to the conditions set by the European Community regulations in particular on rail, road and regional and local TPL. The legal base is constituted by Legislative Decree no. 112/98 "Contribution of administrative functions and tasks of the state to the regions and local authorities, in the implementation of Chapter I of the law 15 March 1997 n. 59", that the distribution of responsibilities between the state, which deals with national and international transport networks, and region / local authorities who have jurisdiction over the rest of the transport networks. In particular, the General Transport Plan will be the framework in which will be indicated the priorities of the new arrangement of the basic TEN-T while the regional / local plans will program the priorities on its competence networks that connect to the TEN-T network.

Regional Planning: The Law no. 59/1997 (Law Bassanini) and the subsequent Legislative Decree. N. 422/1997 (Burlando Decree), as amended and supplemented, have resulted in a real reorganization of local public transport (TPL), giving the Regions and Local Authorities functions and tasks relating to TPL. The recent evolution of the sector legislation has generated substantial modifications as determined by Law no. 59/1997 and the subsequent Legislative Decree. N. 422/1997, determining a reaffirmed the centrality of the Regions in the organization and management of public transport services. Therefore, it is competence of the regions not only the organization of the performance of LPT services in areas or optimal and homogenous territorial areas, but also the identification of the governing bodies of the same (art. 3-bis of Legislative Decree 138/2011 converted, with amendments by Law no. 148/2011 as amended).

2.2 National strategy for the inland areas: definition, objectives, instruments and governance

Are Called inland areas those areas significantly distant from the centers providing essential services (education, health and mobility), rich in important natural and cultural resources and highly diversified by nature and as a result of centuries-old human settlement processes. She lives in these areas about a quarter of the Italian population, a portion of land that exceeds sixty per cent of that total and is organized in over four municipalities.

This strategy will be initiated using as an opportunity and leverage, financial and method, the programming of Community funds available for all regions of the country for seven years 2014-2020, combined with the provision of dedicated resources in the stability law. It is a work in progress, through close consultation with the regions and a fruitful discussion with the Municipalities and Provinces (see Fig.1), aware that a national strategy has to contribute the leadership of local communities, open and innovative.

A limited number of areas, one for Region: two converging lines of action: one to promote development through projects funded by the various European funds available, direct the other to ensure adequate levels in these same areas of citizenship in some essential services (health education and mobility).

The initial selection of the few areas comprising multiple municipalities (also on horseback more provinces or regions) will be held by the Regions according to general criteria and shared using the built mapping (as a frame of reference, modified and integrated, and not as a "zoning"). In short, by agreement between the regions and the central government you want to start with a limited number of prototypes, making sure that the initial phase of the

strategy is "played" with the areas most in need-project to a time and more able to succeed. This selective approach, very different from the past, will be in the interest of all the internal areas because the extension of the strategy will be linked to the outcome of this first phase, properly assessed.

The national character of the strategy is also marked by a further prediction. The municipalities participating in every area-project would realize appropriate forms of association services (or, when they deem, unions or mergers) necessary for the long-term sustainability of the strategy and such to fully align their common share with local development projects funded.

The complex of these interventions will find formal sanction in special Framework Programme Agreements between local authorities, regions and central government. Areas-project and related agreements will be part of a federation of projects for interior spaces that will offer multiple services: monitoring and ongoing evaluation of the compliance with the deadlines and outcomes; confrontation and assistance on critical issues; access to one of the practices database; sharing of progress in the indicators system; comparison with the ordinary policy actions.

The Italian Internal areas are characterized as follows:

- a) they are significantly distant from the main centers providing essential services (education, health and mobility);
- b) have an important environmental resources (water resources, agricultural systems, forests, natural and human landscapes) and cultural resources (archaeological, historical settlements, abbeys, small museums, craft centers);
- c) they are a highly diverse territory outcome of the dynamics of the various and diverse natural systems and the specific secular and anthropic processes.

The increase in population is a goal that can be expressed in operational terms and allows an ex-post evaluation of development policies. The key issue is the relationship of the inner areas with Cities and metropolitan cities.

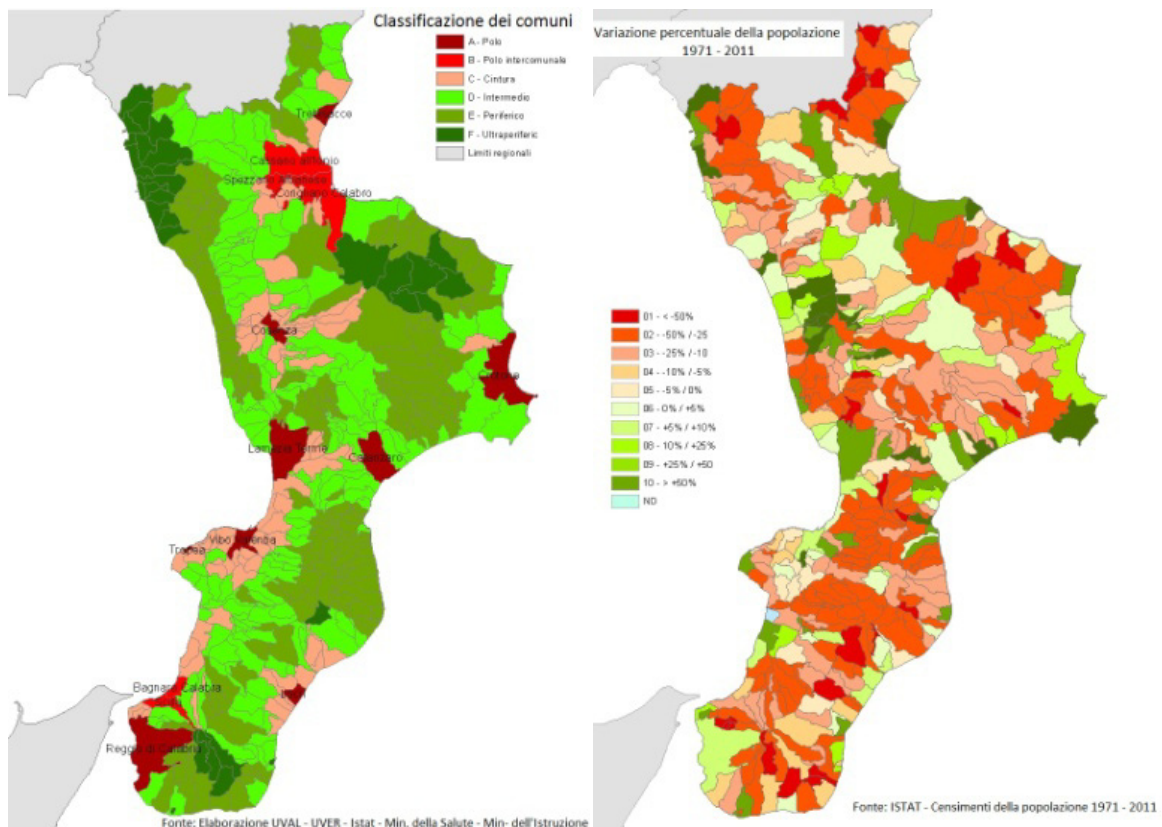


Fig.1 Territorial Situation of Calabria: municipality (a); Population (b), by Linee guida per gli interventi nelle aree-progetto (2016)

The Strategies of the functional inland areas at the Metropolitan City, can be:

- support and attractive place for precious segments of local production chains in urban vocation (for territorial competitiveness);
- stronger and powerful demand for ICT of the citizens in terms of usage of online services, digital inclusion and participation in the network;
- support functions and services of the metropolitan city for residents and users: improving efficiency and effectiveness of the network infrastructure and public services to provide better services to residents and users citizens (commuters, tourists) developing new services related to smart cities inclusion of the weaker segments of the population and social areas and disadvantaged neighborhoods using the tools of participatory micro-planning;
- start smart innovative processes and integrated urban interventions to meet the challenges of modernization of urban, social inclusion and the strengthening of productive chains services, in line with the "good design" criteria: integration, feasibility, strategic, certainty of timing and expected results.

By virtue of what has been delivered is appropriate to think of a metropolitan organism that possesses a set of urban systems organized in cohesive communities, where everyone has a clearly defined role and act in unison competing in a differential and incremental to the prosecution of the system development. There is talk of a polycentric city of reticular specialization of functions, which enhances both the networks that the nodes within a new urban relationship.

It's a city of many opportunities that should favor the recovery of the existing, from vocations and potential present in the internal areas. The city's subway will have to assume the active role of the managing organization of all collective of the wide phenomena, it must be sensitive to the identity of the territory landscape and able to heal those areas distant finalizing their actions to social regeneration through population growth and the rising spread of the collective economic well-being.

In urban planning assumes a decisive role. The government of the metropolitan area is not only about the urban development of the area, but it is inclusive of all activities that affect the whole vast area, both in the internal organization, both in external interrelations. In planning we must begin with the realization that in metropolitan areas all municipalities would form the city. This awareness is both the starting point and the common element of all the infrastructure that must be thought of, designed, shared, and made to serve the entire city area. The infrastructure must be programmed in a land unifying optics to allow all residents to enjoy the benefits associated with membership of a big city.

The infrastructure resources should be first and foremost designed to overcome distances and barriers that undeniably exist today between the different municipalities that are called to be part of the Metropolitan City, barriers that are not always physical but also cultural, social and economic. It 'clear that the first unifying element are the road and railway communication systems and all systems and transport and connection means which allow the mobility. Why can not there be a true Metropolitan City until all the components do not interact with each other and the communities do not find themselves at par to the sense of belonging to the territory.

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