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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;

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