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Cities and infrastructure. The impact of reforms and of cohesion policy on the South. Build requirements innovative action and building project feasibility

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Abstract

Cities and infrastructure (tangible and intangible-knowledge networks, energy) play a central role in every socio-economic relaunch strategy of our country's territory and their importance is confirmed within the large deck in a Masterplan strategic vision to build over the impulse screwed by the Government.

The large European cities, and many Italian cities of the Centre-North, are located in the large European dimension of flows and free mobility of goods and people with new trains, ports and new networks will determine relations outside Europe. Shopping at the South – roughly at 35% to 2013 has been falling – that the enlarged public sector per capita is highest for a decade in the Centre-North. Among the SOEs ANAS, for example, invests in the South (6 regions plus two islands) about 70% in 2013, while Railways does not invest more time (14%). To build such a strategy, since we will not be able to bridge the structural programming within the latter gap not having made use of the previous ones, we must reverse the approach method: from immaterial to the territorial effects of concurrently by quality and competition and start the right to mobility as a condition of a modern society. In this sense we can point to some actions where competition is still open in Europe disorders and/or renegotiate the country's positions in the European area.

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1. What conditions?

Having said that is especially true for the intangible infrastructure (energy, ICT, cultural and managerial systems, knowledge economy, efficiency and administrative simplification, innovative governance and capacity-building) and for those materials (urban areas, transport, timely infrastructure green infrastructure, services) where innovation can be transferred and act. Today in fact have changed the parameters and economic indicators, urban and territorial competition, because the role of the time factor-like ability to cancel the ratio area/time in virtual space through technology and be in "real time" in the world market of flows in the intangible asset has changed. The weather is another complex parameter which influences future space organization and the urban economy producing services, especially new types of services. Unfortunately, the ability to move from debate to action in Italy and especially in the South is absent. The trend today seems to change. The role of ports and logistics – referred to the recent reform and national strategy plan¹, the way in which you are programming the national road network (ANAS), railways and large urban nodes seem to reflect on the country's territorial system at the base of a cultural and economic growth. Railroads occupy a pivotal world role in strategy and freight transport at European level no coincidence indeed by 2030 on 30% of road traffic will have to be moved by rail and by 2050 the 50%².

From this follows that the South as well as roads, railways also must be equipped with high-capacity and high-efficient speed and not just improve the current conditions. Would move the problem over time. These networks would be suitable³ to the new freight carriers (750 m) and passengers (1500 m) in terms of connection to the era including the ports and airports of European interest (core) as those of State interest (comprehensive)⁴. Imagine the last mile and ports (Napoli, Gioia Tauro, Taranto, Augusta) or airports (airport of the Strait, Catania...) that are not connected to these networks. The same is true for cities that are identifying with an identity card in the system of Italian metropolitan cities and as nodes in the European area. The infrastructure becomes a duty, an obligation asset logistics intermodality, sustainable mobility is a necessity, a right. For these types of investments, leaving the perimeter public of large SOEs can be a good opportunity, not only to reduce the national debt, but also to expedite and ensure multiannual programming-according to national strategies, but with more competitiveness in the market. (Moraci F., 2015).

Certainly the new system should be regulated and restricted. The South so marginalized geographically, if nothing is done, the result is weakened and cities, cut off by infrastructure investment, will struggle to win territorial value redistribute urban in terms of welfare. Even the bet of metropolitan cities beyond administrative definitions

1 Professor Francesca Moraci is among the 15 experts appointed by the Government to prepare the National logistics plan.

2 The ten listed by the European Union macro objectives for TEN-T to the horizons 2020-2030- 2050 networks, to implement the infrastructure and services networks indicate to realize, in time: 2020: completing priority projects of technological innovation: SESAR- ATM Air traffic management, ERTMS European Rail Traffic Management System, ITS Intelligent Transport System for road, RIS-warborne River Information Services; 2020: reorganization of the information, fares, booking services for the whole multimodal transport system; 2030: limit the use of conventional vehicles in urban mobility; 2050: prohibit the use of conventional vehicles in urban mobility; 2030: reorganization of the urban distribution of goods "city logistics" CO2-free in large urban areas; 2030: implement an intermodal TEN-T core network and fully functional; 2050: complete the network with high-quality services and high capacity; 2050: complete the railway High Speed -AV-, with the aim of tripling the network created in 2030 and transferred, by 2050, most of the passengers traveling on medium haul towards - AV- services; 2030: transfer 30 % of road traffic to other modes: rail, sea and inland waterways; 2050: transfer the 50% of road traffic to other modes: rail, sea and inland waterways; 2050: connecting airports ports and waterways of the TEN-T core network with railway lines - a V-; 2050: reduce emissions of air and maritime transport 40%; 2050: give full application of "user pays and polluter pays" principles to eliminate distortions of competition between modal services and ensure investment returns to fund infrastructure transportation; 2050: reduce up to zero limit the loss of life in line with the aim to halve accidents by 2020, so that Europe has the primacy of security and safety for the individual modes of transport: road, rail, port and airport.

3 The 2014 Report on the State of play of the Scandinavian Mediterranean corridor affecting Italy, it can be seen that are designed to meet and exceed the minimum standards of length European trains North of Bologna, while there are no operations South of Bologna, but they cited include the Adriatic railway network RFI attempts in Scandinavian-Mediterranean corridor since it would be achievable with a minor economic intervention.

4 The core network concerns: 83 major European ports by rail and road links; 37 main airports with connections to major cities; 15000 km of railway lines converted to high speed.

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