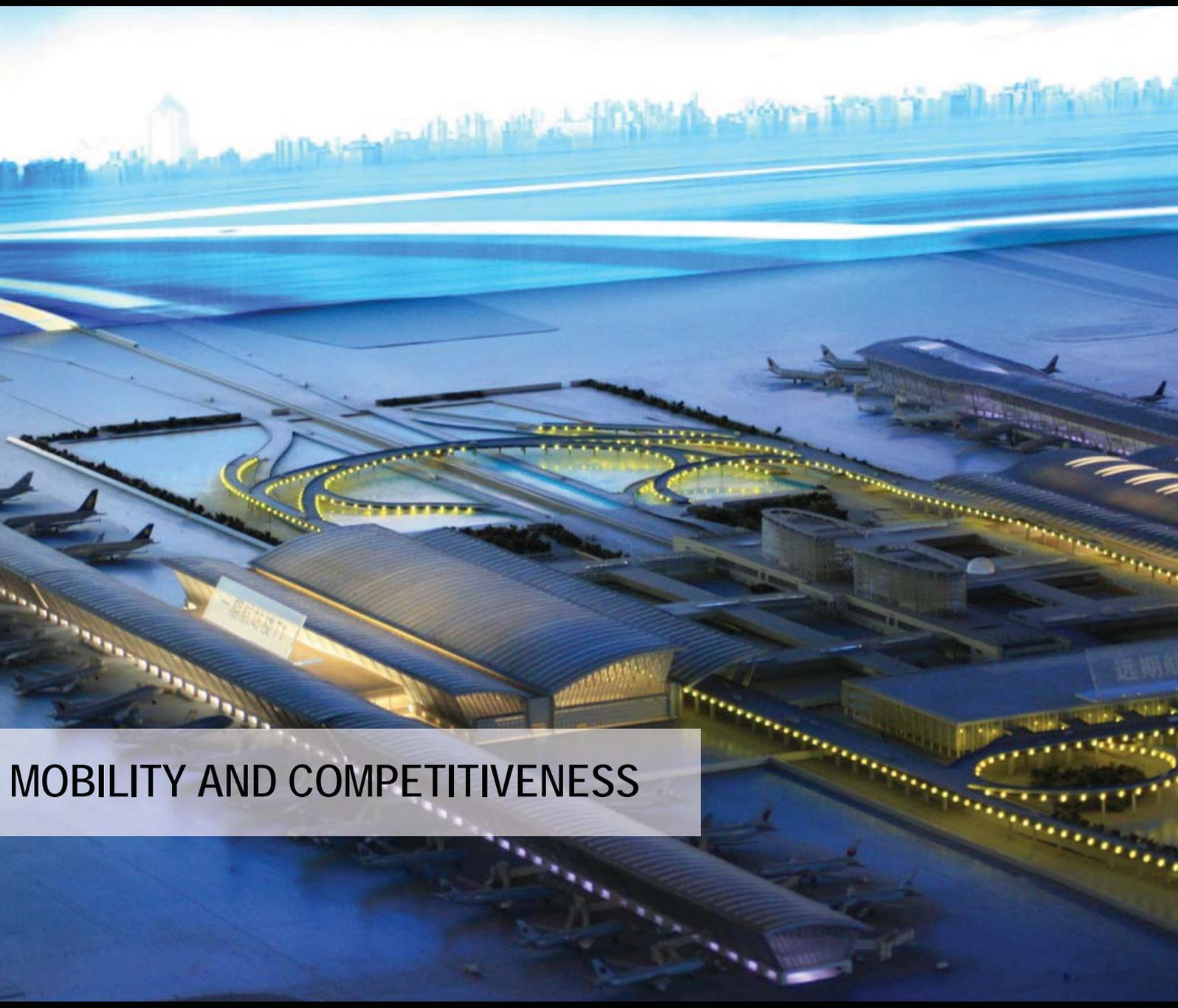


TeMA

Journal of
Land Use, Mobility and Environment

Urban sprawl processes characterize the landscape of the areas surrounding cities. These landscapes show different features according to the geographical area that cities belong to, though some common factors can be identified: land consumption, indifference to the peculiarities of the context, homogeneity of activities and building typologies, mobility needs exasperatedly delegated to private cars.

Tema is the journal of the Land use, Mobility and Environment Laboratory of the Department of Urban and Regional Planning of the University Federico II of Naples. The journal offers papers with a unified approach to planning and mobility. TeMA Journal has also received the Sparc Europe Seal of Open Access Journals released by Scholarly Publishing and Academic Resources Coalition (SPARC Europe) and the Directory of Open Access Journals (DOAJ)



MOBILITY AND COMPETITIVENESS

MOBILITY AND COMPETITIVENESS

3 (2012)

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TeMA

Journal of
Land Use, Mobility and Environment

TeMA - Journal of Land Use, Mobility and Environment offers researches, applications and contributions with a unified approach to planning and mobility and publishes original inter-disciplinary papers on the interaction of transport, land use and Environment. Domains include: engineering, planning, modeling, behavior, economics, geography, regional science, sociology, architecture and design, network science, and complex systems.

The Italian *National Agency for the Evaluation of Universities and Research Institutes* (ANVUR) classified TeMA as one of the most highly regarded scholarly journals (Category A) in the Areas ICAR 05, ICAR 20 and ICAR21. TeMA Journal has also received the *Sparc Europe Seal* for Open Access Journals released by *Scholarly Publishing and Academic Resources Coalition* (SPARC Europe) and the *Directory of Open Access Journals* (DOAJ). TeMA publishes online in open access under a Creative Commons Attribution 3.0 License and is double-blind peer reviewed at least by two referees selected among high-profile scientists, in great majority belonging to foreign institutions. Publishing frequency is quadrimestral. TeMA has been published since 2007 and is indexed in the main bibliographical databases and present in the catalogues of hundreds of academic and research libraries worldwide.

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REVIEWS PAGES

LANDSCAPES OF URBAN SPRAWL

The Reviews Pages keeps the readers up-to-date on developments in five reports: web, books, urban practices, law, news and events. Each report deals with the specific subject proposed in the TeMA issue. These reviews are specialist in nature but contain enough introductory material to make the main points intelligible to a non-specialist. The reader will not only be able to distinguish important developments and trends but will also find a sufficient number of references to the original literature, web and other resources .

01_WEB RESOURCES

The web report offer the readers interesting web pages which are directly connected with the issue theme.

author: LAURA RUSSO
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02_BOOKS

The books review suggests brand new publications related with the theme of the journal number.

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03_LAWS

The Law section proposes a critical synthesis of the normative aspect of the issue theme.

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04_URBAN PRACTICES

Urban practices describes the most innovative application in practice of the journal theme.

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05_NEWS AND EVENTS

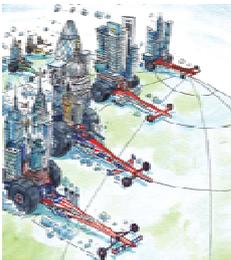
News and events section keeps the readers up-to-date on congresses, events and exhibition related to the journal theme.

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MOBILITY AND COMPETITIVENESS REVIEW PAGES: WEB RESOURCES

LAURA RUSSO

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In this number FIGHT FOR COMPETITIVENESS

In this highly competitive world, given the fast growth and development of many urban systems, the success of a city is related to its ability to achieve high levels of quality of life in order to attract international investments, as well as human and financial resources (Gemmiti 2012). Quality of life depends on many different economic, demographic and social factors, which affect the city's overall competitiveness on the international scene. Plenty of research studies focused on urban competitiveness; they were developed to create a hierarchy of cities according to their demonstrated ability to appeal to capital, companies, skill and visitors, both in Europe and in a global context (Beaverstock et alia 1989, DATAR 2003, Taylor et alia 2004, Hall 2005, The Economist 2012). Each analysis used a different methodology to rank cities, examining specific indicators, and among these, the level of mobility and accessibility is one defining feature: an urban system that relies on the presence of an efficient infrastructure system, it is more competitive than an urban system hardly accessible (Mazzeo 2011). Ports, airports and railway lines have a significant impact on the level of attractiveness of cities and therefore represent an element in which to invest in order to improve the city's overall competitiveness.

In addition to the mobility, other factors that contribute to define the hierarchy of cities are, for example, economic factors such as the presence of multinational companies and GDP per capita, or socio-cultural factors such as population growth, events fairs and presence of museums.

Today, the interest of cities to improve their level of competitiveness, nationally and internationally, is growing, because it is becoming increasingly difficult to attract both businesses and human capital and preserve a role in the global context, competing not only against the cities in the developed world, but also against emerging market cities (The Economist 2012).



GLOBALIZATION AND WORLD CITY RESEARCH GROUP – GaWC
<http://www.lboro.ac.uk/gawc/group.html>

GaWC is a research group from the Department of Geography of the English University of Loughborough, which analyzes the external relationships between cities around the world. According to this research group, the available literature about world cities is failing to study relationships between cities because it focuses on their interior characteristics exclusively. Such effort to analyze the external relationships between cities is the main goal of GaWC in order to understand its socio-spatial meaning.

The website is a worldwide platform that assures the immediate spreading of data collected from the research group and achieves creating a network amongst researchers from all over the world intended for reciprocal swap of information.

The website is very easy to browse because every single section's content is briefly described and whenever symbols are used to distinguish the different kind of information, they are spelled out. It is possible to navigate through GaWC in two ways: either use the initial sections (*About GaWC, What's New, Projects, Publications, Data, Media*) to go straight to the content you are interested in, or use the *Gateways* menu to see a selection of resources appropriate to your own needs (*New Visitors, Researchers, Practitioners, Teaching Resource, Visualisation*).

The sections *Projects, Publications* and *Data* are worthy of note because they include remarkable information about GaWC work. The English research group is part of four different types of projects, which are listed in the *Projects* section: «there are pilot projects at Loughborough (A) where we explore research topics with a view to developing new research agendas. When successful the latter are converted into major projects based at Loughborough (B) which are funded by research councils and foundations. We also list collaborative projects, based elsewhere, with Loughborough participation (C), and report projects elsewhere in the GaWC network (D)».

Together with the *Projects* section, the *Publications* section can be a useful source of data and research progresses for those who want to know more about external relations between world cities, in fact, more than 400 papers are collected and available. Articles are distinguished by different letters which indicate the status of a paper: the letter A refers to a paper just now submitted; B, C and so on, indicate progressive revised versions of the initial article; Z designates the final paper, that will not be further edited.

The *Data* section completes the series of information produced by World cities researches to promote the interest in inter-city relations.

One more section of the GaWC website must be considered, because it constitutes a highly experimental idea of world representation: *Visualisation* includes new types of atlases, maps and cartograms, which are produced to reflect the data and theories formulated by GaWC.

In conclusion, the simple and immediate structure of the website contributes to make GaWC's work known worldwide, exploiting the two key characteristics of web: rapid publication and widespread access.



UN-HABITAT – FOR A BETTER URBAN FUTURE
<http://www.unhabitat.org/>

UN-HABITAT is the United Nations Human Settlements Programme, established «to promote socially and environmentally sustainable human settlements development and the achievement of adequate shelter for all». The agency was born in 1978 after a meeting in Vancouver known as Habitat I. Later on, in 1996, in Istanbul, the United Nations held a second conference on cities, Habitat II, where the document Habitat Agenda was signed; it contains over 100 commitments and 600 recommendations that should drive sustainable development.

From agency's foundation on, the increasingly fast planet's urbanization made UN-HABITAT's effort necessary to promote a better urban future, because the expansion of cities «generates economic growth and social and political advances, as well as technical and scientific progress, but when poorly managed, it can generate poverty, social exclusion, and environmental degradation».

The program *Best Practices and Local Leadership* is particularly interesting among activities promoted by the agency and it was intended to support the exchange of 'best practices', that is to say valuable examples of planning which contributed to improve quality of life where they were carried out and that can be taken such as a standard from other developed countries. A database was created to favor global diffusion of information and it collects over 4000 proven solutions to common social, economic and environmental problems from 140 countries. It is easily accessible in sections *Programmes* and *Our Work* in UN-HABITAT website, where the programmes that the agency handles altogether with other partners (central governments, charity associations, civil society, etc.) all over the world, are illustrated.

The agency's website includes 10 sections. The *About us* section is dedicated to show the goals of UN-HABITAT programme, its history, action strategy and funds delivering and collaborating partners (deepened in the section *Partners*). In the section *Governing Council* are listed programmes and documents about the latest seven governing councils, which are easily downloadable.

Information about UN-HABITAT activities, statistics, reports and publications concerning each single nation are accessible in the *Countries* section.

Complete collection of publications is downloadable in the *Publications* section, where it is possible to subscribe to, as well as viewing freely some documents and purchase the payable ones.

Meetings in different world countries are listed, in chronological order, in the section *Events*, that includes two different subsections, one referring to events that take place annually (World Habitat Day) and the other referring to events organized on every two years (World Urban Forum).

The section *Media center*, containing videos and pictures, and the *Resources* section, containing all the documents delivered by the UN-HABITAT agency (reports, guides, declarations, best practices, resolutions, general assembly resolutions), complete the website.



MOBILITY AND TRANSPORT – EUROPEAN COMMISSION
http://ec.europa.eu/transport/index_en.htm

The European Commission website on mobility and transport, wants «to promote a mobility that is efficient, safe, secure and environmentally friendly and to create the conditions for a competitive industry generating growth and jobs». The goal is to build a common European strategy, because no national government can efficiently work alone.

The website contains all the information related to the EU's policies for transport, organized into five different areas: *Transport modes*, *Transport themes*, *Media corner*, *Facts & funding* and *About us*.

In the *Transport modes* area, it is possible to find every kind of information about the five ways of transport (air, road, rail, maritime and inland waterways), starting with a brief description of the specific sector and ending up with the latest news, such as events or public consultations. If you are looking for a solution to a transport issue, you can find it in the *Transport themes* area, where the problems related to mobility are organized into nine topics: European strategies, passenger rights, security & safety, clean transport/urban transport, sustainable transport, transport infrastructures, intelligent transport systems, research, and innovation and international relations. As for the *Transport modes* area, each topic included in the *Transport themes* area is analyzed explaining what the EU wants to achieve in that specific sector and what the latest news about it are. The *Media corner* area turns out to be extremely interesting, especially for those who have little experience in the mobility and transport field, because they can find here different types of informative videos on issues such as road safety or sustainable mobility, that are really easy to understand and very impressive. In addition to the multimedia content, the *Media corner* area includes two lists that summarize all the news and events on transport issues, placed in chronological order.

The website represents a useful tool for the circulation of information about European Commission's effort to build a competitive strategy for mobility and transport, at continental level.

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IMAGE SOURCES

The images are from: <http://www.citigroup.com/citi/citiforcities/index.htm>; www.lboro.ac.uk/gawc/group.html; www.unhabitat.org.

MOBILITY AND COMPETITIVENESS

REVIEW PAGES: BOOKS

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In this number COMPETITIVENESS AND DEVELOPMENT FACTORS OF URBAN TERRITORIES

In the contest of global competition between markets, territorial competitiveness represents a fundamental element. The greater competitiveness of a territory depends on the ability to increase its technological, social and infrastructural equipment and «cities and regions compete, on the international market for goods and production factors, on the basis of an absolute advantage principle, and not of a comparative advantage principle» (Camagni 2002). The competitive advantages of cities and regions are influenced by a wide range of actors and processes and urban competitiveness is defined by an increasing complexity of aims, including economic growth, employment, internationalization, attractiveness, equity, stability and social cohesion, environmental sustainability (Rota, Vanolo 2006). This change of view leads to a broadening of the concept of territorial competitiveness associated more and more with its own specific features (human, cultural, creative, institutional capital). A competitive territory must be able to use its advantages to make trade gains, in order to support economic and employment growth. A local economy's competitive advantage is defined by the capacity for local firms to compete externally. Therefore in a global economy where most production factors are mobile, a local government can create the right conditions for competitive advantages based on unique local characteristics of capital and labour.

Starting from these considerations this section proposes a careful consideration about two important aspects: on the one hand the need for new and more flexible analysis and comparison instruments monitoring the level of competitiveness of the regions in order to strengthen development conditions through suitable policies. On the other hand the need to identify the issues related to development policies of a territory and how overcome them. The first document refers to a research project aimed at defining a model measuring the performance of Italian urban regions; the second one tries to understand both the key factors that determine economic growth and how measuring competitiveness; the third one finally aims at supporting local governments to improve Italian competitiveness through infrastructure investments.



Title: Il governo della competitività urbana: fattori, indicatori, benchmarking
Author/editor: AA VV
Publisher: AISLO
Download: www.isprambiente.it
Publication year: 2007
ISBN code: n.d.

AISLO (Italian Association Meetings and Local Development Studies) has coordinated since 2006 the research project "The Government of Urban Competitiveness: Factors, Indicators, Benchmarking"; a lot of universities, research institutes and local government together with the University Bucknell has been working at this project as well. The whole research aims at focusing a comparison model so that cities can choose other cities or territorial level they can compare with. Such comparison is based on shared indicators and they can be analysed referring to space and time.

This report starts from the description of the methodology used to study the issue of urban competitiveness in Italy. The report also aims at bringing out the most innovative aspects of the model, the critical issues faced and the scenarios of urban competitiveness.

The methodology integrates two different approaches, top-down and bottom-up, in order to define indicators of competitiveness. The top-down approach consists in reading, in terms of competitiveness, the priority for the development at Community level (Lisbon Strategy for 2010) and National level (National Strategic Framework 2007-2013).

The bottom-up approach is based on real experiences and needs of the actors involved in the process of local governance participating to the research project. This methodology allows to evaluate how each city sets itself when compared to the European prefixed targets. This method also helps understand the importance of the different levels of competitiveness for each city and its relative position. The definition of competitiveness indicators has been established by reworking the ten priorities of the NSF according to the requirements and observations made by the participants, through the correspondence between the dimension of competitiveness and the availability of data. The benchmarking has been built both on the system of dimension and on the indicators of competitiveness in order to compare the different situations, to identify critical issues and to improve performance.

To facilitate comparison and knowledge of different urban realities benchmarking has been associated with a process of benchlearning (shared learning) that allows the comparison among the different administrations.

The key issues that benchlearning process must investigate are several:

- the analysis of the factors that have determined a competitive position of a city compared to others;
- the comparison of the improving/worsening of its path during the time;
- the achievement or not of the strategic goals;
- the opportunity/possibility of transferring the best practices from other contexts.

This methodology not only can be used by governance through the definition of indicators of competitiveness among different cities, which permits the different stakeholders to compare the several points of view and the different intervention policy, but it wants also to enable comparison processes elaborated by professionals to strengthen the policy-learning among different territories.



Title: The global competitiveness report

Author/ed: Klaus Schwab

Publisher: World Economic Forum

Download: www.worldbank.org/eap/climatecities

Publication year: 2012

ISBN code: 978-0-8213-7766-6

The World Economic Forum collaborates with key experts and decision-makers through its Global Benchmarking Network to support Countries and regions in their efforts to increase competitiveness and economic performance. This Network contributes with over 150 Partner Institutes worldwide to spread the conclusions of its research on competitiveness at national and regional levels and in order to identify and measure the drivers of economic performance it prepares different reports annually. The annual Global Competitiveness Report has studied several different factors supporting national competitiveness in order to provide insight and stimulate the discussion among all stakeholders on the best strategies and policies for a sustainable growth. The competitiveness is defined as «the set of institutions, policies, and factors that determine the level of productivity of a country», and its analysis depend on the Global Competitiveness Index (GCI), that is «a comprehensive tool that measures the micro and macroeconomic foundations of national competitiveness». The GCI covers a weighted average of many different components that are grouped into 12 pillars of competitiveness (e.g. institution, infrastructures, labour market efficiency). Because all countries are in different stages of development and according to the economic theory of stages of development, the GCI is related to three different stages of development: in the first stage the economies are factor-driven that means they compete on their factor settlements (for instance, natural resources); in the second stage the economies are efficiency-driven, increasing more efficient production processes and improving product quality; in the third stage the economies are innovation-driven that means competitiveness concerns new technologies or business sophistication. In order to consider the specific stage of development for each Country, the importance of a pillar, and so the relative weight that the GCI attributes to it, depends on development phase of the Country as well as the three subindexes in which all the 12 pillars are structured. Most competitive hotspots are concentrated in Europe, North America, and some advanced economies in Asia and the Pacific, while Countries such as Africa and Latin America continue to be among the least-competitive economies. Italy operates well in some areas especially for the market size and the sophistication of its business but holds a low position in the world rankings for its labour market efficiency (127th) and for business development (111th). Within the first chapter the Report tries to integrate the concept of sustainability into competitiveness, aiming at defining a sustainable competitiveness: «a set of institutions, policies, and factors that make a nation remain productive over the longer term while ensuring social and environmental sustainability». In the sustainability perspective the GCI is redefined as an average of two sustainability indexes: the social pillar related to the population access to basic necessities, the social cohesion and the vulnerability to economic exclusion; the environmental pillar related to the environmental policy, the degradation of the environment and use of renewable resources. At the first place of the sustainability GCI there are Nordic Countries with Switzerland that has the highest scores in both dimensions.



Title: Rapporto infrastrutture e competitività 2012: 10 opere per la ripresa

Author/editor: AA.VV.

Publisher: italia decide

Download: <http://www.italiadecide.it/Documento/Detail.aspx?Id=20>

Publication year: 2012

ISBN code: n.d.

The report aims at analysing the link between the ability to compete of our Country and the existing infrastructures. It focuses on the issues related to the achievement of work that can be the driving force to boost growth. Infrastructure may be regarded as a precondition for the economic development of a Country, fostering a positive cycle of investment and productivity. The report begins starts from an overview of ten infrastructures have already been completed or not yet finished, in order to provide a current photo of our Country and its ability to implement a policy of infrastructure development. The analysis of these significant cases allows to understand the need to pay more attention to the stages leading to the achievement of infrastructures. In this way it is possible to prevent all the conflicts arising which might affect the viability of the work. Concerning this issue key aspects are: demand forecasting to resolve any critical issue; economic and financial feasibility especially if there is a public resource investment; and socio territorial compatibility giving voice to local communities and making them understand the value of the intervention.

In Italy the achievement of large infrastructures has become very difficult, also because of the long time involved. Comparing other European Countries it comes out that Italy is in the last place for infrastructure supply; referring to for regional and suburban rail network Italy is less than 50% of European average. The report draws up a list of measures resulting from European and international best practices to try to solve the main problems (procedures for implementation, priority interventions, leakage of public resources) related to the slowness of infrastructure development: streamlining of the legislative framework, improve the quality of engineering services for the design and supervision of works. Another aspect we need to work in order to start a real process of infrastructure growth is characterized by public resources. Investments in the public works sector has been characterized by a fluctuating trend for the last 20 years: they have seen a reduction of 44.5% between 2004 and 2012. However, CIPE (Comitato Interministeriale per la Programmazione Economica) in 2009 approved the Piano delle opere prioritarie to balance the enormous cuts to appropriations for new infrastructure. This Plan foresees public investment for over 11€ billion. The economic crisis broken out at the end of last year has determined the need to involve the private sector in the stages of financing, implementation and management infrastructures. Ultimately, the report highlights the need to adopt a systemic approach of an infrastructure culture in order: to inform punctually the community so avoiding any contrast; to better manage public resources for investments; and to connect transport infrastructure each other to avoid that people and goods might choose other Countries.

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MOBILITY AND COMPETITIVENESS

REVIEW PAGES: LAWS

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In this number

“DECRETO SVILUPPO” 2012: INFRASTRUCTURE, HOUSING AND TRANSPORTATION TO REVITALIZE THE ITALIAN ECONOMY

The “Decreto Interministeriale n. 83/2012” governing “Misure Urgenti per la Crescita del Paese”, more known as “Decreto Sviluppo” (D.L. No. 83, June 22, 2012, turning into the Law No. 134, August 7, 2012, published on the Italian Official Journal No. 210, September 8, 2012), points on the strategic sectors of infrastructure, housing and transport to boost the Italian economy on the international markets. In the attempt to read this decree-law in order to integrate land use, transport and environment, the issue of this Laws’ Review Pages focuses on the analysis of the “Titolo I - Misure urgenti per le infrastrutture, l’edilizia ed i trasporti” and examines the measures taken respectively in the “Capo I (Infrastrutture – Misure per l’attrazione dei capitali privati)”; in the “Capo III (Misure per l’edilizia)” and in the “Capo IV bis (Disposizioni per favorire lo sviluppo della mobilità mediante veicoli a basse emissioni complessive)”. The main topics concern: the new financial tools, the so-called “project bond”, aimed at facilitating bond issues by Italian companies which realize the project in the form of project financing operations; the introduction of a fund for the implementation of the “Piano nazionale per le città” (National Plan for the cities), addressed to the redevelopment of urban areas and the development of measures of sustainable mobility aimed at promoting the construction of an infrastructure network for electric vehicles. That said, this Review Page has been divided into the following sections, each related to a specific item of the decree:

- Infrastructure: project bond and tax advantages for the infrastructure development (articles 1 - 2);
- Housing: “Il piano città”: contents phases and funded projects (article 12);
- Energy: low emissions vehicles for the development of mobility (articles 17-bis – 17 decies).



INFRASTRUCTURE - PROJECT BOND AND TAX RELIEF FOR THE INFRASTRUCTURE DEVELOPMENT

The revival of the large infrastructure projects is entrusted by the Government to the new financial tools of the project bonds for which, at present, Italy has the most advanced legislation in Europe.

The proposal must be set in the broader European context which includes the development of financing methods for public infrastructure aimed at attracting private funds such as, for example, the recent initiative "Project bond 2020", promoted by the European Commission which provides a mechanism for sharing the financial risk from the BEI as a guarantee for the bonds issued by the "società di progetto" (project company) to finance infrastructure projects.

The tools of project bonds had already been introduced by the Legislative Decree No. 1, January 24, 2012 (converted into the Law No. 7, March 24, 2012), Article No. 41 "Emissioni di obbligazioni e di titoli di debito da parte delle società di progetto - project bond", where they are defined as "a private tool to finance infrastructure projects and to ensure the coverage of the construction risks. Unlike the existing financial instruments, where the bonds are repaid through the cash flows (tolls, fees, etc.) of the infrastructural project, with the new tool of project bonds it is possible to cover the time in which the project has not yet begun to generate a cash flow. It thereby facilitates the fund-raising by the private company to be used for the built up of the public project" (Explanatory Report, commentary on Article 41).

The Decree introduces four principal innovations which made operating the new financial tool:

- the introduction of tax relief consisting in assimilating project bond to government bonds with the consequence that, the withholding tax to be levied under certain conditions on interest and similar income will be lowered from 20% to 12.5%; the favorable tax regime works for bonds underwritten in the three years following the date of entry into force of the Decree;
- the extension of the scope of the tax advantages for all the infrastructure carried out in public-private partnership; the original version of the law limited this kind of benefits only to road infrastructure and only subsequently, the Law Decree No. 201, December 6, 2011, known as "Decreto Salva Italia", extended it in favor of the concessionaires of the construction of railway infrastructure and of the development and expansion of ports and road and rail links;
- the extension of the period for the issuance of the guarantees «corresponding to the period of construction and start-up of the management of the new infrastructure, until the expiry of the guaranteed project bonds» (Decree August 7, 2012, in Italian Official Journal No. 210, September 8, 2012). Project bonds allow then to finance the development of an infrastructure project since the construction phase, which is the most difficult moment for investors due to the absence of cash flows;
- the identification of the actors who may provide guarantees on the funded projects: first, there are important institutional bodies such as the European Investment Bank (EIB), the Deposits and Loans

Fund and the Sace, the Ministry of Economy and Finance (MEF), followed by insurance companies and authorized financial intermediaries.



HOUSING – “PIANO NAZIONALE PER LE CITTÀ”: CONTENTS, PHASES AND FUNDED PROJECTS

Within the area of interventions in urban areas the Ministry of Infrastructure and Transport established a new operational tool, called «Piano nazionale per le città» (National Plan for Cities), dedicated to the redevelopment of urban areas with particular reference to the dilapidated ones (art. 12).

For this purpose on September 7, 2012 it was instituted the “Cabina di regia” of the plan made up of 11 technicians each representing a ministry, a technical of the State Property Agency, one of the Deposits and Loans Fund, plus two technicians from the Regions and one on behalf of the Municipalities.

Through this organization, which is responsible for the selection of the projects to be implemented, it will be possible to put together different types of interventions, simplify procedures and involve the interested investors, especially private investors, assigning a central role to the public-private partnership.

The Plan also provided a new implementation mode, the “Contratto di valorizzazione urbana” (Urban Development Contract) promoted by the “Cabina di regia” in collaboration with the municipalities involved, which specifically regulates the commitments of the various public and private actors, in such a way as to simplify the realization of the interventions in certain times.

Those contracts of urban development constitute the National Plan for Cities. To contribute to the implementation of the interventions it has been set up a special fund called “Fund for the implementation of the National Plan for Cities,” that brings together the resources, belonging to some programs concerned with housing set up by the Ministry of Infrastructure and Transport. For this Plan, the Ministry of Infrastructure has earmarked funds for 224 million of Euros.

The procedure for the selection and allocation of funding for projects of the City Plan outlined in the Decree has three phases (Article 12, Paragraphs 2, 3 and 4):

- presentation by the Municipalities of the Urban Development Contracts to the “Cabina di Regia” by October 5, 2012; the proposals should contain, in addition to the description of the urban area, the description of the financial investments put in place by both public and private actors, and the time-line chart of interventions. The urban renewal projects submitted by municipalities to the “Cabina di Regia” are 425, for a total funding requests amounted to 1,001 million euro, compared with 224 million available; € 65 million for each city, down to 50 million by removing the data relating to the municipality of Florence (the mayor Renzi asks for his city 280 milioni) (Arona 2012);
- selection of the proposals by the “Cabina di Regia” based on specific criteria, such as: the feasibility of the operations, the conditions for involving public and private financing, the improvement of the urban quality and of the social and environmental fabric. The Decree, however, does not set a rigid grids of

parameters and scores, leaving wide discretion to the “Cabina di Regia”. It is in this phase that is currently the implementation process of the National Plan for Cities;

- signing of the Urban Development Contract, in the case of inertia in the realization of the interventions by the municipalities, the Decree provides for the withdrawal of funding.



ENERGY – LOW EMISSIONS VEHICLES FOR THE DEVELOPMENT OF MOBILITY

Chapter IV-bis of the Decree contains the “Disposizioni per favorire lo sviluppo della mobilità mediante veicoli a basse emissioni complessive” (Provisions for the development of mobility by the means of low-emission vehicles) aimed at promoting the development of infrastructure networks for charging electric vehicles and the experimentation and dissemination of public and private fleets of low emissions vehicles.

The provided measures concern:

- at the national level, the development of a “Piano nazionale infrastrutturale per la ricarica dei veicoli alimentati ad energia elettrica” (“Infrastructure National Plan for charging electric vehicles”) to ensure throughout the national territory minimum levels of accessibility to the service for charging electric vehicles. This Plan must be approved by February 2013 and will be updated on June 30 of each year. The plan provides for the execution of specific “accordi di programma” (program agreements) with the Ministry of Infrastructure and Transport, promoting and enhancing the participation of public and private entities.

To implement the plan, the Government has put in place funding for a total of € 50 million. The funding provided by the Ministry amounted to € 20 million for 2013 and to € 15 million for each of the years 2014 and 2015. For development actions set out in the program agreements, the Ministry of Transport will participate in up to 50% of the costs incurred for the purchase and installation of infrastructure.

- at the municipal level is provided the adaptation of the “Regolamento Edilizio Comunale” (Municipal Building Regulations) by 1 June 2014, for the part on the degree qualifying buildings; the release of the building licence by the municipalities will undergo to the implementation of electric vehicle charging stations «which facilitate the connection of a car from each parking space and from each box car».

This constraint regulates the new buildings for use other than residential with floor area exceeding 500 square meters and buildings undergoing refurbishment construction, excluding property owned by the government. But the infrastructure projects for sustainable mobility will come also for buildings to residential use. The same rule, in fact, allows for the possibility (not the obligation) to all buildings, to install the electric vehicles charging stations after a condominium meeting with a resolution passed with a number of votes representing a majority of the apartment’s owners and at least half of building’s value.

The Art. 17-sexies also stipulates that the infrastructure, including private, for the electric vehicles charging are primary infrastructure works and can be implemented in the entire municipality pursuant to an exemption from the contribution of construction.

In the Art. 17-decies, finally, the rule provides incentives for those who buy a new low emissions vehicle in Italy, and deliver to scrap a vehicle of which they are the owners. The contributions change according to the values of emissions of electric vehicles and the years in which these vehicles are purchased. For example, the contribution is 20% of the purchase price, in 2013 and 2014, up to a maximum of € 5,000 for low emissions vehicles that produce CO₂ emissions of less than 50 g/km; the contribution is 15% of the purchase price in 2015, up to a maximum of € 3,500 for low emissions vehicles that produce CO₂ emissions of less than 50 g/km.

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IMAGE SOURCES

The image of page 155 is taken from: online.stradeeautostrade.it; the image of page 156 is taken from: www.orion.re.it; the image of page 157 is taken from: www.e-station.it.

MOBILITY AND COMPETITIVENESS

REVIEW PAGES: URBAN PRACTICES

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In this number

INNOVATION DISTRICTS AND URBAN COMPETITIVENESS: TWO CASE STUDIES

The meaning of urban competitiveness and its related aspects have been widely debated over the last few decades. According to Storper (1997) competitiveness can be defined as «the ability of an economy to attract and maintain firms with stable or rising market shares in an activity while maintaining stable or increasing standards of living for those who participate in it».

In a more recent study the OCED (2006) stated that «cities compete directly with each other by providing the greatest quantity or optimal combination of location factors (such as green spaces, affordable housing, business support, quality of pre-university education for families, presence of headquarter functions, etc.) to lure skilled labour and investment». In the context of urban competition, local governments currently play a key role as proven by the rapidly increasing number of local policies developed to fuel job growth and attract new firms.

However, while isolated initiatives such as public founding programs, regulatory and permitting assistance, or tax incentives have been largely implemented, less common are integrated local policies that, by combining strategies of economic development and urban refurbishment, are comprehensively devoted to build or facilitate all the necessary components to attract in a concentrated area skilled jobs and investments.

Innovation districts can be considered as a successful example of place-based approach aimed to facilitate the strategic concentration of intensive knowledge-based activities. These initiatives are also projects of urban refurbishment and represent a new model of rethinking urban development by providing a response to the challenges posed by the knowledge-based society.

Innovation districts have been adopted by a variety of host cities.

In this article two well established case studies are analyzed: the22@Barcelona Innovation District (Spain) and the Boston Innovation District (US).

Cities are the main source of development of the economy of knowledge that has established itself as the true engine of global growth. They compete directly with each other to attract new companies, new ideas,

new ways to work, to create jobs and retain local talents. In order to provide a response to this challenge, new models of thinking urban development are required. The innovation district case studies analyzed in this article show how an integrated place-based approach can be a successful factor to achieve objectives of urban regeneration and economic competitiveness.



22@BARCELONA INNOVATION DISTRICT

According to the European Cities Monitor report elaborated by real estate services firm Cushman & Wakefield, the city of Barcelona reached in 2011 the 6th place in the ranking of the best European cities for business to potentially relocate to and is rated number 1 for quality of life for employees. The Catalan city is swiftly changing its manufacturing specialization in the network of metropolitan cities: almost two thirds of its exportations are of medium-high technology good. Therefore, the future of its competitiveness in the market will mostly depend on its capacity to intensify its industrial activities and services related to the new technologies sector.

Project Summary – In the year 2000 Barcelona's City Council launched an ambitious project which aimed to consolidate the Catalan city's position as one of the main innovation and knowledge-based economy platforms in the world.

Indeed, the project 22@Barcelona plans to transform the dilapidated industrial areas in the Poblenou neighborhood into an innovative district offering modern spaces for the strategic concentration of intensive knowledge-based activities, furnished with modern infrastructures and highly integrated in the surrounding urban texture. Moreover, the 22@Barcelona Project represents the most important project of urban transformation actually taking place in the Catalan city and is an integral part of a broader process of regeneration that, since the big infrastructural projects launched on the occasion of the Olympic Games of 1992, involves the whole oriental area of the city. The transformation of the disused productive settlements of Poblenou will allow the creation of 100,000 new jobs, the requalification of 4,600 lodgings and the construction of almost as many new subsidized residences, the realization of green spaces on 114,000 square meters and 145,000 square meters of facilities and public services, modifying the economic geography of the city. With the objective of improving the urban quality and the livability of the area, the city has also invested more than 180 millions of euros to provide the neighborhood with modern transport infrastructures and to implement a modern network of energy, telecommunications, district heating and pneumatic refuse and waste collection systems, inspired by energetic efficiency and the responsible use of natural resources. Particular emphasis has been put on sweet mobility by realizing 18 km of bicycle paths, the recovery of 37 km of streets that have been equipped with 10 m wide sidewalks in order to promote pedestrian mobility and to improve security for pedestrians.

Not only has the city of Barcelona had a strategic role in the planning of the district but it also started different initiatives in order to facilitate access to public funds (especially for small and medium enterprises)

and improve networking processes between enterprises, universities and research centers by organizing events and advertising campaigns.

Location – Situated in the northwestern sector of the city, the area of intervention took place in the historic industrial center of Catalonia that became a flourishing site of productive activities (especially in the textile industry) since the second half of the 19th century because of its strategic position between the harbor and the first Spanish railway network. For over a century the Poblenou neighborhood has been one of the main poles of production of the country to the point of receiving the nickname “the Manchester of Catalonia”, but, since the 1960's the mutated economic conditions and the emerging of the Zona Franca as the new regional productive center marked the beginning of a slow process of deindustrialization that would last for over thirty years during which more than 1300 enterprises left the neighborhood. The old factories were cleared out, triggering a gradual process of degradation that started by the disappearance of the productive system to later spread quickly to the social and economic context.

This new “functional void” of approximately 200 hectares englobed in the urban tissue offers an occasion to rethink the economic and social developments of the city and to bind the neighborhood historically known for its industrial revolution in the 19th century to nowadays' s technological revolution.



View of 22@Barcelona

Planning context – The document *Criterios, objetivos y soluciones generales de planeamiento de la renovación de las áreas industriales del Poblenou*, published by Barcelona's City Council in 1998 established the basis for the definitive changes to the provisions contained in the General Metropolitan Plan of 1976. This document contains the planning guidelines elaborated by a working group composed by experts in the fields of urban planning, technologies of information, urban ecology and proposes a compact urban development model inspired to the criteria of the functional mixité.

The Modification of the General Metropolitan Plan (MPGM), approved in 2000 reclassifies the district from the original 22a industrial zone to the new 22@Barcelona. The new zoning, rejecting the mono-functionality

expected by the previous Plan of 1976, allows for more construction including public spaces, green areas and subsidized housing, in addition to offices and business facilities.

The document establishes the nature of the new activities (called “activities @”) that shall take place and introduces an articulate system of obligations and incentives in order to guarantee the attractiveness of such activities on the territory.

The said Modification recognizes a scarcity of infrastructures in this area, clearly incompatible with the transformations expected and, proposes the redaction of a specific Special Infrastructures Plan (PEI) stating the necessity of a non sectoral approach. The Plan defines an integrated model for the organization of the underground and for managing the networks that shall incentivize the localization of the new activities.

Finally, the Modification of the Special Plan for Historical/Artistic Architectural Heritage, approved in 2000, adds 68 new elements of Poblenou’ s industrial heritage to the Barcelona Heritage Catalogue.

Results – Since the start of the project in December 2011, 139 plans of requalification have been launched and correspond up to the 70% of the intervention area. The real estate industry has decisively supported the project: 84 of the 139 plans approved have been promoted by the private sector. Estimates show that since the start of the project in December 2011, 4'500 enterprises have decided to localize their headquarters in the Poblenou neighborhood. Of those, 47,3% are new start-up businesses while the remaining part is constituted mostly by companies that decided to move to the district because of its new location-related advantages. As a result, the number of people working in Poblenou has augmented significantly: by December 2011 the district hosted more than 56'000 new workers, half of them having a university degree.



BOSTON INNOVATION DISTRICT

According to the Innovation City Analysis Report issued by the Australian consulting firm “2thinknow”, the city of Boston reached in 2011 the 1th place in the ranking of most innovative cities in the world. Boston’s metropolitan area is home to one of the largest populations of highly educated potential innovators, associated with its world-class academic institutions like Boston University, Harvard University, Tufts University and the Massachusetts Institute of Technology. This supply of young educated talents and the growing strength in life sciences and tech clusters represent the foundations on which the city intends to boost its competitiveness and to strengthen its position as a world leader for innovation and technology.

Project summary – In the year 2010, city’s Mayor Thomas Menino launched a new approach to spur economic development along Boston’s waterfront. The Mayor called for a strategy that was both more deliberate and more experimental to create jobs, housing opportunities, and to achieve a new level of metropolitan livability.

Boston Innovation District is a big economic initiative of marketing promotion and of business attraction aimed to transform 400 hectares of underdeveloped land on South Boston’s waterfront in a magnet for business, science, technology and cultural activities. The vision developed for the Innovation District is well summarized in the district’s motto “Work, Live, Play”. “Work” is founded on the idea that that proximity and

density are key contributors to business productivity. Thus the city aims to cluster both young start-up companies to generate ideas and larger firms who have access to capital and the ability to grow those ideas. The second theme "Live" is related to urban livability: the city aims to build flexible housing options that meet the budget and the lifestyle requirements of the young workforce. Finally the theme "Play" is about creating a stimulating social environment filled with recreational opportunities, cultural institutions and public spaces that facilitate networking processes. The city supports this vision by working on several fronts; first of all by promoting the area with an aggressive communication strategy aimed to brand the area as an "Innovation District". This strategy is carried out through hosting and attending events to spread the word about the status of the Innovation District and using blogs and other websites to communicate district' successful stories. The city also offers different forms of incentives for new development projects such as rent-free or below market value spaces in order to attract firms and company accelerators to the area. For example the city secured an office space free of charge to MassChallenge, a nonprofit organization and the world's largest start-up accelerator. GreenTown Labs is another example of an innovation-driven enterprise that was offered a very reasonable rate for space along the waterfront. Furthermore the city provides financial support programs to facilitate access to grants and loans and licensing and permitting assistance helping individuals or companies who wish to start, expand, or relocate a business in the district.



Boston Innovation District

Another key role in the success of the district is played by the Boston Redevelopment Authority (BRA), the city's planning and economic development agency, which negotiates and works with private-sector developers to ensure they will incorporate "innovative components" that will attract entrepreneurs and startups (Sharma 2010). Two such examples of how BRA shaped private development project «include residential floors designed for an InnoHousing concept, more compact units without luxury finishings, as well as a Public Innovation Center for organized groups to host free entrepreneurial events in the area» (Koven 2011).

Location – Positioned between downtown and Logan's airport and nearby several residential neighborhoods, the South Boston waterfront has developed in a spasmodic manner, and has been greatly impacted by Boston's volatile economic cycles (Chaghtzbanian *et alia* 2010). Site of iron and glass foundries during the early industrial era, it became first a center of wool trade and later the seat of a robust seafood processing industry. Till the first half of XX century the zone was also an important trade shipping and distribution center.

When the city developed its vision for the South Boston waterfront, the area was at a transitioning point: maritime commerce was declined and the area, which in the latter part of the XX century consisted mainly of parking lots and warehouses, was swiftly becoming the focal point of future city's development. Indeed, due to a huge amount of public investment aimed to made the area more accessible and thanks to its strategic position, business slowly began to move in to the area, particularly in the field of life science and biotech sector, showing the city its potential to develop into a strong economic district.

Planning context – The modern arc of planning and development for the Seaport District started in the beginning of 1997 when Mayor Tomas Menino charged the Boston Redevelopment Authority with leading one of the most substantial planning initiatives of the last twenty years. After two years of work and community meetings with community residents, planners, design professionals, environmentalists and concerned citizens, BRA issued in 1999 the South Boston Waterfront Public Realm Plan as a framework for future waterfront development.

The Plan was developed to ensure that this emerging district would provide not only a place for business expansion and job opportunities, but also an accessible waterfront and a new place to live, characterized by a strong urban design and a convenient system of public transit. The vision for the area was to create a 24-hour neighborhood with a mix of industrial, residential, commercial, civic and retail uses. The plan has been implemented in a number of ways, including the realization of the Municipal Harbor Plan, the development of new, permanent zoning regulations and the review of proposed development projects submitted to the BRA's development review procedures. However, 10 years later, in 2009, of the original 8,000 residential units planned for in the original plan only about 12% of the originally planned retail space had been built and occupied (Chaghtzbanian *et alia* 2010) A new strategy to fuel development proved necessary.

Results – The district has become an area bustling with startup companies and other notable firms. In 2013 the district will host the about 93,000 square meters global headquarters of Vertex Pharmaceuticals. This lease is the largest commercial lease in the history of Boston and with construction underway, it's also the largest privately-financed construction project in the country. The real estate sector has significantly supported the project: since January 2010 there has been a significant increase in private-financed development projects. Currently 45 privately-financed large development projects are under construction or have been approved by the BRA in the South Boston neighborhood. As Mayor Menino mentioned in the State of the City Address in January 2012, 100 companies and 3,000 jobs have come in two years in Boston Innovation District. Furthermore, Boston Subway's Silver Station, which runs by the Innovation District, has seen a significant increase in ridership: by 6% on weekdays, 14% on Sundays, and 61% on Saturdays, demonstrating how the area has become a place to "work, live and play".

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IMAGE SOURCES

The image of Barcelona is from avanguardia.com. The image of Boston is from innovationdistrict.org.

MOBILITY AND COMPETITIVENESS

REVIEW PAGES: NEWS AND EVENTS

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In this number

MOBILITY BETWEEN CRISIS AND COMPETITIVENESS

There are many variable factors that start the production engine of the territory, and that drive its competitiveness. Understanding these factors has been the subject of thoughts of economists for hundreds of years: from Adam Smith's ones, based on specialization and the division of labour, to ones of neoclassical economists who believe in investing in physical capital and in road infrastructure to increase productivity of the Country, and finally to the most recent that consider in addition to the above, other factors such as education and training, technological progress, macroeconomic stability, good governance, quality of life, sustainable living style, and market efficiency. In our era, the global crisis wanders between politics, economics and society and the most direct policies anti-crisis do not seem to follow, as priority basis goal, the development of competitiveness at a large scale and the consequent consolidation of local characters of the territory: the instability of the market does not allow to define effective long-term strategies to develop innovation and growth, or at least it limits its scope. Exceptions are two specific cases, two areas on different scales: on the one hand there are Countries in the developing world, which have a more clear role on the global scale and that provide, in the construction of their growing model, different possible scenarios related to sustainable development and innovation; on the other hand there are touristic areas of industrialized Countries, already characterized by an attractive potential and a strong competition recognized by the community, but that have to continue to encourage their vocation and increase their local specificity. The developing world is expected to grow, over the next two decades, of more than 1.3 billion of urban population in search of better job opportunities and a higher quality of life that can be expressed by efficient urban infrastructure and innovative solutions for social and environmental needs.

In touristic and known areas of industrialized Countries it is necessary to think about an innovation in terms of infrastructure that answers the variable needs of the market to ensure more and more the attraction of fluxes even in an economic crisis era. The constant flow of people and goods and its increasing, caused by a change of economic, cultural and social weights, will lead to a new equilibrium between Countries, and could become, in many cases, the way to go for addressing the crisis and make the territory more competitive on a global and local scale. Therefore mobility, only if ruled by policies based on environmental and economic sustainability, can be a real advantage in terms of economic and social productivity and can become a major factor in the competitiveness of a whole Country.

The unified market, basic concept of global policies, becomes an integrated market only through connections and networks between different territorial areas. The self-sustainability and the attractiveness of an area, promoted by local policies, become instrumental to the growth and development of the city and the territory through a proper management of the flow of people and goods inside and outside the territorial region.

In general, the quality and the extension of infrastructure networks significantly affect the impact on economic growth, social inequalities and the cultural development: a well-developed infrastructure for mobility and a good network of communication are important prerequisites for permitting the access to all communities (poor, rich, natives, and foreigners), the develop of economic activities and services.

India is one of the developing Countries that is investing on mobility, including the integration of environment and territory. This strategy could guarantee a strong global competitiveness and at the same time a fast local growth. The promotion and development of a tourist market can lead to an investment on mobility corresponding to real needs – variables, different and seasonal – of different users, and to the development of a network infrastructure that gives to territories the opportunity to increase the local potential. In this sense there are several European projects and scientific experiences in order to define strategic guidelines for the competitive development of mobility networks, and that considering innovation and development concepts, may be able to address the economic and social crisis of the Country.

	ACEA TRANSPORT POLICY EVENT WHERE: Brussels - Belgium WHEN: 6 December 2012
	SUSTAINABLE MOBILITY IN AUSTERITY TIMES: UNLOCK GROWTH OPPORTUNITIES FOR YOUR CITY WHERE: Nantes, France WHEN: 10-12 March 2013
	MONDISSIMO INTERNATIONAL MOBILITY CONFERENCE Where: Palais Brongniart, Paris - France When: 19-20 March 2013
	UITP WORLD CONGRESS AND MOBILITY & CITY TRANSPORT EXHIBITION. I-MOVE 2.0: THE BUSINESS MODEL FOR TOMORROW? Where: Geneva - Switzerland When: 26-30 May 2013
	EUROPEAN ITS CONGRESS DUBLIN 2013: DELIVERING FOR EUROPEAN COMPETITIVENESS THROUGH SUSTAINABLE MOBILITY. Where: Dublin - Ireland When: 04-07 June 2013



“DELHI-MUMBAI INDUSTRIAL CORRIDOR”: A GREEN INTERREGIONAL NET

With an exponentially growing of population, India is increasingly becoming a reference on the large-scale transport systems for urban and territorial development. The industrial corridor Delhi - Mumbai is the largest infrastructure project that India has ever invested of. The corridor goes across the whole Country connecting the capital city of the Nation Delhi and the financial capital Mumbai. The project involves an area for 320 million people and includes one high-speed rail for freight, a six-lane highway and a power plant of 4,000 MW. The long-term goal is to develop different centres of industrial production for the whole length of the corridor: nine industrial zones and twenty-four newly founded cities, with an estimated cost of 90 billion of dollars. It will develop a global competitiveness with a infrastructure that will facilitate both local trade that foreign investment.

Among the main goals, India hopes to double within five years the employment potential, triple the industrial output and quadruple exports from the region. From a logistical point of view, the project will pass through six states – Uttar Pradesh, Haryana, Rajasthan, Gujarat and Maharashtra – having as terminals Dadri and Jawaharlal Nehru Port near Mumbai. The project aims to be completely green, with new cities along the corridor as models of eco-city. The corridor will solve the biggest problem facing India, the lack of electricity and water. New green cities will use electricity in a sustainable way and they will have access to the water for 24 hours. They will also recycle waste and water. The preparatory work for seven of the twenty-four cities has already begun with Gujarat that will be the first state to undergo an eco-upgrade. The project is rather bold. A massive migration from the countryside to the city will change the image of the city. The long-term impact that a successful industrial corridor could have on the Country could be compared to that of the Interstate Highway System in the United States or the trans-European rail transport in Europe. Global connectivity means to facilitate trade and commerce, making this a vital project for India and its future.



“PROJECT MOBILITY LAKE”: BORDER MOBILITY TO PROMOTE SUSTAINABLE TOURISM

The project "Mobility Lake" is developed by the Institute of Sustainable Development (INE), Zurich University of Applied Sciences (Winterthur); the Institut für Dienstleistungsmanagement (IDM), HTWG Constance University of Applied Sciences; the Institut für Systemdynamik (ISD), HTWG Constance, University of Applied Sciences, and funded by the International Bodensee-Hochschule.

It aims to develop the sustainable mobility concept in a cross-border area in order to encourage tourism and recreation in the region of Lake Constance. This region is a place for a local tourism and for leisure activities, famous for the high value of natural resources and landscape. The region is situated among three Countries: the northern part is in Germany (170 km), the southern in Switzerland (70 km) and the eastern in Austria (30 km).

Each Country offers a varied and versatile landscape and is characterized by different cultural aspects. Anyway they have found it necessary to cooperate and make effective and efficient mobility services, adding value to the geographical location. Encourage mobility is a necessary action for the development of tourism and the attractiveness of the regional macro-area also in a global sense, but it can have a negative impact on the environment, on economic resources and on the quality of life of the inhabitants.



Lake Constance Region

Because of the incessant CO₂ emissions and resource scarcity, sustainable mobility is becoming a central issue in political and social debate in many European Countries. It is considered in fact the right solution for the negative effects of mobility because it can ensure accessibility to all groups of society. A tourist area in a particular geographical location, such as the region of Lake Constance, has to face new challenges and has to bring an added value that improve the quality of life of the locals and the tourist attraction. Also, the macro-area could have the possibility to establish itself as a model region for new mobility solutions, increasing its competitiveness and putting itself as the best in the global market of tourism.

The preliminary study of the project was developed for the first half of 2012. Following, the project will include insights in order to become the strategic guidance for new applications about sustainable mobility at local, regional and interregional scale. The study is based on a specific analysis of the infrastructural context associated to flows of mobility and tourism demand (local and foreign one) for the border area. It concludes with an analysis of the risks, weaknesses, strengths and opportunities of the cross-border mobility for a sustainable tourism.



“ATTIMO & SICUMSWAN”: TRAVEL MOBILITY AND WATER MOBILITY

There are two projects, coordinated by Agenda 21 Consulting, presented to the European Union and that deal with the mobility issue as an opportunity for development of competitiveness.

ATTIMO, research project on innovative and sustainable mobility in cities and tourist areas, involves ten European partners - Hungary, Slovenia, Austria, Great Britain, Germany, Finland, Greece, Spain and Turkey - and intends to investigate the possibility of merging needs of the transportation for tourism with a sustainable mobility underpinned by an efficient public transport network to meet the diverse needs of passengers. The project investigates the mobility issue in great tourist interest places; investigates general themes that take into account the supply and demand for mobility of users residing in the urban context and of tourists to / from some of the main tourist areas; tries to create synergies and points of contact between tourism and local mobility of European cities; it analyses the touristic destinations with a more difficult management because of the seasonality of tourist flows.

In order to have a tourist mobility that considers environmental sustainability and easy accessibility for all users, ATTIMO project creates models of alternative mobility. The project's aim is to develop a system of innovative, intelligent and sustainable mobility for tourists and residents by analysing first of all the attitudes and interests of the tourism market with paying attention to the quality of life of residents. Then, using an effective and innovative mobility system, on the one hand we can have a greater tourist attraction, on the other a growth of territorial competitiveness.

SICUMSWAN is a research project aimed to promote a competitive and innovative service of urban mobility, re-discovering the still existing network of navigable waterways. In fact, the project is for European cities with an historical tradition founded on a network of navigable waterways. In the past this waterways were considered valuable for the local transport, but over the years they have gone into disuse. SICUMSWAN involves nine European partners - Hungary, Holland, Belgium, Germany, Finland, Spain, Austria, Poland and Albania - and investigates the context of urban mobility, in particular the flows of people from urban center to the hinterland and vice versa; the project want restore activities based on urban and suburban waterways, mainly in order to increase intermodal public transport; want develop a new public transport service that can answer the highest expectations of the user for an easier accessibility especially for the weaker sections of the population. SICUMSWAN offers an innovative urban transport, a water mobility, that can work with the more traditional urban transport systems, compensating for the difficulties that they are facing. This project is aimed at supporting economic development, to reduce the environmental impact of transport networks, create new job opportunities and meet the needs of citizens and tourists.

IMAGE SOURCES

The image of Lake Constance Region is from www.isd.htwg-konstanz.de/moblake/.

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