



Provincia di Reggio Calabria

Action Plan

**Study about policy measures
for a good governance of the
Messina**

Strait at EU level

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Section I
NOSTRA GOOD PRACTICE
Joint Governance

EGTC in Bonifacio

Created in 2012, the European Grouping of territorial Cooperation (EGTC) of the International Marine Park of the Bonifacio Strait unites the Environment Office of Corsica and the National Park of the Maddalena Archipelago within a single cross – border organisation. The EGTC has the task of promoting the protection, management and joint development of the natural and cultural resources of the Strait of Bonifacio and the Italian National Park, in order to implement a common strategy on sustainable development and harmonized principles of administration.

Chap. I- General aspects: objectives of the development plan; cross – strait aspect

1.1 Towards a model of participatory *governance* (Amelia Laura Crucitti)

The legislative project about metropolitan cities leads to a reflection on the *governance* policies of an area, which has a natural structural complexity due to the morphological proximity of two contiguous territories that belong to different regions and one of them has a Special statute.

With Nostra project, funded by the Interreg IV C, the Province of Reggio Calabria has intended compete with other Straits, with similar features in some perspectives, but with a different history, tradition, government system, in order to derive a *policy* strategy, able to be the motor of the complex ongoing development process. A dynamic methodology, not based on quantitative and objective

standard criteria, to be adopted for achieving the optimal *governance* model of our reality is derived from the physical exchange of - environmental, historical, administrative, socio - economic, and cultural data of each area.

The project activities have promoted the study and investigation of the morphological and historical peculiarities of the Strait Area, highlighting the similarities and differences between the two shores, but also the richness of the historical, cultural and environmental heritage of the two territories.

The analysis carried out on the economic aspects has also highlighted an infrastructural and services *gap*, which affects the urban centres of Reggio Calabria and Messina, the territorial integration between the settlement system, which would be easily overcome through the transport and crossing system.

The goal is to overcome the territorial dimension and the population size of the city through the application of a complex criterion based on the ability of an area to support an inclusive community life, to support an advanced socio - economic development ¹.

In this case, the term "wide area" helps to define the redetermination of territorial portions in addition to the provincial dimension, which require a functional management of the supra-municipal services.

It should be remembered that the definition of wide area depends on three general models ²: that of

¹ A. Piraino, *From Independence to Federalism, The Establishment of independent municipal consortium and of metropolitan cities in Sicily*, in *Federalismi* n. 13/2013

² U. Marchese, *Metropolitan areas in Italy at the threshold of two thousand*, ECIG 1997; A. Acquarone, *Big cities and metropolitan areas in Italy*, Bologna 1961

urban *continuum*, unrelated parts of the system and that based on the major areas of influence.

The first considers the metropolitan phenomenon as the expansion of the city, in addition to the historical delimitation. The metropolitan city is an urbanized *continuum* of artifacts or non-agricultural scopes without continuity solutions.

The second, which admits polycentrism, concerns the relationship between population and functions. The third is based on metropolitan regions and areas of influence.

The purpose of metropolitan *governance* is recognized in the ability to create benefits for the entire metropolitan area through a participatory process which involves all the subjects involved in the construction of the wide city³.

The Strategic management is the process through which an organization sets the long-term goals that it wants to achieve, identifies its strengths and weaknesses and its competitive ability; identifies opportunities and external threats; decides the actions to achieve the objectives and the related time; chooses among the various options which it has; changes the plans to adapt to the change and evaluates the obtained results. It unwinds in three main areas:

- a) the strategic analysis;
- b) choice of strategies;
- c) implementation of strategies: the planning of an organisational structure.

The Strait Area is presented as a local territorial system, that is a system which lies, at the same time, on separate spheres of power (Municipalities and Provinces) and on aggregates of community functions (Municipalities and Metropolitan cities), which are able to self-organize, in order to operate, de facto, as collective actors in the planning and implementation of development projects, in order to pursue the same common good⁴.

The metropolitan area can be defined as an, substantially polycentric, plan area, as a consequence of the territorial rebalancing policy, headed for asserting a trend reversal of the territory hierarchisation to a diffuse and balanced municipal network⁵.

The the Strait Area is presented as an area which includes two main communes- Reggio Calabria and Messina, Cities of the Straits - and a group of other municipalities of small dimensions, except for few realities, which have a strong integration relationship with each other, as regards the economic activities, essential services, social life, as well as cultural relations and

³ M. Mistri, *The metropolitan city. A confuse Italian reform*, La gru

⁴ G. Falcon, *The sharing institutions*, in *The Regions* n. 4/2012

⁵ M. C. Gibelli, *Three families of strategic plans: to a networking and visionary model*, in F. Curti, *Strategic planning and management of urban development*, Firenze 1996

territorial characteristics.

The opened debate on the integration of the two contiguous territories paves the way for a rethinking of the roles and functions of the so-called "intermediate authority", which would allow the overcoming of the territorial regional asset rigidity, which, until now, has been considered unchangeable⁶, paving the way for a redesign of the territorial administrative mosaic.

The community that insists in the Straits Area should adopt balancing policies between representative and participatory decision-making body, consolidating local and attraction activities of external enterprises, research centres, tourist flows, within a territorial *marketing* integrated plan aimed at combining individual and collective actions to locate new activities in this area, to promote a favourable image, to provide high-level training even for the outdoor areas. It is necessary to affirm a strategy of direct interventions for the rearrangement of economy and territory which are sustainable thanks to social fruitions of their self-defining values and identity and to urban and ecological requalification.

The *policy* should include measures on the connection systems, the heavy and light infrastructures, but above all on the connective structures, which allows to the different elements which compose the territory to carry out their duties and to take on the added value, through measures which promote the dimensional growth and the creation of networks and districts.

In this regard, it seems important to remobilize the Institutions, so that the area will be recognized by UNESCO as intangible heritage of humanity.

The term *integrated area* asks the interpreter a first question with regard to the legal nature of such territorial reality, especially for the related need to delimit the powers and regulate their activities.

The historical evolution of urban settlements moves from the traditional configuration of the walled city with high population density, different from the countryside with low population density, to arrive at a conception of the common modern city de facto, which is seamlessly structured on the territory between the centroid city, the suburbs, the housing conurbated communities and the adjacent and connected concentrations⁷.

This configuration reveals the inadequacy of the current administrative organization and which gave rise to a model of *governance* of urban areas able to ensure the effective government territorial

⁶ P. Portaluri, *Observations on the metropolitan cities in the current perspective of reform*, in *Federalismi.it* n. 1/2014

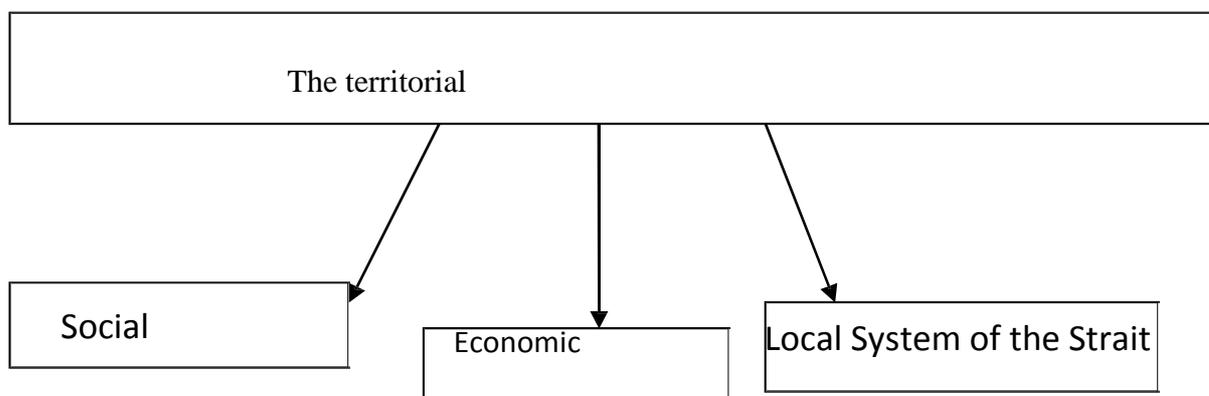
⁷ G. Nuvolati, F. Piselli, *The city: needs, desires, rights: the widespread city: life styles and metropolitan populations*, Franco Angeli 2009

tools ⁸.

If we accept the theory that this is a new level of territorial government, it will be necessary to define its tasks and functions. This solution, ascribable to the current regulatory framework⁹ and in harmony with a system of multilevel *governance*, could be that of an *Authority (see below)*, that is an guarantor entity of the regulatory functions of the integrated area of the Strait.

The independent administrative authority can be defined as an administrative entity provided with particular technical expertise, coined for the care, depending on the case, of sensitive and technologically oriented areas, and for neutralizing the political management of economic life and for recovering a truly impartial and technically adequate action for the protection of individual rights. This organizational model¹⁰, safeguarding the general interests, has no administrative, nor control functions, but regulatory and security ones. It is arbitrator, not synthesis, of public and private interests. In some cases, it exercises regulatory powers, in other it places the "rules of the game" through provisions acts.

The *Authority* should not be an *impartial* authority, but rather a *partial* one, based on the principle of *urban governance*, which is a mobility of territorial management in which, alongside institutions, there are also other territorial authorities, so that each institutions will not lose its autonomy ¹¹.



⁸ C. Deodato, *The metropolitan cities: history, regulation, perspectives*, in *Federalismi.it* n. 19/2012

⁹ L. n. 56/2014

¹⁰ M. S. Giannini, Public autonomy (definition), in *Law. Ency.*, IV, Milan, 1959, p. 364 emphasizes how "the characteristic feature of local autonomy lies in the fact that the major agency of the local authorities is the people in the electorate, and that consequently they derive the political-administrative orientation not by the state but by their own community; with the result that this orientation may differ from that of the State, and even fight with it, unless there is a correspondence between the majorities of the state community and that of the local authorities. " In the local autonomy

"You could see, especially, the opportunity to give reality to one of the basic ideas of the modern world, that is to create a formula of democracy as close as possible to direct democracy. Next to the instrument of democratic participation, we not failed in emphasizing the other aspects: civic education, the selection from the bottom, the immediacy of the administrative action, a more important responsive to local needs, etc.. "

¹¹ Josè Gambino, *A bridge for the development. The Messina Strait as the new Centre of the Mediterranean*, Patron Editor Bologna 2004

The network dimension, projection of horizontal sovereignty, is presented as an innovative and decisive model not only for the issues related to the profile of their public authorities organization, but also of the problem related to the exercise of the function.

The network is an expression of a new interpretation of the relationship between public authorities and civil society in accordance with a cooperative, dialogical, equal, and therefore horizontal logic.

The Berlin Declaration ¹², adopted on March 25, 2007 by the Heads of State and Government on the fiftieth anniversary of the signing of the Treaties of Rome, recognizes the reach of multilevel *governance*, as a key element for the success of the European integration process and affirms the attention of the European Union for the development of macro-regions ¹³.

Europe will be a strong continent, its institutions legitimate, its policies effective, and its citizens really involved and engaged, if its governance systems can ensure close cooperation between the different levels of government to implement the Community agenda and reply to global challenges. ¹⁴

The Committee of the Regions, with the approval of June 17 and 18 2009 on the White Paper on multilevel *governance*, recommends the submission of proposals to support the use of experimentation at regional and local level in certain sectors of intervention of the European Union, such as the strategy for growth and employment, the social agenda, integration policy, the policy in favour of innovation, cohesion policy, sustainable development and civil defence; it encourages to

¹²"Many objectives cannot be achieved by individual action: their implementation imposes collective action on us. The European Union, the Member States and their regions and communes share the tasks. "

¹³ Committee of the Regions, White Paper on the multilevel governance, 2009

"The European Union's internal strategy is also aimed at the development of macro-regions. This innovative approach requires, however, a great consistency in regard its conception and integration in the European process; furthermore, it should, definitely, be supported by a system of multi-level governance that defines a new type of partnership which is able to get the citizens close to the strategic processes related to internal and external EU policies. The teaching deduced from the strategy already begun for the Baltic Sea, the possibilities offered by the Action Plan of the Great neighbourhood designed for the ultra-peripheral regions and the strategy (starting soon) for the Danube will be essential to determine the relevance of these macro-regions in relation to European governance, the development of territorial cooperation and the objective of territorial cohesion. "

¹⁴ Op. cit.

conclude European territorial pacts, which are able to associate, on a voluntary basis, the different levels of expert government, in order to make any necessary adjustments for the realization of the great objectives and political priorities of the European Union in partnership with local and regional authorities and to exhort the involved local and regional authorities to undertake such a process and to show their interest in the context of the begun consultation on the implementation of the White Paper.

The transport system (*see below*), as the variable of intervention in the Straits area, is a key point in the connection between the two sides. The various forms of stable crossing should be considered as a structural upgrading and a strategic variable of the urban system, which is able to determine growth and economic and social development. The analysis of the data, presented in the Transport Section, reveals the need for classification of individual proposals on road infrastructure, railways, ports system in a general plan of transport, which refers to a wider territorial project.

The integrated use of existing ports - Reggio Calabria, Villa San Giovanni, Messina, Gioia Tauro - represents a solution that combines the optimization of transport with the needs of local development and environmental sustainability (*see below*). Now, in fact, urban areas are perceived in a wider social context, which combines the spatial and territorial dimension to the issues of *governance*, of inclusion and identity, whose change from hierarchical relationships to the links in the network ¹⁵.

Cities can be considered as the main vehicle for the creation of a *civitas urbana*, able to represent various local communities, such as laboratories of change, where tradition is constantly compared to the modernity and able to generate urban policies that respond to this renewed role of cities in the context of a *multilevel / multi-actor structure of governance*. The expression of this structure is the community instrument of the EGCC introduced by Regulation (EC) n. 1082/2006), whose main aim is to make stable the territorial cooperation between the various levels of government in different Countries and to strengthen the territorial cohesion policy. It allows to associate the local authorities according to a variable institutional geometry as a function of their respective skill levels, and to promote an enlarged partnership with socio-economic actors ¹⁶.

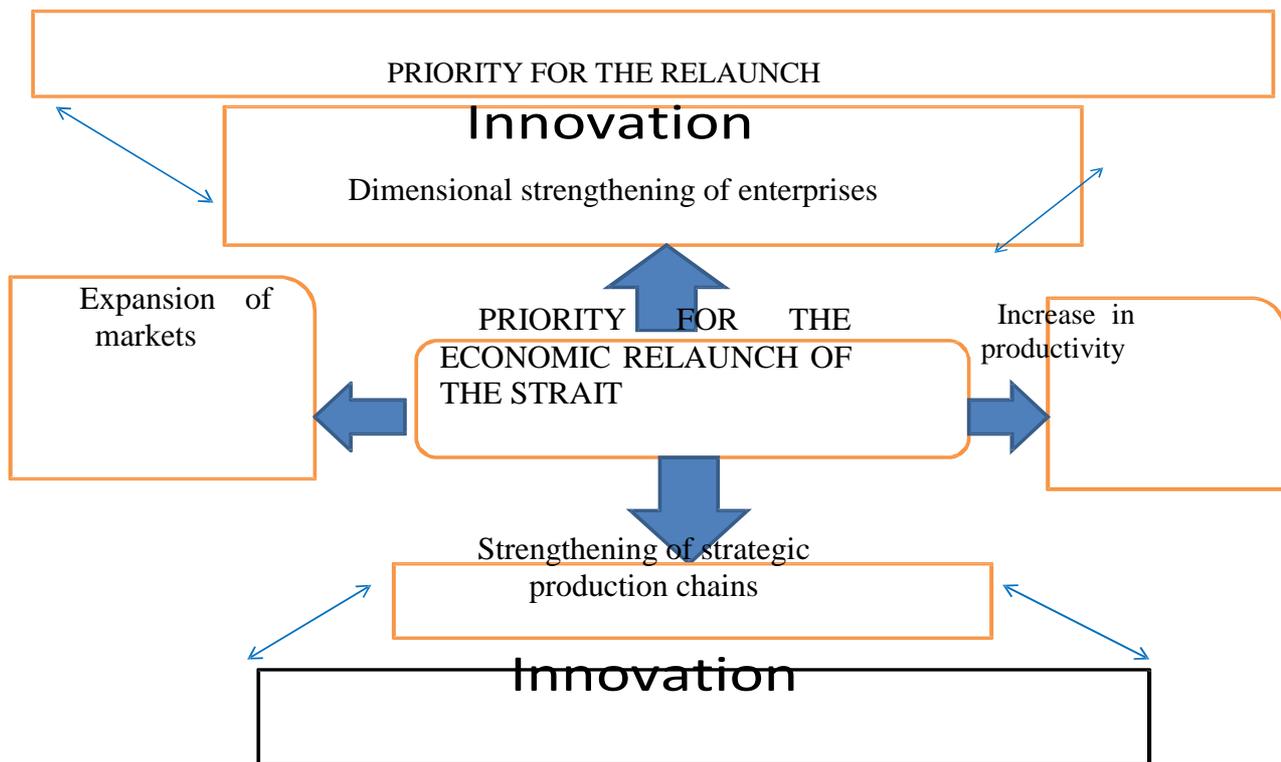
15 L. Bekemans, *Territorial cooperation and e multilevel governance. The propulsive role of Committee of the Regions*, in *The European Group of territorial cooperation. New challenges for the European Union Area*, edited by Antonio Papisca, Marsilio 2009

16 Op. cit. "The Committee of the Regions is working in consultation with local and regional authorities, the Commission, the European Parliament and the Member States in order to maximize the potential of the EGCC and to facilitate the creation of a public space for communication, information, analysis, research and networking of specific competences."

The process of *urban governance*, which is derived from the actualization of Law no. 56/2014, involves a kind of reconfiguration of local authorities, such as the promoters of extended networks. In this context, the integrated the Strait Area is presented as shared and participated idea of cities and territories development, aimed at the achievement of outcome, which works for endogenous models and autopoietic development ones.

In the area of territorial government, the major innovations and changes introduced at Community and state level have involved a number of interventions, which have shown a dichotomy between strong points, composed by sources of funding, and weak points, represented by the administrative, procedural and management difficulties ¹⁷.

The cycle of 2014 - 2020 European, Planning places the strategy of the city at the core, which are considered as favoured contexts for the experimentation of innovative and sustainable development policies.



The Partnership Agreement ¹⁸, recalling the new regulations for cohesion policy, appoints a strong role to the city in the use of 2014-2020 EU funds, reconfirms the

¹⁷ A. Pelle, M. Nigro, *Urban policies and the financing of economic local development*, in *Aziendaitalia* n. 7/2014.

¹⁸ Partnership Agreement (version sent to the European Commission on April 22 2014) www.dps.gov.it.

"The model of urban living is the trend for the majority of the population and it constantly produces new demands for life quality, social organization and sustainable management of the resources in these community.

centrality of urban areas, as indicated by the Inter Ministerial Committee on Urban Affairs in the document "Methods and content on the priorities in the field of Urban Agenda."

The aforementioned document illustrates the diversity in terms of infrastructural facilities among the instituted metropolitan cities, highlighting that in some situations the general levels of infrastructure remain insufficient in relation to the role they are called for in the distribution of over-local services. In particular, the lack of social infrastructure is observed in the area of Reggio Calabria¹⁹ and in the economic infrastructures in the area of Messina.

Promoting and strengthening the economic and social synergies of the area involves the creation of a new relationship of solidarity between the two territories. The improvement of services, which detects the integration strategy, is translated into the introduction of a series of broadly social guarantees in favour of the two cities, which is converted into the consolidation of a social identity among citizens.

At the same time the city is also the main collective place of paths diversification of entire communities, where the effects of rapid economic development often coexist with situations of marginalization and poverty.

The production model is increasingly concentrating on segments of activities which find a moment of production and strategic direction of economic activity in the city. »

19 Op. cit. Table 22 – Infrastructure Index of the Metropolitan cities, year 2012 – Source Tagliacarne Institute

Metropolitan city (Provincial territory)	General index, economic infrastructures 2012 (Italy=100)	Dotation index of social infrastructures 2012 (Italy=100)
Bari	97	122
Bologna	138	132
Cagliari	62	107
Catania	87	120
Florence	118	259
Genoa	183	166
Messina	95	110
Milan,	143	168
Naples	144	180
Palermo	102	102
Reggio di Calabria	133	71
Rome.	185	245
Turin	100	126
Venice	291	134
Italy	100	100

The community cohesion strategy wants to contribute, inter alia, "to strengthen the role of urban governance institutions as a key stakeholder of local investment strategies, interdisciplinary and inter-institutional dialogue, as well as the management of public services; to support the proper inflection of the planning instruments to arrive to shared outcomes; to support an efficient and effective synthesis between additional investments and policies; to promote the first path of the metropolitan cities and the reform of the local administration with concrete experiences. "

The National Urban Agenda focuses on metropolitan areas, emphasizing the integrated approach aimed at the territorialisation of policies through the use of territorial projects, which integrate actions related to different thematic Objectives or Results - Actions.

The instruments of specific territorial planning, based on the integration of different types of interventions, are introduced to the ITI and the CLLD, which have the common feature of promoting the integration, at the regional level, of types of intervention and different funds, which fit and respond to local peculiarities. The main element of distinction is the role which is attributed to private local subjects in the definition and management of intervention strategies.

The *Community-led local development (CLLD)* is an instrument controlled by community regulations to achieve objectives of integrated local development on a sub-regional scale with the primary contribution of local forces. Local actors are associated in a mixed (public-private) partnership and commit an operational role (managerial and administrative) to the Local Action Group, which has to develop a Local Action Plan to translate the objectives into concrete actions through a technical structure able to perform these tasks.

The Integrated Territorial Investments (ITI) allow the integration of priority belonging to the strategic objectives of different nature, possibly appealing to different funds, and crossing the potentialities for more than one plan. It is particularly suitable for the integrated planning, connected with the implementation of the National Strategy in favour of the Inner Areas, which focuses on areas with specific characteristics far from basic services and with severe demographic loss and it combines top-down characteristics (participatory planning) with bottom-up features (participatory local projects implemented on the identified areas).

As we have seen, the integrated approach facilitates the process of joint planning among local authorities, in this context the metropolitan city, with the natural vocation to strengthening of polycentrism becomes the focal point .

In this case, the integrated the Strait Area should be the realization and the circumstance of synthesis of integrated network policies, aimed at achieving the fundamental objectives listed below:

- building an integrated system of inclusive orientation services for the foundation of a homogeneous community with social responsibility
- the acquisition of increasing awareness and competence of the community of the Area, in order to promote the economic and social development of the territory, the employability and the inclusion of young people
- the implementation of the production chains of the two territories supporting the growth
- The planning of a connection between companies and research centres for the development of structured partnerships
- The creation of social and environmental shared value
- The attraction of productive investments
- the attraction of skills
- the stimulus to social enterprise
- the creation of project work laboratories
- the creative realization of *geographic space*.

Therefore, affirming a balanced *governance* means to support a process of active democracy, which is based on the following principles:

- centrality of the customer - citizen;
- the ability to create shared visions on development prospects;
- the coherent administrative behaviour with these visions;
- openness to the market;
- participation;
- networking;
- partnership.

In conclusion, the explained reflections lead to assert that the integration strategy proceeds from the identity of the territory, which becomes a resource and a common good on which it seems possible to build a new cohesive and balanced social structure based on a dynamic and flexible economic system

1.2 From the *Charter of the Messina Strait* to the landscape Observatory: a proposal (Marina Arena)

1. The landscape of the Straits

The landscape of the Straits is the first essential element of unity between the Reggio shore and the Messina one and its esteem can become one of the key strategies to promote the planning and the economic, social and cultural development of this area. Another essential element for the activation of integrated actions is the relationships within the Strait Area: internal relations which need, more and more, to be supported by an adequate mobility and transport system between the two shores and within the territories; but also the relations between the territory of the Straits and the Mediterranean, at the centre of which it may play an important role. The extraordinary landscape value and the strategic territorial location represent two substantial resources for the promotion of sustainable development of the area.

The environmental framework that is presented on the two sides of the Strait is a pervasive immanence of the landscape, the only certain presence and the perpetual image in a territory in transformation. A *tòpos* in which the story gets lost in the myth, where art and literature express universal values from Homer, Virgil and the travellers of the Grand Tour to Stefano D'Arrigo. It is the landscape

immortalized through the eyes of Antonello da Messina, "towards" the Strait, and of Filippo Juvarra, "from" the Strait. An environmental and cultural microcosm placed exactly in the centre of the Mediterranean. A landscape of the "boundary" where everything begins and everything ends, it splits and doubles: two seas (Tyrrhenian and Ionian seas), two regions (Calabria and Sicily), two cities (Reggio and Messina), two mountainous backgrounds (the Aspromonte massif and the plateau of Peloritani), two Pillars and two monsters (Scylla and Charybdis). A game of mirrors in which the shores become mutually wings, and the vision from one side to the other collects the impending of nature on the things of man: we are all spectators and actors, we look and we are watched in the amphitheatre of the Strait. The volumes, the surfaces, the lines are exalted by the beams of light, the coast line and the continuum of buildings, the rivers which separate the glimpses of the valleys, the peaks, viaducts, ports, forts, watchtowers, the lighthouses, waterfronts, suburbs: each of these individual elements helps to exalt the whole, which is more than the sum of the single parts and it is substantiated in the sense of the landscape: in its holism. A four handed story between Messina and Reggio, a game of mirrors and of returns which alleviates the view from the vision of the degradation refining the mess in those few kilometres which separate the two territories.

A landscape that looks like a compendium of the categories contemplate by the European Landscape Convention ²⁰, there are the "terrestrial landscapes" (natural, rural, urban and peri-urban areas), the "marine and internal waters" (the Strait, the rivers, the lakes Ganzirri on the Messina side), and which includes those landscapes that might be considered "exceptional", "daily" and "of degradation", as they have been described by the Convention. In its "macro" structure ²¹ the Straits landscape grows out from the gap between the two lands and the union of the two seas, and this has given rise to its landscape and environment peculiarity; its shape can be described through the big ecomorphological structures, it is a landscape that goes from the Aeolian Islands, which is the south terminal of the Aeolian volcanic arc, to the north gate of the Messina Straits (that is 2.900 km wide) between Ganzirri and Scylla massif; the wings of the Strait are represented by two massifs, the Peloritano and Aspromonte, from which

²⁰ The Copernican revolution of the landscape, which has been made official in 2000 by the European Landscape Convention (ELC) is an act of responsibility required to the all citizens: the entire territory should be looked through the lens of landscape, from the aesthetic peaks of the most famous places to the shapeless suburbs. Extending the concept of landscape does not mean to bind everything, but it means to find graduate and diversified actions into a very large scale which goes from the safeguard to the aware project. The landscape has got in itself an aesthetic value that is not a crystallisable resource over time, rather a good that must emerge from a sequence of individual and collective works. The Convention supports the inhabitants in their ability to be represented by the area in which they live, to find an identity that becomes a cultural principle inspired by the safeguard, management, esteem and innovation inherent in the project. This new landscape dimension links inextricably peoples and landscapes, and it represents the clear political will to promote the landscape as a factor of primary importance for the quality of life also in the economic sense. See: Riccardo Priore (2006), *European landscape conventio*. The text translated and commented, CSd'A Mediterranean University of Reggio Calabria.

²¹ Gambi, Rossi and Doria's studies remain fundamental on the macro-scale of the territory Straits, Samonà, Quaroni and Quistelli's ones for urban aspects.

streams and rivers descend becoming structural elements of the comb system, characteristic of the area, which is substantiated in territorial and organic -economic, social, landscape and territorial - subsets, which, proceeding towards the coast, intercepts the continuum of the buildings which now goes beyond the coastal selvage giving birth to two linear cities and which, on the Messina side, stretch out towards Taormina. In this scenario (Aeolian Islands, Ganzirri, Scylla massif, Costa Viola, Aspromonte, Peloritani, Fiumare) it is possible to create a structural economy capable of investing in culture, landscape, energy, and restoration of the territory.

2. The sense of place and the *Charter of the Messina Strait*

The Italian Republic "ideally" places the landscape as a fundamental value of national identity, but is "materially" also the most dilapidated one. When through the conference *Landscape 150*²² it was decided to celebrate, at the Mediterranean University of Reggio Calabria, the hundred and fifty years of Italian unity, we were also aware that, in spite of the art. 9 of the Constitution, the disappearance of the "Bel Paese" had been consumed at exactly the same time. Through the eyes of "knowledge" that deal with landscape, we have tried to bring out the essence of its collective identity value moving from a retrospective view to a vision of the possible transformations from the economic and social point of view as well as ethical and aesthetic one.

The debate developed within the conference led to the identification of four areas of reflection:

- *Culture of the landscape* as a central issue in the relationship between society and places, starting from the consideration that the forms that the territory assumes and the different pieces that make up the landscape-cultural mosaic, are the material and immaterial result of man's work and they determine the indissoluble relationship between society and established local culture, and between history of the places and representations;
- *Education and Training* for a new culture of landscape, rethinking and revisiting the positive things that have been tested and launched until now, identifying the weaknesses and acting in order to foster new paths and different processes;
- *Landscape policy*, considering the unresolved issues between the two macro-regulations, the Code of

²² *Landscape 150. Views on the Italian landscape among preservations, transformation and project throughout 150 years of history* – 5, October 6, 7 2011, the Faculty of Architecture of the Mediterranean University of Reggio Calabria, edited by Marina Arena e Alessandro Villari. The themes of P150:

- T1. National identity and the unifying role of the landscape
- T.2 The Italian historic armour and geographical landscapes
- T.3 The landscape and the great transformations
- T.4 New perspectives for the future of the Italian landscape

cultural heritage and landscape and the European Landscape Convention, and emphasizing two of them in particular for their relevance and because of the obvious connections: the node roles /competences and the centrality of the co-planning;

- *Project of the landscape* which has to be understood as a general approach to the transformation theme, as an expression of a social ethic that pursues a common goal through the project and its shape. Designing the landscape is a necessity no longer be postponed, it is a topic of high public, social and political, interest which is able to reconfirm the value of the Italian territory.

From the results of this choral reflection the Charter of the Messina Strait - summary document of P150 signed by the Ministry of Culture, the Council of Europe, the Mediterranean University and by the speakers - springs, as the orientation for the principles and responsibilities reorganization, to set goals and launch, or relaunch, new possible actions for the active conservation of the landscape.

The place where the *Charter* was signed (Reggio Calabria and, indeed, the Strait) is highly significant for at least four reasons:

1. it is the given opportunity, for the first time in the Straits, to be able to bring together such a large number of experts in landscape (scholars, administrators and professionals);
2. the evocative power linked to the writing that has inspired so much literature in describing this terraqueous space made of travel and myth;
3. the symbolic-geographical power of the Strait location as the barycentre of the Mediterranean;
4. The move of the debate on the landscape of the Straits theme from the scale of the great work, the Bridge, linking, instead, *this name and this place* to a renewed focus on the culture of the landscape, starting from the education to the look, in attentive dimension to the "minor" actions that affect it every day. Two approaches that represent different points of view and "measures".

As a basic assumption, the Charter of the Messina Strait considers the landscape an inalienable right of the communities and it considers essential to make the CEP operational in daily life. Therefore, this requires a continuous attention to the transformation factors and dynamics of territories' landscapes and identities, and an education in the planning with a primary consideration for local cultural identities also supplemented by new residents. In transposing the contents of the CEP, the Charter wants to promote a culture of the landscape in which every individual could be considered as an active and aware subject of the values of which this good is the carrier, co-planning and sharing every action

of social and economic development.

The Charter points out to those who for various reasons are occupied in landscape planning activities the necessity to make aware and involved the local community, this through operations able to increase and stimulate the inclusiveness to the places: it is about triggering a real identification process for a concrete form of active protection and safeguard of the territory more effectively than the one which is normally implemented by the institutional structures of public administration authorities.

It insists, also, on the *diffusion* of the landscape culture with every possible means; on the necessity to trigger synergies between the various fields of *knowledge* to systematize the greatest number of reflections, studies and research; on the *orientation* of professionalism that deals with protection of the environment and landscape to arrive at a more and more in-depth knowledge of the area and of the signs reading of the local culture which represents. The Charter wants to send a message, not only linked to the geography of the Strait Area land, but also to the society that inhabits it; therefore, briefly, its basic principles, which are linked to *identity and cultural values of the territory*, are the following ones:

- Landscape as an inalienable right of the communities.
- The European Landscape Convention daily operative.
- The continuous attention to the factors and to the transformation dynamics of landscapes and identities of the territories.
- The education to the planning with primary consideration for local cultural identities also integrated by new residents.

3. The role of the Observatories of the landscape

The process of awareness and responsibility, triggered by CEP, has led to the research of new policies and to the activation of tools able to govern the landscape transformations. The recognition of the link between social welfare and environmental quality can only expand the attention to the areas protected for their value into the entire territory, in terms of active conservation and project. Hence the need to translate the requests expressed by people towards their territories into policies for landscape; from the protection of individual objects we pass to the government of the entire landscape heritage through the active involvement of citizens and local governments and, exactly in this sense, the landscape Observatories are called to play a key role. In our case, the Observatory seems to be the instrument and place for the testing and implementation of the contents of the Charter of the Messina Strait.

From a regulatory point of view the establishment of the Observatories is recent and can be traced, in the first place, although

not explicitly, in the CEP (2000), which determines the cultural premises and the necessary social and environmental principles. In particular through the principle of subsidiarity, it is possible to legitimize the activation of the observatories at the various levels of institutional government of the territory: the *active role of populations and subsidiarity* are thus the two essential conditions in their constitution. The first direct reference to the landscape Observatories is in the Recommendations of the Committee of Ministers (CM / Rec / 2008/3) on the guidelines for the implementation of the CEP. The monitoring of landscapes, the exchange of information within a circuit of knowledge, the implementation of the archives, the identification of quantitative and qualitative indicators to check the validity of the policies carried out on the landscape and the construction of scenarios and forecasting models have to be included among the activities that the text attributes to the observatories. The D.L. n. 42 of 2004 considers that the Ministry and the Regions identify policies for the safeguard and esteem of the landscape also following the guidelines provided by the National Observatory for the quality of the landscape (established by Ministerial Decree 15/03/2006 of the Ministry of Heritage and Cultural Activities) and of the Observatories established in each region in accordance with the art.133 of the Code of Cultural Heritage and Landscape ²³.

These are applications tools which, having as a reference the acquisition of the CEP, are characterized by a participatory model in which the inhabitants of the territories play a cultural, active and conscious role, together with the technicians, the academics and practitioners of the field. These instruments, in particular, in order to achieve a better "landscape management" ²⁴, operationally deal with the reading, the interpretation and the comparison of data relating to individual landscapes, through the study of the dynamics and of existing pressures, and promoting prevention actions to prevent or minimize the damages deriving from improper or incorrect interventions ²⁵. Looking at more advanced models, in order that an observatory is effective it must be able to be an organism of information and research, and it must have the ability to describe the landscape dimension of the territory, it must be presented as monitoring and testing laboratory; but also, as in the case of the Observatory of

23 Many regions have Regional Observatories which provide for guidance and promotion measures of studies and analysis for the creation of appropriate proposals to the definition of safeguard policies and enhancement of the landscape. While at the national level objectives and specific functions have been defined for the Observatory, the guidelines, which define common methodologies to be applied at the regional level fall short; this has led the Regions to assign to its Observatories diversified functions and purposes. See: L. Calvo (2012), "For the safeguard, rehabilitation and enhancement of the Mediterranean landscapes: the roles of the Landscape Observatories", PhD thesis XXIV cycle, PhD in "Architectural engineering: Rehabilitation project" XXIV cycle, tutor Michelangelo Savino, co-tutor Marina Arena, DISIA Faculty of Engineering - University of Messina.

24 CEP: for "landscape management" we mean "the actions, from a perspective of sustainable development, to ensure the government of the landscape in order to guide and harmonize its changes which are brought by the processes of social, economic and environmental development."

25 see: Marco Devecchi, *Why a landscape observatory*, of October 23 2003, www.osservatoriodelpaesaggio.org.

Catalonia, it must be propulsive on the political level ²⁶.

A key feature of the Observatories is the scale of action, it can embrace all the levels from the international to the local one and it can represent one of the possible connections between the approaches suggested for the various levels; they are usually structured in the form of associations, research centres/ university structures, consortia, functions of public administration; the participants can be: Municipalities, provinces, Local authorities, associations, Superintendence, Universities, Research centres, Foundations, Professional associations, etc..

Coherently with the aims of the referential legislation for the National Observatory for the quality of the landscape ²⁷, the landscape Observatories have as basic functions:

- Coordinating and supervising, measuring the effectiveness, the development of policies and projects on the landscape, through the check of landscape quality objectives expected by the CEP;
- Encouraging the cooperation among local authorities;
- Coordinating the works of study and cataloguing of the landscape (e.g... landscape atlases and maps);
- diffusing the results of the study, cataloguing and information on good practices;
- Monitoring the landscapes transformations;
- Sensitising the society on landscape themes by promoting education and training campaigns (meetings, conferences, conventions, exhibitions, training courses for technicians of public administration and programs for schools and universities).

It is a heterogeneous reality that can be described through the identification of the proponents, the type of connection, which is established with the land and the possible networking among observatories. There is a practice in which the administrations coordinate, it is an institutional approach "from above" and is for the most part the model of the regional Observatories, and it is also the first generation emerged from the initial application of the European Convention; a second model "from below" is made by local observers which were born in a voluntary manner and managed by citizens and associations, in this case the proximity to the territory is assured but the incisiveness of the is not always assured - these are the second generation models born after the establishment of regional observatories. Finally, the third model and, now the last generation, that is of "networking" one, designed on the principles of cooperation contained in the CEP which provide for the exchange of good practices at local, national and supranational levels through joint programs to enhance the landscape, is a cooperative model which has among its best examples the Observatory Network Pays

²⁶ See: Sandro Polci (edited by), *Is the landscape only a convention? The observatories and the European Convention of Landscape*, TAU Editor, Perugia, 2010; R. Priore, Op. cit.
²⁷ D.M. 15/03/2006 of the Ministry of Heritage and Culture.

Med. One of the most successful experiences is precisely that of Catalonia, with the Observatory of the Catalan landscape established in 2005, which works both as an advisory body to support the regional government, and as a centre for research and monitoring of the evolution of the landscape and of the Catalan community, both as a centre for the education and training of operators and residents for a new culture of the landscape.

As for the relationship with the territorial, urban and industry planning, the Observatories are a valuable aid for the territorial landscape planning, which is expressed through the monitoring of the landscapes changes over time (compensating for the lack of adaptation of the traditional planning tools) and the participation of citizens in local policies. The legislation regarding the Observatories refers both to international conventions and recommendations, and to national laws and decrees which were ratified, in particular, by:

- European Landscape Convention (2000);
- Recommendations of the Committee of Ministers CE – CM/Rec (2008) 3 - del 06/02/2008;
- Art. 132 clause D. L. January 222004, n. 42;
- D.M. 15/03/2006 of the Ministry of Heritage and Culture.
- D.M. 23-01-2008.
- D.M. del 25 -09-2008;
- Regional Laws.

4. For an Observatory of the Strait Landscape

There are places that can give a particular meaning to things. Speaking of landscape near the Strait, on the Calabrian side means taking contradictions made of great beauty and devastating abuse, of Bronzes and toxic ships, healthy citizens and illegality. A region in which about 700 km of coastline is consumed by unauthorized building every 135 metres, where the catalogued eco-monsters are 6,000 and here the culture of the "unfinished" is in force. Calabria is the place where the landscape is often refused, denied, where in the towns of the 'Ndrangheta the absence of the law is read through the neglect spaces and homes, and where the distance from the landscape as a common good becomes a mental distance.

Proposing an Observatory in this context means focusing on the involvement of local communities in order to increase the culture of legality, knowledge and awareness. This instrument should be propose, therefore, as a meeting among the local society, governments at various levels, universities, professional and productive sectors, associations, the schools, in relation to issues affecting the landscape, to develop joint proposals aimed at its safeguard, conservation, management and enhancement. It must be, in other words, the meeting place between the expert knowledge and the widespread knowledge of those who live in those places.

The proposal that we want to develop here is to create a *Landscape Observatory of the Strait*

which, acting at a local level, can effectively perform activities such as: description and monitoring of the landscape status, communication, education, awareness and participation of the citizens; but at the same time, through networking with other Observatories (for. example. *Observatory Network of the Straits of Europe*, networks of local, regional, national and international Observatories) can be developed through an effective and detailed collaboration.

To do this it is necessary to set up networks of relations and, therefore, to develop models of Observatories which, acting from below, can spread the principles of the CEP according to which the landscape is *a favourable resource for the economic activity and if it is properly protected, managed and planned it could contribute to the creation of jobs*. A landscape involving the population, in a relation which considers rights and duties, desires and commitments, the enjoyment of a quality landscape and the active participation in its transformation. The Observatory, therefore, as a tool which, alongside the traditional planning, could contribute to the enhancement of the landscapes, which is able to invest on teaching and education, privileging and building a new planning and as widely as possible cognitive skill which would find positive feedback and sharing among the inhabitants. It is possible, in a concise way, to outline general guidelines for the implementation of a *Landscape Observatory the Strait*:

Goals and objectives: knowledge, awareness and sharing.

Application on a local scale the CEP principles:

- Development of different forms of local landscape knowledge;
- promoting the awareness and sharing in the safeguard and transformation actions and policies of the landscape;
- Overcoming the idea of a landscape considered only as bureaucratic constraint or as a postcard for tourists, and preventing that it remains subject reserved for "insiders" (planners, municipal engineers or designers).

Scale of application: functional to the management of functions and activities, it must necessarily be sub-regional, localized and restricted to particular geographical areas, but it can be considered even through an international networking and a comparison and exchange of good practices with other realities. *Organizational structure*: it can be articulated in the form of Consortium, and it could involve both functions of government and associations.

Participants: both public and private.

Professionals involved: because the subject is very complex and multidisciplinary, the landscape involves different professionals. Therefore, it is necessary that within a landscape Observatory there will be different professionals, including:

- Agronomist, an expert in natural sciences;

- Anthropologist;
- Landscape Architect;
- Teachers of all levels;
- Ecologist of the landscape;
- Geologist;
- Engineer;
- Town planner;
- Politician, manager of public administration;
- Researcher;
- Sociologist, an expert on public participation;
- Historian of the territory and of the landscape;

Functions: Goals can be explained through the following functions:

- **knowledge:** education, divulgation, listening, monitoring, decisions support;
- **consciousness:** awareness, enhancement and fruition;
- **sharing:** action, participation, shared planning.

Activities: The activities can be structured mainly in the form of projects:

- Training and updating
- Questionnaires
- Focus Group
- Landscape education in schools
- Contests and Events
- web Portal

<i>Landscape Observatory of the Strait</i>
Reference Model: bottom up model/network model
Scale of action: local (but related to the Strait levels: inter-municipal - inter-provincial - inter-regional) and with the possibility of networking with other Observatories (for. example. <i>Observatory of the Straits of Europe</i> , local, regional, national and international Observatories).
Structure: the function of public administration and cooperation between universities and inter-local institutions, civil society.
Participants: <i>Promoters</i> <ul style="list-style-type: none"> - Reggio Calabria: Local authority (Province of Reggio Calabria) - Messina: Local authority (ex-Province, Commune)

- Mediterranean University of Reggio Calabria
- University of Messina
- State Forestry Corps
- Region Sicily Forestry Corps
-

Authorities of territorial reference

- Park of Aspromonte
- Municipalities in the Strait Area
- Local Associations
-

Goals and objectives:

- promoting the knowledge of the landscape of the Straits by the local community and its involvement in participatory management of the same.
- In close cooperation with the authorities responsible for managing the area, accompanying the evolution of the landscape of the Straits in a congruent manner with the objectives of life quality which is given to the local population by means of municipal or supra-municipal planning and in accordance with the sector legislation.

Functions and activities:

- Collecting data and promoting studies on the landscape of the Straits and establishing a digital platform with the role of consultation instrument and detection mean of the vision of the local population.
- Description of the landscape state.
- Monitoring the landscape changes and the degradation risks and consequently suggesting to the public authority's deputies the administration of the territory strategies (safeguard, conservation, enhancement) appropriate to maintain consistency with the choices made at a regional planning level.
- The collection of information and documentation on landscapes.
- Promoting initiatives of consultation, involvement, awareness, disclosure, fruition, formation and information of the local population, schools, visitors of the territory, technicians of public administrations and of planners to encourage the culture of legality, the awareness of the landscape value, the responsibility towards sustainable use of the environment, planning professionalism aimed at a correct insertion into the landscape of buildings, the collection of ideas and proposals on the evolution of the landscape advocated by the population.

- Communication and Awareness (focus groups, seminars, exhibitions, competitions, websites, etc...).
- Training and education.
- On request of local authorities, in range of consultations procedures on urban planning, management initiatives and participation of the population and of memberships in the definition of landscape policies.
- Promotion of public participation in the construction and definition of the political landscapes (meetings, public debates, etc...).
- Supporting the development policies and action programs of local and regional authorities proposing landscape quality objectives, identifying risks and weaknesses, suggesting precautions for use, providing data and documentation for the preparation of orientations, as well as of good practices for planning and implementation of interventions.

1.3 Key Performance Indicators of the cities' performance levels. Comparing experiences and hypothesis testing for the Metropolitan City of the Strait (Celestina Fazia)

Introduction

A recurring question when it comes to urban policies and dynamics and to the effectiveness of the government method is «which is the optimal functioning of the future city: hyper-efficient, sustainable, virtual and therefore ideal? How is it possible to identify and monitor the performance levels of the city? »¹.

The answer is in some results of studies and testing launched several years ago in different cities in order to define the *Key Performance Indicators for a Monitoring Plan of the Key-policy*.

The Key Performance Indicators are intended to measure the management quality and efficiency of the government method in the administrative processes for the cities.

Particularly it is possible to enucleate two fundamental guidelines in the state of the art:

- the possibility to investigate the question of urban and social transformation through analytic/ monitoring instruments which know how to differentiate key performance indicators from the performance indicators relative to the tender or the potential bid of the required services³.

-the fundamental role of the EU, with the creation of policies and guiding principles (guarantee of basic equipment for the community,

social cohesion, sustainability, equal opportunities and redistribution on the subjects, social qualities and integration), which have, as a result, the (effective) localization of the policies through the financing of local development projects. Many “policies” converge towards a single goal, that of the life quality or better of urban quality

in which the "forms" of social need, related to equipment and services, find spatialisation.

¹See also the Lagrange Project financed by ISI-CRT Foundation, illustrated by Silvia Bigli in the essay: *Web monitoring system of the complex urban transformations through indicators*, in http://www.valutazioneitaliana.it/contents/pagine/68/allegati/445982460Paper_AIV2014_SilviaBIGHI.pdf

² The themes of this work have already been the subject of interest of many researches discussed by LABSTUTEP (directed by Prof. Francesca Moraci). In the context of the "*Prin 2000-2003 Urban Welfare and Urban Standards*" research the goals were to provide new directions to satisfy the demand of urban welfare (reorganize and modernize services and tangible assets in relation to new needs). The product of the research regarding The role of services in meeting the demand for urban welfare, published in the "Welfare and Urban governance" volume (2003), led by Prof. Moraci, has obtained the CIVR acknowledgement of excellence by the Miur.

³ F. Moraci, C. Fazia, *Welfare and urban governance. Research paths*, in MUNARIN S., MARTELLIANO V., (edited by) (2012). *Spaces, histories and subjects of the welfare*. Rome, Gangemi Editor.

The "urban quality" and the "good governance" are not always completed through a satisfactory allocation answer and a distribution of goods and of tangible and intangible services. Even a horizontal governance (alone), such as the participation (of citizens and the body of citizens) in the construction and management of policies, programs and plans, is not sufficient.

And also the concept of Urban Quality Indicator, itself, is relative, even if plentifully debated in the literature⁴. The new guidances give priority to cross-scale themes related to energetic streamlining, environmental quality, sustainable mobility, health, health and social care, services for intercultural and interethnic dialogue, leisure, added to which there are the theme of poverty, public sector, innovation, research and governance which have a certain centrality in urban policy and in the relaunching of the area policies which summarizes the expectation of urban quality and a sort of overlaps.

Therefore control strategies for the verification of measures performability and of the forms of responses to needs of the city come into play entrance, they are put forward to guarantee flexible procedures in the planning activities for the reorganization/allocation of services according to the town planning logic or to a "a new town planning" in view of regional and sector laws and of transformation of the city towards an intercultural and inclusive model⁵. In this context the procedural dyscrasia and the lack of a director cause partial space effects which are not measurable in relation to accessibility criteria, customer basin, preference criteria, redistribution of the good/service to the community.

⁴ Database indicators for territorial development policies "(2013) presented by ISTAT and DPS Department for Development and Economic Cohesion includes 203 indicators (165, plus 38 of different types) available at a regional and subregional level. The Sole 24 Ore has been classifying of the quality of life for 15 years (every year) through 36 indicators grouped into 6 macrosectors. The results of this ranking are very different from that of Italia Oggi even though the method is similar the number of indicators and the sectors are completely different.

Even Italia Oggi has been classifying of the quality of life in the Italian cities for 15 years through 70 indicators grouped into 9 macrosectors.

⁵ Reference is made to the work carried out by the research group (F.Alessandria, C. Fazio, Domenico Palamara, Teresa Labate, Loredana Imbesi) and by the think-tank of Mediterranean University coordinated by prof. F. Moraci in within of the contribution to the UN Resolution on the Crisis of the City.

Analysed experience: "Performances Evaluation" project and the "Big Cities" path

The genesis

The "Performances Evaluation" project has been realized by the Department of Public Service in collaboration with FormezPa. The Project has been started in 2011 and it supports the development of planning system, scheduling, measuring and evaluation of the consistent results with the disposition of the legislative decree n. 150 of 2009 on the resources management cycle. After having defined the conditions that foster an effective implementation of measurement and evaluation systems in the communes, the Project has contributed to a better operation for the so called integrated practices, improving the monitoring and the evaluation of the performance in support of in the decision-making processes of local governments and to make the integration / interaction between the performance cycle and the planning and balance cycle in the Communes of the Convergence Objective⁶ easier.

The initiative "Big Cities" was launched in June 2013 and its objective is to identify and define the instruments directed to optimize the performance management cycle in the cities of Bari, Naples and Palermo and the experiences already realized and stabilized in the big central-northern communes of Bologna, Cagliari, Florence, Genoa, Milan, Rome, Turin, Trieste and Venice⁷.

⁶ With "Big Cities" initiatives, the Project has been working on instruments directed to optimize the performance management cycle in the city of Bari, Naples and Palermo and, also, bearing in mind the experiences already realized and stabilized in some big central-northern cities.

For the Communes involved in the Project the continuous and direct training, by recognized experts in the public performance management, is provided.

The committed communes are the administrations more closely related to the citizens e they are, for this reason, responsible for the essential services which guarantee the quality of life. On the basis of all that, the communes represent a privileged referent to realize interventions aiming at the improvement of the performance management, planning and evaluation system.

The Performances Evaluation Project is referred to 3 types of Communes:

12 Big Cities (2013 - 2014 Path)

44 Communes with a population between 20.000 and 250.000 (2012 - 2013 Path)

93 Communes with a population between 20.000 and 250.000 (2011 - 2012 Path)

After analysing the conditions which promote an effective implementation of the measurement and evaluation systems in the communes, the Project has contributed to the improvement of the monitoring and the evaluation of the performance supporting the decision-making processes of the local administrations and to the integration between the performance cycle and the planning and balance cycle in the Communes of the Convergence Objective.

⁷ See the website: <http://qualitapa.gov.it/iniziativa/valutazione-performance/> and the newsletters published in: http://www.qualitapa.gov.it/index.php?id=299&tx_ttnews%5bttnews%5d=2046&tx_ttnews%5bttnews%5d=7&so source=newsletter

Therefore the "Big Cities Path" is a training mode which focuses on three operational guidelines:

- Identification of *Key Performance Indicator* aimed at the services evaluation, through a comparison both on a methodological -checking the systems and the methods of quality measuring of services provided- and performance level, taking into account actual standards of quality and efficiency produced by the administration.
- Strategic control and planning of the performance of the administration through an accurate and focused reconstruction of the strategy planning process and of definition of related programs, as well as of evaluation of the implementation and impact of the latter for strategic assets.
- Management of associated companies through the monitoring of active structures.

The twelve cities, which take part in to the Project, are supported by the Department of Public Service and FormezPA through the use and the administration of:

- One to one meetings are organized by the local experts made available by the Project to carry out improvement actions for the Performance Cycle.
- Thematic webinars for the sharing of approaches and methods and for the study in depth of some relevant themes for the management of the Performance Cycle.
- Workshop meetings which complete the training path to the administrations and deepen the themes and the problems come out during the one to one meetings.

The Results

The Department of Public Services has recently presented the previously results of the pilot analysis of the indicators used in the twelve cities- first listed- for the measurement and the evaluation of the services. The document "Indicators for the measurement and the evaluation of the services performances in the Big Cities"⁸ shows the state of art of a pilot analysis of the indicators for the measurement and the

⁸ See the Document: *The indicators for the measurement and evaluation of the services performance in the Big Cities. State of the art of the survey started in the big cities: early comparisons*, May 2014 in: http://qualitapa.gov.it/fileadmin/mirror/i-valperf/materiali/Performance_dei_servizi_gli_indicatori_dei_grandi_comuni.pdf

evaluation of the services performance used in the twelve selected Italian cities (fig. n. 1).

The Report arise from the path that the administrations have realized in less than a semester (between November 2013 and May 2014) in the range of Big Cities Initiative. Through the benchmarking methodology, the work of comparison and sharing of the Key performance Indicator (KPI) has allowed to achieve the definition of a pilot indicator set for the measurement and evaluation of the performance of the services distributed in five areas of intervention: crèche, home care and residential services, routine maintenance of roads, tax services, road safety services.

The document, besides presenting the description of the process of collection, analysis, selection and sharing of KPI, proposes a classification into homogeneous groups of the cities and their placement for each supplied service, on the grounds of the specific identified indicators, allowing comparing similar communes for the population characteristics and for the services.

The methodology, used within the experience conducted on the Big Cities, allows to reflect and write a final balance on how to improve their planning systems, the measurement and the evaluation of the performance: the development of performance indicators management of the services can represent an essential resource to assume recognition criteria comparable to other realities on the grounds of objective criteria and not self-referential ones, to create selected data (pertinent and reliable), to adapt modality and timing of collection, to evaluate the administration performance through standardized models and providing learning opportunities for an in progress organizational improvement. The definition of KPI passes through the *Benchmarking* structure.

The Benchmarking opportunities have been considered fundamental because of:

- ✓ information generator;
- ✓ learning opportunities and the activation of a path of organizational change.

Therefore the benchmarking is the incentive for quality data, it leads to assume recognition criteria comparable with other realities, and, thus, to critically rethink about their own instruments, it leads to the collection of data over time (continuity of the surveys to make decisions), it is a stimulus to the objective evaluation.

From the analysed pilot cases, the emerging critical situations can be ascribed to:

✓ Several organization models for the services

- Services organized in relation to users vs. services organized in relation to the object (for example: "Home care");

-Time lag;

-Temporal scope of analysis (calendar year) misaligned compared to certain activities which interest the administration;

✓ Availability/Unavailability of data

- Integrated management system of information flows;

-Owner of data: inside the organization vs. external subject;

✓ Accuracy level of data

-Poor availability of analytical and managerial accounting system.

Quality and Efficiency Indicators and the enabling conditions

For example, in the case of the crèche, according to the benchmarking diagram, the quality indicators are: Average charge for a place in the C service crèche, Percentage of financial autonomy, Contribution of each user to the cost of each place, Coverage ration of the actual demand, Extension of time. In the specific case of *Home Care and residential services*, according to the Benchmarking diagram, the efficiency indicators are: Average charge for each SAD (Home Service) user, Average contribution for each user for residential services, Extension of the SAD service, Coverage ratio of the actual demand for residential services, Average hours of SAD assistance per person.

In the case of the *Routine maintenance of roads*, according to the benchmarking diagram, the quality indicators are made clear through:

Intensity of Interventions, average charge per km, Availability of the charge per km.

The performance evaluation in the Big Cities considers the following enabling conditions:

-Evaluation Organizations

-Generalizations and proposals

-Analysis of the existent.

Even the factors that positively influence the coherence of cycle of strategic planning change from city to city, because of the characteristic of a specific Administration. In the case of the city with a metropolitan vocation, the relevant elements are ascribable on the whole into four clusters:

Organization

- Integration degree between the administrative and the political level;
- Legitimation and operational autonomy of the appointed organizational unit of the planning function;
- Horizontal integration instruments (planner/controller networks).
- Role of the organization that supports the cycle.

People strategy

- Managerial skills diffusion in the administration;
- administrative leaders 'skill';
- Responsibility of the management on objectives/resources/results vs. hierarchical control logic.
- Participation and commitment of the employees (training, ethical code).

Information systems

- Power logic of the information systems;
- integration degree in the information system used in the Public Body structures (interoperability);

Stakeholder

- Participation degree of the stakeholder (e.g. body of citizens meetings);
- Participatory planning instruments with institutional entities, represented by the stakeholder system (budgetary conciliation forum, thematic groups, etc.).

The enabling conditions, pointed out with reference to the structuring of the organizational model, are referable to:

- Integration degree and commitment between the administrative and the political level; The view alignment and the sturdiness of trust indenture between the political and the administrative leaders guarantee cohesion in the Public Body action;
 - Legitimation and operational autonomy of the appointed organizational unit of the planning function;
- ("Steering Committee"). - Explicit attribution, to a definite group characterized

by specific skills, of the function of collection, coordination and systematization of the information simplify the overcoming of intra-organizational resistances.

-Horizontal integration system. The controller activation inside the Public Body of the decentralized structures (for example, the Municipalities as in Rome) for overcoming the limits of the rigid model, supporting coordination, communication and collaboration.

	Bari	Bologna	Cagliari	Florence	Genova	Milan	Naples	Palermo	Rome	Turin	Trieste	Venice
Government (internal operation, organization, etc.)	✓	✓	✓	✓	✓		✓	✓				✓
Regulation, territory and infrastructures	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
Citizens services (and their financing)		✓		✓		✓				✓	✓	✓

Fig. n. 1. The enabling conditions in pilot cases (source: "Gli indicatori per la misurazione e la valutazione della performance dei servizi nelle Grandi Città")

Results transferability

The necessity of overcoming the traditional setting of urban dimension "management" is clearly represented in the QSN 2014-2020 planning, where the **need** of an "effective" governance and of an optimal connection with national policies are underlined, as well as the integration **necessity** of integration of urban quality objectives, competitiveness and social inclusion with those directly pointed towards the economic growth, the **capability** to manage the innovation (instruments, programs, policies) and the transformation of the demand and/or the forecast of its configuration on the part of the local government authorities such as new centrality of territories in the relationships with the EU, the public management as strength of local decision makers, and on the part of a number of actors including the possible "emergent actors" (from the social networks to community associations and cooperatives, to associations of migrants rooted in the territories, etc.), **the indispensable role** of the empowerment and of the equity which will mobilize local resources -withstanding the capability of the project to stimulate and/or merge the productive and/or structural investments-. These are elements that will qualify and give a propulsive role to all the local realities according to **the smart city objective** in the perspective of an urban welfare for everyone.

The local development can be pursued in a direct and an indirect way: through the specificity/extraordinariness of the action policies on the social conditions of the development, the opportunity to direct the development towards more "contextual" parameters is determined, but also through transversal or other sectors policies, rebalancing objectives and local development can be pursued. The principles, spread and actually fastened by the EU, can be set up as a way to integrate the social and urban policies overcoming partition for target and merging the policies themselves in a competitive context, in which the conditions for the success are linked to the specific "integrated" policies capability of "catalysing" occasion of development, of moving and mobilizing-internal/external-territorial and business synergies.

But how is it possible to evaluate the efficiency of direct, indirect, specific or cumulative undertaken actions? As shown, the emerging tendency is that of redefining the qualitative characters of the implemented policies and of provided services according to performative criteria and of creating control instrument of the performances, of quantities and of location choices. Monitoring Indicators, which imply management economy and different ways of distribution (co-design/readaptation) and the ability of the developed practices (both those available from past experiences and those obtained through the implementation of the project) of being enhanced through clustering processes, are linked to "quality indicators" that are expressed through the definition of quantity and through the types of such equipment, the characteristic of the performance, in terms of accessibility, full availability, balanced and rational distribution in the territory, of functionality and of technological adequacy. It would be appropriate to predispose besides the *Performance Indicators* even a *Monitoring plan of the Key-policy* in which the expected results, time target and corrective measures can be identified.

Hypothesis testing for the Metropolitan City of the Strait

The metropolitan city of the Strait has to be completely built. The uncertainty level of the effects, externalities and of the outcomes of the definition/building processes of Metropolitan City, in particular, the relationship between action and outcomes is high.

It can be intended as the virtual place of innovation and experimentation, on which one can hypothesize a new management model of complex processes (urban/territorial, social and administrative nature) of metropolitan dimension.

Therefore, it will be interesting to predispose a *Monitoring Plan of the Key-policy*, with *Performance Indicators* annexed, simultaneously with the shared construction of this model. The *performance* measure represents an essential instrument to deal with the problems of productivity/effectiveness improvement in terms of efficiency and accountability. The *performance* measurement is the way for the public action to determine whether it is providing or not a "quality product", the productivity, efficiency, quality and timeliness indicators are linked to this measure. Particularly: *performance measurement* can help to identify the priority trends compared to the most promising areas and to examine the program effectiveness and its effects, quality and efficiency; *the monitoring systems*, which are based on indicators and analysis of improvement, can contribute to improve the results, even in the long term ⁹.

The Performance Indicators can be represented by:

-**Urban Welfare**, as the capacity of the city to provide services of urban and territorial level, which are updated and for this reason close to new needs and to demanding changed context of a community territorially "settled" into new administrative boundaries. Two questions of strategic and functional nature emerge, they are respectively linked to:

1. the welfare mix.

2. the centrality in the service of the social inclusion logic (priorities and integration).

- **The capability to guarantee a multilevel governance** and the horizontal/vertical dialogue (please note, in this regard, the PON GAS) The OECD (Organisation for Economic Co-operation and Development) defines the *urban governance* as "the process through which citizens solve collectively their problems and face social needs, using the government as instrument". With respect to an evident complexity of the territorial government, subject-matter of the study, consequent to the heterogeneity of the global context and to the fragmentation of the involved actors in the decision-making process, the *governance* structures appear as insufficient and poorly suited instruments for the new tasks. The problems to be faced concern the local public institution fragmentation and the mismatch between territorial boundaries

⁹ See the paragraph Final effects of the chapter: The creative7strategic path and the implementation of the process, pages 42- 3 in C. Fazio: *New contexts of urban governance*, Le Penseur, 2012.

in administrative and functional terms, the limits of the available financial resources and the current lack of responsible transparent decision-making processes and the *accountability* towards the citizens.

- **The Role of the Steering Committee** (moreover as provided for the PON-National Operative Program- for big cities).

-Planning levels and related instruments of integration.

- **Administrative efficiency** monitored in the past through the customer satisfaction ¹⁰ or through the Service Charter (accessibility, integration and efficient use of the material and immaterial services).

To be efficient, the *Performance Monitoring and the Key-policy Plan* in the metropolitan city of the Strait must take into account the following factors:

- Behaviour patterns suitable for dialogue. The change of behaviour models of politic and administrative employees towards the citizens, will be carried out supporting the maximum transparency and the communication between citizens and local authorities;

- Interactive platform application to reinforce the gender and the whole social sphere participation.

- Local level e-democracy and innovative mechanisms for the direct participation of citizens to the local decision-making processes;

-Solicitation of an intercultural dialogue among multi-ethnic communities.

The public policies, at all territorial levels, have recorded a strong incentive towards the definition of bargaining and cooperative relations, almost in every field and, in particular, in many local planning policies- development, social, environmental and employment policies, etc.-; or in environmental or employment crucial situation, during projects and work discussion with an high socio-economic and environmental impact (major infrastructure, major works).

In particular, referring to the expected requirement for the equipment and service performability evaluation,

¹⁰ The Department of Public Service launched the "Cantieri" Program in 2002 in order to support the public administration changing. Within this program creation and diffusion of know how projects on central themes aimed at starting up the modernization process of Italian public administration were launched. In particular, the customer satisfaction theme was faced in the services management sector, through the enlargement and the promotion of listening procedures of the users with the aim of supporting the improvement of the relation between citizens and administrations. To spread knowledge and experiences related to the customer satisfaction theme a Workshop was organized in the years 2002 and 2003 which involved subject and public administration expert.

you can refer to actions directed to:

- To promote the network logic and the capability of making the city inclusive (how many and what are the services linked to the inter-ethnicity, the third sector) for the city of the intercultural dialogue;
- To start proactive and competitive paths through the supply of innovative services, even with the use of technologies,
- To reorganize the offer of the city projecting it directly towards **smart future scenarios favouring**, in urban transformation process, the optimization of the connection between the technological progress and the challenges of sustainability on urban scale¹¹;
- To define the role of the players/stakeholders, whether individual citizens, families, enterprises, associations, other public or private institutions, and to allow them to understand the effects of the administrative action in the offer of new services.
- To privilege actions aiming at knowledge, training and information and interactive modalities in the processes of shared construction of the city for a smart community, to define the administering modalities of the e-democracy, through the use of new technologies.

¹¹ F. Moraci, C. Fazia, *The smart cities and the sustainability challenges*, TeMA Journal of Land Use Mobility and environment 1 (2013).

SECTION II NOSTRA

GOOD PRACTICE

Sustainable transport

Strategy for sustainable mobility (France – Dover Strait)

The Pas-de-Calais Department has implemented a Departmental Development Plan for Mobility, intended to serve as a strategic guide for sustainable transport and mobility. Four points are stressed: to promote sustainable mobility for all, to develop inter-modality and efficient transport systems, to offer alternatives for the use of cars, wherever possible, and to make mobility contribute to the territorial excellence of the Pas-de-Calais.

Chap. II- Transports: expected outputs of the possible implementation

2.1. The mobility in the Strait Area (Domenica Catalfamo, Giovanna Chilà)

The Strait area is one of the main transport knot of the Mediterranean space. It affects an area that spreads, in the broadest sense, between the whole Provinces of Reggio Calabria and Messina, and then it gets narrower, in some contexts, and refers to the systems of the two Communes (Province capitals). The integration between the two shores has always been one of the most discussed theme, becoming, in the last years, subject of researches and studies, which have produced, concerning this issue, results of scientific importance. Some summary data related to the mobility in the Strait Area, also gathered from these researches, are reported in this note.

Socio-economic and territorial context

The socio-economic and territorial context of the Strait Area is assumed to be coincident, in this note, with that of the two Provinces of Reggio Calabria and Messina.

In the two provinces there are, on the whole, 1.198.385 inhabitants, of which 550.323 in the province of Reggio Calabria and 648.062 in the Province of Messina (*Source Istat, 2013*). The main residential areas, in other words the principal area of moving emissions, and, at the same time, the principal magnets, or rather the areas, which for concentrations of functions (institutions, training, commerce, industry, cultural attractors. etc.) succeed in attracting the citizens, who travel for work and study reasons, and more and more for family reasons and for enjoying spare time are located in the municipal area of Reggio and Messina, which have, respectively, 180.686 and 242.267 inhabitants. The principal gravitation areas of commuting workers are identified in the *Report of Reggio Calabria Area in the Musa Project*¹² (Isfort, 2012), on the basis of cluster analysis of the origins and destinations of the municipal movement and of the Local Labour Systems.

¹²The Presidency of the Council of Ministers, Department of Public Service, Office for Public Administration Staff Training, *MUSA Project, Report of Reggio Calabria Area*, July 2012.

The census data of 2001 identify, in particular, as principal gravitation areas in the Strait Area a good thirteen Communes around Reggio Calabria (Bagnara Calabria, Calanna, Campo Calabro, Cardeto, Fiumara, Laganadi, Motta San Giovanni, Reggio Calabria, San Roberto, Sant' Alessio d' Aspromonte, Santo Stefano in Aspromonte, Scylla, Villa San Giovanni), and three on the other shore of the Strait in a strong relation with the city of Messina (Itala, Messina, Scaletta Zanclea e Villafranca Tirrena).

The Local Labour Systems that overlook the Strait Area, that is Reggio and Messina, constitute a catchment area of about 490.288 resident inhabitants, with a population that has increased from 204.825 inhabitants, since the Unification of Italy, to 474.000 in 1961, consolidating, eventually, to the current values. The Local Labour System of Reggio Calabria has 234.834 inhabitants on an area of 524 sq. km. The Local Labour System of Messina spreads out on an area of about 241 sq. km, with a population of about 255.454 residents. The two systems are strongly concentrated in the respective Capital Town Commune, where there is a percentage that is near to the 90% of the resident population the entire Strait Area: particularly, about 50% for Messina and a value slightly lower than 40% for Reggio Calabria.

Messina, with about 242.000 resident inhabitants, actually coincides with its Local Labour System, concentrating in its area the 95% of the population. Reggio Calabria absorbs about the 80% of the residents.

Taking into account the economic fabric. it is possible to underline that in 2008, in the Communes with a population higher than 5000 inhabitants in the two Local Labour Systems of the Strait, 28.951 local units emerged, with 88.312 operators all together.

From gravitational analysis carried out on the citizens movement it is shown that on the area of the

Commune of Reggio Calabria the principal hierarchical poles are:

1. Medical, with different hospital centres (United Hospitals- "Bianchi-Melacrino"; Orthopaedic Institute of Mezzogiorno of Italy; Madonna della Consolazione Polyclinic, Nursing Homes, Medical aids A.S.L., etc.);
2. Institutional, Region, Province, Commune, Prefecture and law courts

3. Of transports, with Reggio Calabria Tito Minniti Airport, the Port, the Central Railway Station;
4. Cultural, with the National Museum of Magna Grecia and other cultural heritage (the theatre, the library, the cinema,...), Mediterranean University of Studies, which includes four faculties, "Dante Alighieri" University for Foreigners, the Conservatoire, the School of Fine arts and different type of schools;
5. Commercial (fruit and vegetable wholesale market, ichthyic market, shopping centres,);
6. Sport, to enjoy spare time.

On a provincial scale there are different types of attraction poles ascribable to the above classification, among which we highlighted: hospital and hospital facilities; Villa San Giovanni Port, that is a privileged terminal for the connections by road with Sicily, Gioia Tauro Port, that is one of the most important hub of the Mediterranean Sea for container handling; the principal railway stations; administrative and judiciary centres.

In the city of Messina there are as many extra-provincial poles of attractions which have always been a strong attraction for the Calabria shore: historically Messina University of studies with its Health Centre, the commercial area and the port itself which offers, not only passenger transport services, but also connections of medium and long distance ro-ro for the freight traffic.

Mobility Data

The Messina Strait area represents one of the most considerable knot for the local mobility of people and goods between Sicily and the Continent, but also for the national and international mobility of people and goods. The crossing has been, so far, one of the main critical situation for the Country and for the two Regions, because of the lack of an integrated approach to the problem, which has to be oriented towards the overcoming of the physical discontinuity of the territories and towards the activation of a system of stable relations between the two shores.

Passengers mobility

The main sources of data, taken as reference in this note, are represented by

the document *Messina Strait: a study of intermodal mobility for the passengers*¹³ (2011), from *Istat Database* (2001, 2011), *Report of Reggio Calabria Area of the Musa Project*¹² (2012), the document *The service of public local transport in the Strait: let's put the bus on the sea* (2012)¹⁴.

The general mobility of people in the Strait Area, referring to an average weekday and to all the reason for moving, is about 216.000 users. Out of these, a percentage, which is about the 92%, moves within the two Provinces, while the remaining 8% moves between the two Provinces. Regarding the reasons for moving, it is shown that a percentage, which is about the 55% of the total number occurs for house-work reason, a percentage around 35% for house-study reason and a percentage equal to about 10,0% for other reasons (*fig. 1*). As regards the modal choice, a percentage equal to 62% of the users choose the car, 38% the public transport. As to the reason and the choice of the transportation way, it appears that the private transportation is mainly chosen by those users who travel for business purpose; on the contrary, 74% of the users that travel for study purposes chooses the public transport.

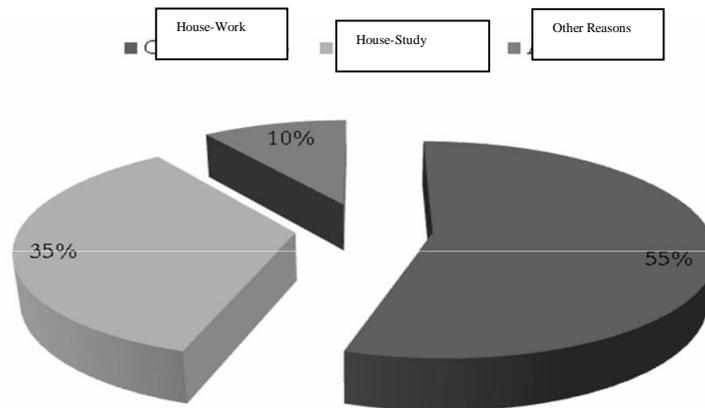


Fig. 1 – Analysis of moving reasons in the Strait Area (%)

As to the crossing mobility of people in the Strait, in an average weekday, there is the transit of 3.818 cars, 102 buses, 150 motorcycles, 7.437 pedestrians and 2.040

¹³Vitetta A., Rindone R., Iannò D., Delfino G. (2011). *Messina Strait: a study of intermodal mobility for the passengers*. AlfaGi Editor.

¹⁴ ATAM SpA, Mediterranean University of Reggio Calabria (2012). *The service of public local transport in the Strait: let's put the bus on the sea*. Creative Artworks Croup Srl, Reggio Calabria.

users on the travel buy, all this amounts to 20.700 bidirectional movements (fig. 2). Particularly, in Reggio Calabria port junction a daily pedestrian flow of 3.019 people has been reordered, of which 1.247 in the direction of Messina-Reggio Calabria and 1772 in the opposite direction, in Villa San Giovanni port knot there are daily 68 cars of passenger train, 3.818 cars, 102 buses, 150 motorcycles and 4.418 pedestrians. Finally, it is shown that 42% of the movements made by car concerns the local traffic exchange between the two Provinces, while 58% affected the medium and long distance traffic (source: *The service of public local transport in the Strait: let's put the bus on the sea* ¹⁴).

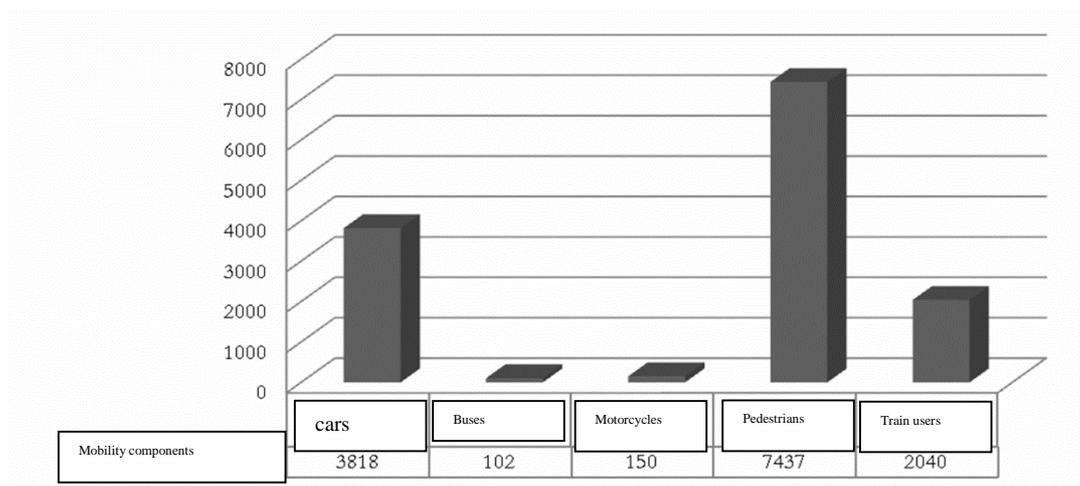


Fig.2 – Analysis of moving reasons in the Strait Area (%)

Vitteta *et al.*'s ² study shows an analysis of the intermodal demand for the passengers in the Strait Area, which is assumed to be the same of the area which includes the Provinces of Reggio Calabria and Messina. For this purpose surveys were conducted both on the trains and on the fast sea transportation for passengers, and even at home. They were aimed at the analysis of the mobility demand according to the dimensions of choice established in the transport literature (emission, travel reason, distribution and modal choice).

The interviews on the trains and on the fast sea transportation were submitted to a sample of 592 passengers during the month of May 2008, between 6.00 AM and 10.00 PM. The sample users was made up of about 72% of passengers on the relations Messina- Villa San Giovanni and vice versa, and of 28% of passengers on the relations Messina- Reggio Calabria and

vice versa. From the analysis of the data as regards the emission, it results that 58% of the users has a departure time between 6.00 AM and 10.00 AM, against a percentage of 42% which chooses to travel with a departure time after 10.00 AM. As regards the reason for moving, a percentage equal to about 37% travels for work, a percentage equal to about 26% for study and 37% for other reasons. If we consider only the users that have made known the starting point and the destination of the journey in the Strait Area, the percentage of the moving is around 31% for work, 41% for study and 28% for other reasons.

As regards the distribution, it is shown that 61% are internal travels (starting point and destination within the Strait Area); 8% are movements of exchange (starting point or destination within the Strait Area); 21% are crossing movements (starting point within the Strait Area) (fig.3).

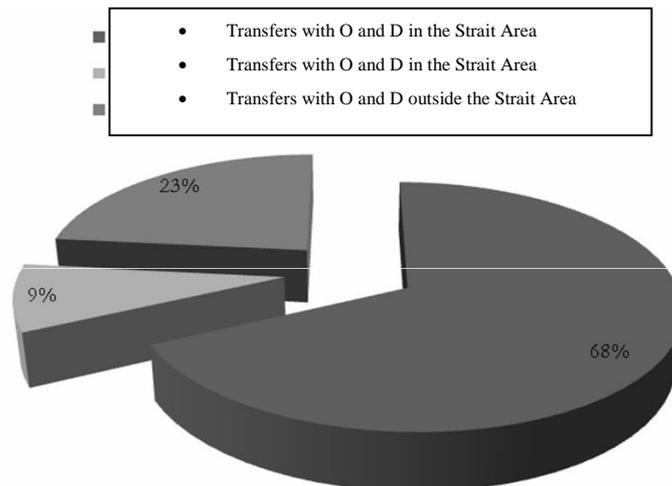


Fig.3 – Analysis of movements distribution in the Strait Area (%)

If we consider only the internal movements it seems that 64% are movements between the Communes of Reggio Calabria and Messina; 6% are movements between Reggio Calabria and the Communes of the Province of Messina except for the capital town; 27% are movements between the Commune of Messina and the Communes of the Province of Reggio Calabria except for the capital town; 3% are movements between the Communes of the Provinces of Reggio Calabria and Messina except for the capital towns.

The modal choice has been analysed distinguishing the access modality, or rather from the starting point to the port of embarkation, and on board, or rather from the port of embarkation to the port of landing.

Regarding the choice of the access mode, the car has the highest percentage, with values of about 57%; follows the bus follows, with a percentage of 24% and then the pedestrian, with a percentage of 10%; remaining 9% occurs with other means of transport.

As regards the movement on board, it emerges a percentage of pedestrian which amounts to 44%, of cars of 41%, of buses of 13%, and in other way of 2%.

The interviews at home were submitted to a sample of 1.036 users, in the month of May 2008, and they were regarded to the movements of the previous day.

Regarding the emission, it is shown that 79% of the sample did not make extra-urban movements, while the remaining 21% made at least one extra-urban movement.

For the extra-urban movements, the percentage distribution of the departure time from home has been analysed and it is a percentage equal to about 55% and it is in the range of 6.30 AM and 9.30 AM. Furthermore, 36% of the total amount occurs because of work purposes, 12% for study purposes, and 52% for other reasons. As regards the distribution, it is shown that 495 are internal movements with starting point and destination in the Province of Reggio Calabria; 34% are internal movements with starting point and destination in the Provinces of Messina; 17% are internal movements with starting/ending and ending/starting point the Provinces of Reggio Calabria and Messina.

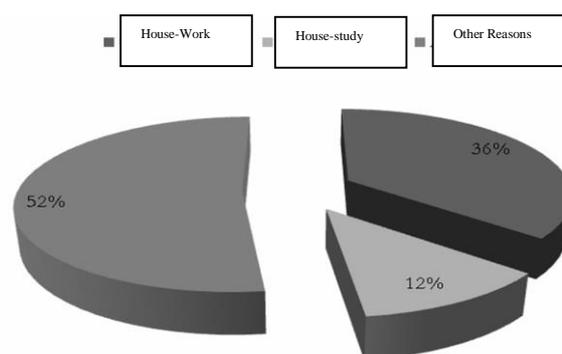


Fig.1 – Analysis of moving reasons in the Strait Area (%)

In particular, from the movement analysis between the two provinces (17%) it is shown that 54% has the starting point and the destination in the Communes of Messina or Reggio Calabria; 19% has the starting point and the destination in the Commune of Reggio Calabria and the destination or the starting point in a Commune of the Province of Messina except for the capital town; 22% has the starting point and the destination in the Commune of Messina and the destination or the starting point in a Commune of the Province of Reggio Calabria except for the capital town; 5% has the starting point and the destination in Communes different from the capital towns. Regarding the modal choice, a percentage equal to 70% of the total amount occurs by car, a percentage equal to 25% by public transport, a 5% by a combination of car and public transport.

- Infrastructures and services

In the Province of Reggio Calabria and in the Province of Messina there are respectively 12.000 – 13.000 km of road network. Particularly, in the Province of Reggio Calabria there are 13.398 km of road network, of which 73 km are made up by motorways, 658 by main roads, 1.584 km by provincial roads and 10.212 km by municipal roads. Only 2% is made up by the A3 Salerno-Reggio Calabria Highway, by the 106 State Highway and by the Ionio-Tirreno Crossroad.

The road network in the territorial jurisdiction of the Province of Reggio Calabria (1.584 km) is divided as follows:

- 355 km of roads derives from stretches of road, ex mine roads no longer used, situated in several areas of the Province;
- 239 km develop in the area of the Province indicated as Centre;
- 517 km develop in the area of the Province indicated as Ionic;
- 474 km develop in the area of the Province indicated as Tyrrhenian

The vastness of the territorial jurisdiction determines the morphological, climatic and traffic characteristics that are very different from area to area, some of them are affected by the poor accessibility, above all in the mountain areas of the Aspromonte. The provincial viability is mainly made up by hilly and mountain roads which go up from the coast to the internal centres making a “comb-like” system.

The roads follow the trend of the curves level of the slopes, with the continuous presence of bends and hairpin bends, with a halfway down the hill slope with a short level flat.

In the Province of Messina the fundamental axes represent 3% of the total amount, are represented by the A20 Messina-Palermo and A18 Messina-Catania motorway axes, and by the SS 114 and SS 113. The infrastructural network is developed mainly parallel to the coast and bears almost the entire demand of daily mobility.

As regards the railway infrastructure, in the Province of Reggio Calabria there are 208 km of network, of which 81km double-track, 127 km one track; in the Province of Messina there are 233 km of railway network, of which 50km double-track and 183 km one-track.

The ports which allow the link between the shores are those of Reggio Calabria and Villa San Giovanni, for the Provinces of Reggio Calabria, the ports of Messina and Tremestieri, for the Provinces of Messina. The port of Reggio includes a quay assigned to the Metromare services and another for the Meridiano Lines; the port of Villa San Giovanni has a quay dock for the Bluvia services and one for the Caronte Tourist services. The Messina port includes the Rizzo quay, next to the Marittima station, the Norimberga quay for the docking of the ships bound for Salerno, the Vespri-Colapesce quay for the cruise traffic and the San Francesco roadstead for the Caronte Tourist ships. The Tremestieri port is for the freight traffic (Source *Il servizio di trasporto pubblico locale nello Stretto: mettiamo l'autobus sul mare, 2012¹⁴*).

The maritime services, which ensure the territorial continuity between Sicily and the Italian peninsula are jurisdiction of Ministry of Infrastructures and Transports. The connection service to Messina, managed by the consortium *Metromare dello Stretto*, made up of RFI SpA Gruppo FS and the Ustica Lines SpA, has been operating since 2008 in the port of Reggio Calabria and Villa San Giovanni, now it is in provisional extension waiting for the completion of the new procurement procedures. The consortium guarantees 16 bidirectional trips with hour frequency from the port of Reggio Calabria to the port of Messina lasting 35 minutes starting at 6:00 and other 14 trips from the port of Villa San Giovanni lasting 20 minutes. The Ustica Lines S.p.A. company guarantees also fast passengers connection with the Aeolian Islands. In the port of Villa San Giovanni the Bluvia is operative, that is the navigation department of RFI SpA which manage people, vehicles

and train transport services to and from Sicily, now greatly reduced; and the Caronte & Tourist S.p.A. private shipping company is also operative formed by the merger, in 2003, of the Caronte and Tourist Ferry Boats which had operated in the Strait for the ro-ro transport since 1965 thanks to a navigation license of the Ministry of Merchant Marine (*Source: report of Reggio Calabria Area of the del Musa Project, 2012¹²*).

The current frequency of the services supplied between the two shores does not give the user the sense of a continuous service; in this context, already critical in itself for the fulfilment of the mobility needs during the rush hours, the absence of integration is added, both modal and price-related, between the maritime and land services and the absence of a single subject able to plan and manage the infrastructures and services of the Strait area as a whole.

In the province of Reggio Calabria the main TPL company is the ATAM S.p.A, which transports, every year, an average of 7.7 million passengers. The company currently manages the public transport service and some extra urban transport lines in the surrounding municipalities, the school transport, the grand tourism service, tourist transport service in the old town centre and the parking on public property on municipal licence. The company organizational structure has approximately 348 employees of which 239 are assigned to the movement and 34 to the garage. The fleet bus is made up of: 101 city buses, 22 extra urban buses, 2 coaches, 2 convertible buses and 18 school buses.

The services offer, as regards the year 2010, is distributed on 517 km of urban network where it works with a modest commercial speed of 13,5 km/h and on 250 km of extra urban network with, even in this case, a modest commercial speed equal to 26 km/h.

In the Province of Messina the main TPL company is the ATM Messina which manages the urban buses and a tram line, as well as the stop services.

As regards the Reggio Calabria Tito Minniti Airport, serving the Strait Area, its management is assigned to the Sogas S.p.A., that is an investee company of the Province of Reggio Calabria, of the Commune of Reggio Calabria, of Calabria Region and of Reggio Calabria Chamber of Commerce. Operating since 1986, as well as providing assistance to the companies vectors which manage flight services, it takes care of the ordinary and extraordinary maintenance of the airport structures and infrastructures.

2.2 The development of the port of Gioia Tauro (Domenico Bagalà)

THE COMMITMENTS UNDERTAKEN AND ACCOMPLISHED BY THE TERMINAL

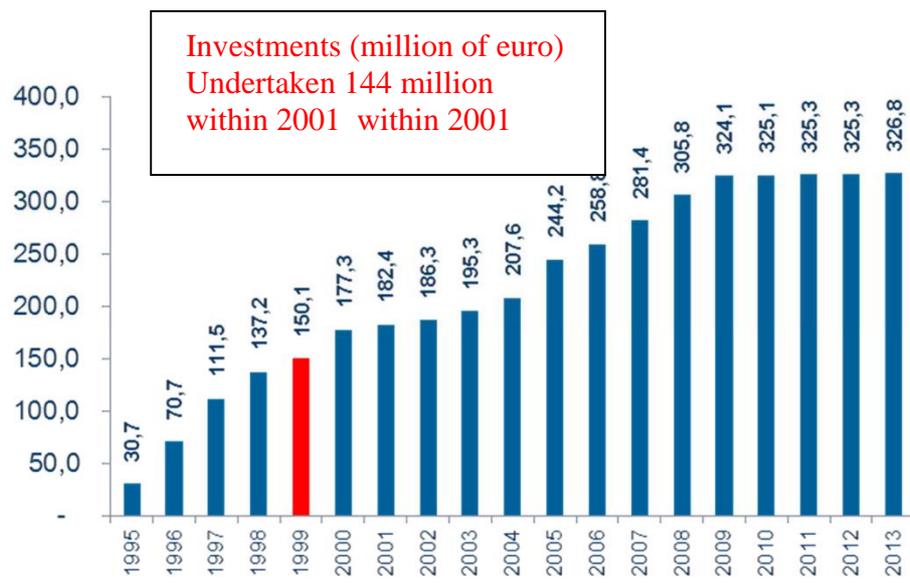
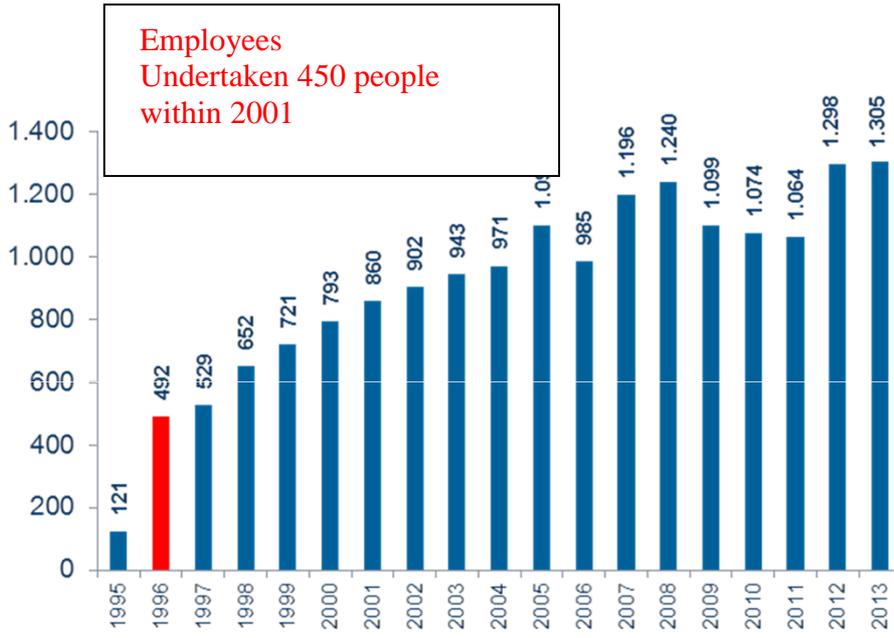
The realization of the transshipment port of Gioia Tauro was born by the idea of the Genoese entrepreneur Angelo Ravano, founder of the Contship Group and it was directly submitted to the Prime Minister in the early nineties. In 1993, through the signing of a memorandum of undertaking, the goals and the commitments that would have been assumed by the public and the private parties were defined.

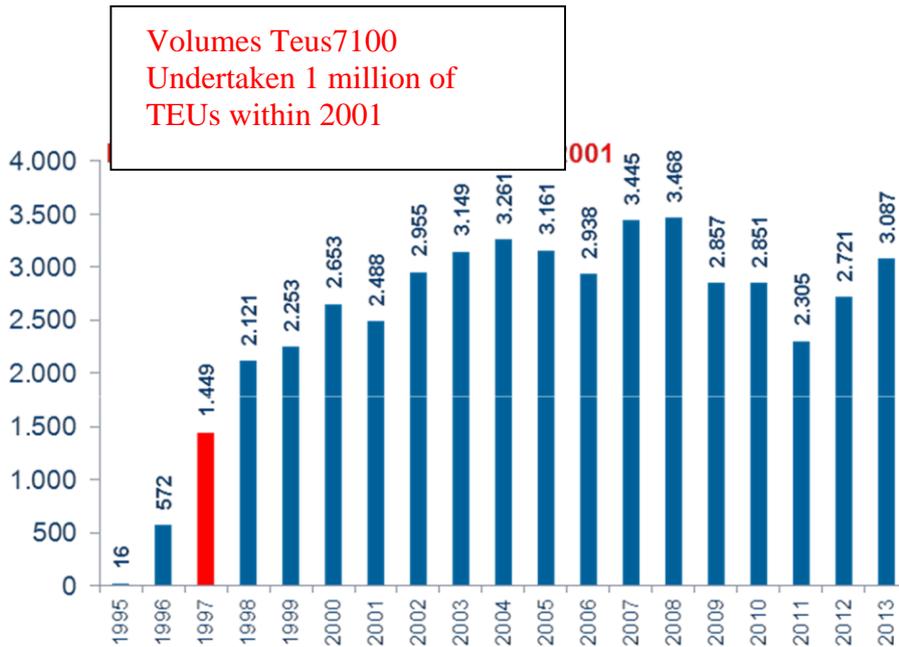
These commitments were, then, specified in a Program Agreement between the Ministry of Budget and Economic Planning, the Ministry of Transport and Navigation, the Calabria region and the Contship. The agreement fixed the goals for the development of initiatives in the Port of Gioia Tauro; the Contship undertook to carry out by 2001:

- investments for machinery and superstructures for about 150 million Euro
- a container handling system equal to about one million of teu
- the creation in the port area of 450 new jobs.

At the same time, the public party of the Region and the Ministers committed themselves to realize infrastructural investments in the docks and service area.

In just two years all the established goals were achieved and largely overcome because the involved private company and the public players were able to act with clear goals, determination, following the programs and the undertaken commitments, as shown in the following three graphs:





Eighteen years after the movement of the first container, the port of Gioia Tauro necessarily has to undertake necessarily new development phase to avoid competitive isolation and the loss of jobs in a region that already excels in unemployment rates.

CARGO STORAGE AREA-FOUNDATION OF A SPECIAL ECONOMIC ZONE

The Special Economic Zone (SEZ) is an area in a nation in which specific financial, economic simplification of bureaucracy and laws are adopted. The laws are issued with the aim of attracting foreign investors who could be interested in developing business activity in a zone in which they receive a preferential treatment.

The Basic idea of the SEZ is that it can be able to stimulate a rapid economic and social growth. Attracting foreign investors nations can get wealth from other countries to improve their economies and living conditions. These zones can develop very quickly, attracting workers from all over the reference area. Many countries have experienced an economic boom thanks to the creation of special economic zones among which, lately, the cargo storage area of Tangier. The building of a SEZ, in the area of Gioia Tauro, could involve both the free zone, currently existing, and the industrial and port areas, for a total surface of about 700 hectares.

The institution of a Special economic Zone in the area of Gioia Tauro is part of a bill

promoted by the Regional Council of Calabria in September 2012, and currently under discussion in the 10th Committee on Industry, Trade and Tourism of the Senate. The nature of the bill requires that parallel to the hoped progress of the parliamentary process, the notification procedure of the measures and tax incentives contained in the regulations, which can be considered, rightly, among "state aid" compatible with the provisions of the EU Treaty of operation (art.107, par.3 letter a) is activated.

Therefore it is necessary that the Department for European Policies state aids division, as a designed body inside of the Presidency of the Council itself, sees to it that of the legislative measure to the Permanent Representation at the European Commission is submitted, the European Commission will provide, in turn, for its transmission to the DG Competition, that is the department responsible for the evaluation of the compatibility with the common market of the proposed state aid.

As well as starting up the notification process, it is obviously necessary that this path will be properly followed and supported for its prompt conclusion and with a favourable outcome, also in the light of the recent positive response of European Commission by Mr Kallas to the question by the Hon. Arlacchi in relation to the institutions of the SEZ in Europe.

NATIONAL CONTEXT

The port of Gioia Tauro enlivens almost one third of all the embarked and disembarked containers in the Italian ports. Thanks to a strategic vision of the market evolution, this infrastructure is the only Italian reality able to host new generation ships (18.000 TEU capacity). The transshipment market in the Mediterranean Sea is growing up with an average annual rate of 4%. In 2013 Gioia Tauro enlivens the 14% of all the transshipment volumes in The Mediterranean Sea which were equal to 26 million of TEU. In this scenario, the port of Gioia Tauro from competitiveness gap with the major transshipment ports of North Africa which is unbearable in the medium / long term and it could be partly reduced thanks to specific interventions on some aspects.

-Anchorage Taxes: the L. 25 of 26.02.2010 allowed the Italian Port Authorities to partly reduce, in the years 2010-2011, the competitive gap with the Northern African Ports allowing the reduction down to zero of the anchorage taxes, a possibility, that, with different measure, was extended in 2012. At last, with the Bill 69 of June 21 2013 (Decree of doing) – art 22 par.2 it was confirmed that, as part of its financial autonomy,

that the Port Authorities were allowed to establish decreases, reducing to zero, the anchorage taxes. Unfortunately, the law provides for the decrease of this taxes only through the decrease of the current expenses of the respective Port Authorities, while the use of funds for investment and infrastructure is not allowed.

The Port of Gioia Tauro, in view of its prevailing transshipments activities that cannot benefit from the 1% of the income deriving from VAT on the imported goods (as provided for by the legislation on the financial autonomy of ports), in the years 2011-2013, could only partially compensate for the costs of the anchorage taxes, always diminishing, paid by the navigation lines. By 2014, the Port Authority was not able to issue any regulations to reduce the anchorage taxes.

As if that were not enough, the Interministerial Transport - Finance Decree M.D. 24.12.2012 and the Circular MIT-PORTI/238 of 7.1.2013 have adapted the amounts of port taxes at stand still since 1993. The increase in taxes was equal to the 30% for 2013 and will increase of an additional 15% in 2014 making the competitive position of Gioia Tauro compared to the other ports worse.

Therefore it is essential to take legislative measures which allow the permanent and conspicuous reduction of the anchorage taxes that the navigation lines pay in the Italian transshipment ports, to compensate the competitive gap they suffer from comparison with the competing ports located in North Africa, Malta and in the Eastern Mediterranean coasts.

This result could be achieved by following different paths regulations, for example;

- Allowing the Port Authorities to use, the funds for the infrastructures as well
- Reviewing the equalization mechanism that now earmarks 20% of VAT and of excise duties collected by import/export ports, among the transshipment ports that for their commercial function do not benefit of these financial incomes, except for insignificant proportions
- Introducing specific measures to finance the resetting of anchorage taxes in the transshipments ports.
- **Excise tax on fuel:** The 2003/96/CE, Directive, adopted with the Law of April 28 2005 n. 62 (Community Law), gives to the Member States the power to reduce taxes on transport fuels, for means of transport for road traffic, such as the vehicles used exclusively for the port

operations.

The same measure was already widely practised in other Member States of the EU just in order to make competitive the concerned national sectors, starting from the ports. For example, in Germany the ports that perform activities similar to the port of Gioia Tauro pay 60 Euro every thousand litres of diesel oil, getting very close to the minimum required by the EU directive which amounts to 21 € per one thousand litres. As regards Italy, the reduction in excise duty is only partially applied on the basis of the circulars n. 33/D and 5/D by the Custom Duty respectively of 9.15.2006 and 3.12.2010 providing for the application of a reduced rate on the consumption for the production of the only driving force. The above-mentioned measures imply a payment of excise duty equal to 300€ per thousand litres; 5 times more than what happens in Germany. We should consider that in the port of Gioia Tauro 8 million litres of diesel oil are annually used for the functioning of the operating media.

Therefore, a national legislative measure, disposition which allows, in compliance with Community, transshipment ports to benefit from a more conspicuous reduction of excise duty paid on fuel, is necessary.

SECTION III NOSTRA
GOOD PRACTICE
Preservation of biodiversity

Chap. III-Biodiversity: expected outputs of the possible implementation

3.1 Humid environments of the Messina Strait: essential habitat for the biodiversity conservation. The case of Lake Aquila (Calabria- Italy)

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INTRODUCTION

Because of the demographic explosion and the resulting increased demand for new spaces where it is possible to carry out different anthropogenic activities, man brings forth a land exploitation that has determined and will continue to determine the reduction and the fragmentation of natural habitats with the inevitable negative consequences on the native flora and fauna. This implies, as final effect, the increasing of the phenomena of local extinction of species. The environments that more than others, have suffered from consequences of these transformations in the immediate future are those humid and coastal ones. In particular the humid areas, in the last century, were subject to intense reclamation activities aimed at eliminating malaria and making, the already fertile, alluvial soils of the coastal plains cultivable. The humid areas are biotopes of fundamental importance from the ecological point of view, because, among other things, they provide shelter and trophic opportunities for migratory species, in particular for the waterfowl. The paludal habitats, also, represent important nesting sites for many species of birds.

Along the Messina Strait there are some humid areas that are very important for the above, both on the Sicilian and Calabrian sides. The Strait represents one of the migratory routes between North Europe and Africa for many birds and having humid environments undoubtedly facilitates their migration.

On the Sicilian side there are two humid areas located in close proximity to each other and connected by the Margi Channel: the Pantano Piccolo of Torre Faro and the Pantano Grande of Ganzirri, both belonging to the Commune of Messina and they extend for 68,12 ha.

They are situated in the North-Eastern end of Sicily, near Capo Peloro. This humid area is part of the SIC (Site of Community Importance- Cod. ITA 030008 – Capo Peloro – Lakes of Ganzirri) and of the SPA (Special Protection Area - ITA 030042: Peloritani Mountains – Curcuraci Dorsal – Antennamare e Marine Area of the Messina Strait). The area was declared Natural Reserve, established by the Decree

of the Regional Land and Environment aldermanship of the Region of Sicily on the 06/21/01, and Site of International Importance for UNESCO, identified in the Water Project of 1972 and site of national importance for the Italian Botanical Society. Both lakes are connected to the sea: Lake Faro is linked to the Ionian Sea through the Faro channel and with the Tyrrhenian Sea through the Inglesi Channel, while that of Ganzirri is linked only to the Ionian Sea through the Catuso and Due Torri channels; so in both cases, therefore, they are brackish lakes. Because of the urbanization that affected the area (Fig. 1), the natural spaces are limited only to stretches of water and minimum areas in which it is possible to find common plant species characteristic of wetlands, as: *Tamarix africana*, *Tamarix gallica*, *Phragmites australis*, etc...

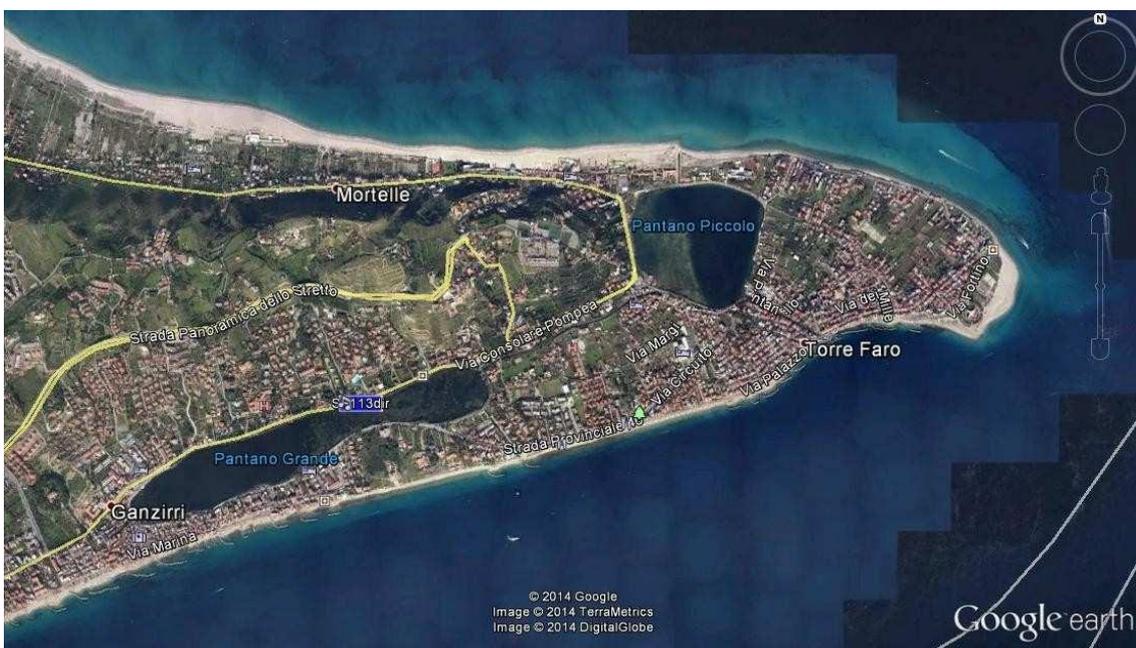


Fig. 1.

Top view of Lake Faro and Ganzirri - ME (Italy). Source: Google Earth ©

On the Calabrian side there is the wetland of Saline Joniche. It is a brackish coastal lake that was used as a saline in the past and it covers approximately 38.6 ha. It is part of the SIC

IT9350143 Saline Joniche, belonging to the Commune of Montebello Jonico in the Province of Reggio Calabria (Italy). The humid area is part of a larger former industrial area, that was built in the seventies but it never went into operation. Associated with it a port was built, but even this was an unused and unusable work due to continuous silting up affecting its input. The surface of this wetland has been greatly reduced by the creation of the industrial area and by the construction of two major road structures, the 106 main road and the railway that borders it.

From a botanical point of view we found peculiar species of the humid environments, such as: *Phragmites australis*, *Sarcocornia fruticosa*, *Ruppia maritima*, etc... Once it was possible to find even many rare species as: *Cyperus dystachyos*, *Schoenoplectus lacustris*, *Eleocharis palustris*, as well as *Cressa cretica*, *Frankenia pulverulenta*, *Frankenia laevis* e *Alopecurus geniculatus*, **today no longer present** (Spampinato et al., 2007).



Fig. 2. Top view of (circled in yellow) Pantani of Saline Joniche-RC (Italy). Source: Google Earth © -modified.

LAKE AQUILA

During the last centuries/years the human activities have profoundly changed the landscape of the Provinces of Reggio Calabria, above all in the coastal and hilly belt. The cultivation of lands and their subsequent state of abandon, the continuous reshaping of the water network,

the growth of agroecosystems, the urbanization and the construction of connecting infrastructures reduced drastically the areas occupied by natural habitats. In particular, human intervention led to the almost complete disappearance of humid environments, in the past these were considered bad because they were malarial zones. An intense drainage activity has affected the whole coastal belt of Calabria that until the end of 1700 was occupied by vast marshy areas with swamps and lowland forests (Spampinato et al., 2007), as we can understand from a series of toponyms related to stagnant water and from historical maps (Fig. 1 e 2) such as the Bourbon map of Giovanni Rizzi Zannone (Principe, 1994).

The reclamation of the coastal belt removed the malaria and made the cultivation of fertile alluvial soils possible.



Fig. 1 - The Plain of Gioia Tauro in a topographic representation of the end of 1700. Notice that the major part of the area was occupied by woods and swamps above all in the northern part of the Plain of Gioia Tauro, while the cultivated areas, indicated by the frames, were in the southern part.



Fig. 2- The location of the coastal wetlands that were in Calabria at the of the 1700 deduced from historical maps relative to the "Geographical atlas of Kingdom of Naples" by Giovanni Rizzi Zannone." The marsh areas are shown in blue and in green the swampy lowland forests as they were mapped in the atlas (da Spampinato et al. 2007).

Even the Gioia Tauro Plain did not avoid these changes and it was the subject of intensive drainage activity formerly begun in 1800 and continued until after World War II (Marra, 2012). The carried out actions led to the current landscaping dominated by the alternation of precious tree crops: olive tree groves, typically planted on higher terraces, and citrus orchards planted on lower terraces or the intercropping of these crops.

Now there are only a few fragments of the vast marshes and the only natural residual lacustrine freshwater area is Lake Aquila, a small stretch of water situated between Rosarno and Lureana di Borrello in the northern part of the Plain of Gioia Tauro. The lake is located at an altitude of 35 m MSL, its average depth is 2 m, while its extension is about 5.1 ha. The lake basin has a rather complex morphology, it lacks tributaries, and it is drained by several springs and the underground aquifer flow. There is an effluent, only partially modified by the man, who connects the lake to the Mesima River. The phenomenon of resurgence is common and widespread throughout the surrounding area, as shown by the numerous toponyms in the area specifically related to this phenomenon (Sorgente della Rocca, Fontana la Magara, Fontana Ciordo, Fontana Mella, Fontana

Barone) and to the water in general (C.da Acquanite, Ponte Annegato).

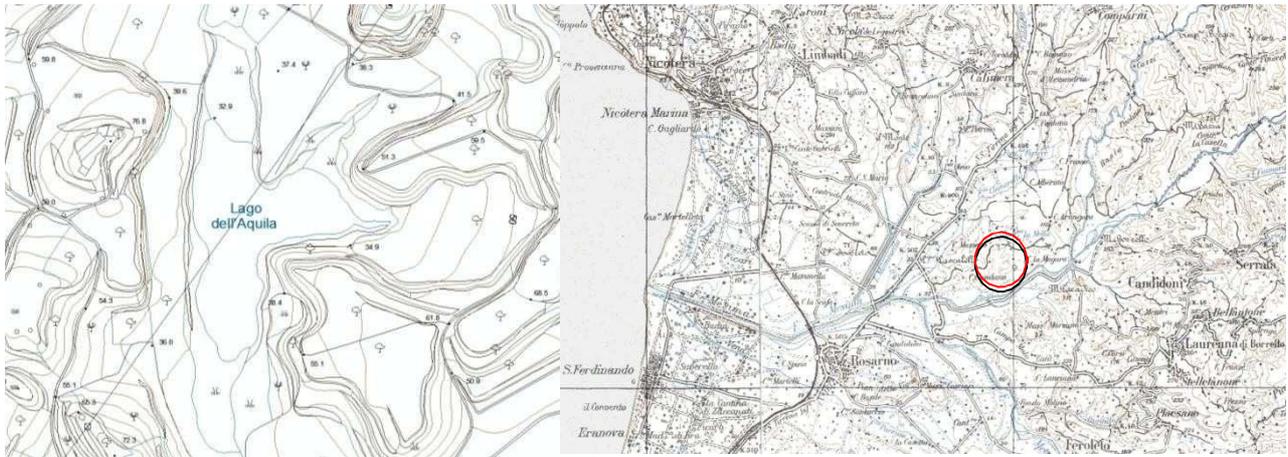


Fig. 3a and 3b- Topographic map of Lake Aquila and its location in the Gioia Tauro Plain.

Lake Aquila represents the last evidence of a more complex and articulated lake and marsh system of Pleistocene origin which extended in the Plain of Rosarto at the confluence of the Mesima, Metramo e Mammella rivers until the beginning of '900 (Fig. 3a and 3b). It has been reported that another stretch of water was located in this lake district, and it existed up to the middle of the last century, it was Lake Pescara (or "Peschiera") whose toponym remained. It stretched very close to Lake Aquila and it was filled and drained immediately after the war to make room for crops. Several sources report that many of these stretches of water, now drained, arose during the earthquake of 1783 because of sunken parts of the land (Lenormant, 1881) this was one of the most catastrophic earthquake that has ever struck Calabria, and it affected above all the Provinces of Reggio Calabria. The earthquake also had consequences on the geomorphological structure of the land, with landslides, landslip and subsidences of the land.

In the past, some authors have focused the attention on this particular ecosystem (Cannavò *et al.*, 2008; Musarella *et al.*, in press). With this work we want to present the current state of Lake Aquila from the point of view of its flora, vegetation and habitats present in it.

CURRENT STATUS

The flora

The analysis of the Flora has allowed us to ascertain the presence of about 300 plant taxa of specific and intraspecific rank, belonging to some 85 different families.

Listed below there are the species of particular naturalistic interest, indicating with an "E" the endemic ones and in brackets the degree of threat according to IUCN and Conti *et al.* (1992, 1997) and Scoppola & Spampinato (2005):

Acer obtusatum subsp. *neapolitanum* (VU) - E

Carex acutiformis (LC)

Cladium mariscus (VU)

Euphorbia meuselii - E

Festuca exaltata - E

Helleborus bocconeii subsp. *intermedius* - E

Hydrocharis morsus-ranae (VU)

Iris foetidissima (VU)

Nymphaea alba subsp. *alba* (EN)

Potamogeton trichoides (VU)

Salix brutia (LC) - E

Schoenoplectus lacustris (VU)

Spirodela polyrhiza (DD)

Thelypteris palustris (VU)

Tilia platyphyllos subsp. *pseudorubra* (VU)

The preliminary analysis of Lake Aquila ecosystem and that of adjacent areas has allowed to identify the habitats of the CEE 43/92 Directive listed below: 1)3150: Natural eutrophic lakes with vegetation of *Magnopotamion* o *Hydrocharition* (this habitat is the body of water of the Lake and it presents a particular flora of hydrophytes); 2)3260: Water courses of plains and mountains with vegetation of on *Ranunculion fluitantis* e *Callitricho- Batrachion* (it is present near some springs that nourish the Lake); 3)7210*: Calcareous marshes with *Cladium mariscus* and *Caricion davallianae* species (it forms a discontinuous belt around the lake characterized by the presence of several helophytes); 4)6420: Mediterranean humid grasslands with all herbaceous plants of the *Molinio-Holoschoenion* (they are natural pastures on hydromorphic soils with good water availability, sometimes flooded in winter);

5) 91E0*: Alluvial forests of *Alnus glutinosa* e *Fraxinus excelsior* (*Alno-Padion*, *Alnion incanae*, *Salicion albae*); (these habitat are present with fragments of small surfaces along the lake shores).

6) 91AA*: Eastern white oak forests; (they represent the potential habitat of the surrounding area of the lake)

7)9180*: Forests of sides, screes and ravines of *Tilio-Acerion* (it is located on north-facing sides).

Among these, the habitats with major management problems are those linked to the level and quality of the waters: in particular the aquatic habitats in which we find *Hydrocharis morsus-ranae* and *Nymphaea alba*. Even today, the greatest threat to the habitat of water bodies is the drainage to use the land for agricultural purposes.

CONSERVATION PROBLEMS

There are a lot of problems for the conservation of the species and of the habitat of Lake Aquila. the Main ones are listed and detailed below.

Invasive plants

The non-native or exotic species are species introduced by the man involuntarily with the transportation of goods and commodities or voluntarily for agronomic, ornamental or forestry purpose. In the new land these species sometimes became naturalized, though remaining located in anthropic environments. In some cases, they spread with remarkable speed invading natural habitats. The invasive species, coming from other territories, are extraneous to the local flora, with which they could have negative interactions. Indeed, they tend to build monophytous populations with a very low biodiversity which subtract the habitat to the native species causing the extinction among the invasive species present in Lake Aquila we should consider *Robinia pseudacacia* and *Arundo donax* that respectively affect the forest and marsh habitats.

The movement of soil and crops

This was the first action that primarily reduce of the surface of the lake basin in order to promote the increase of the areas for agriculture and especially for citrus fruit growing (Fig.

8) Furthermore the agronomics practices have an impacting effect on the lake because the water is drawn from it

for irrigations and there could be a return to the lake of chemicals (plant protections, fertilizers) with wastewater.

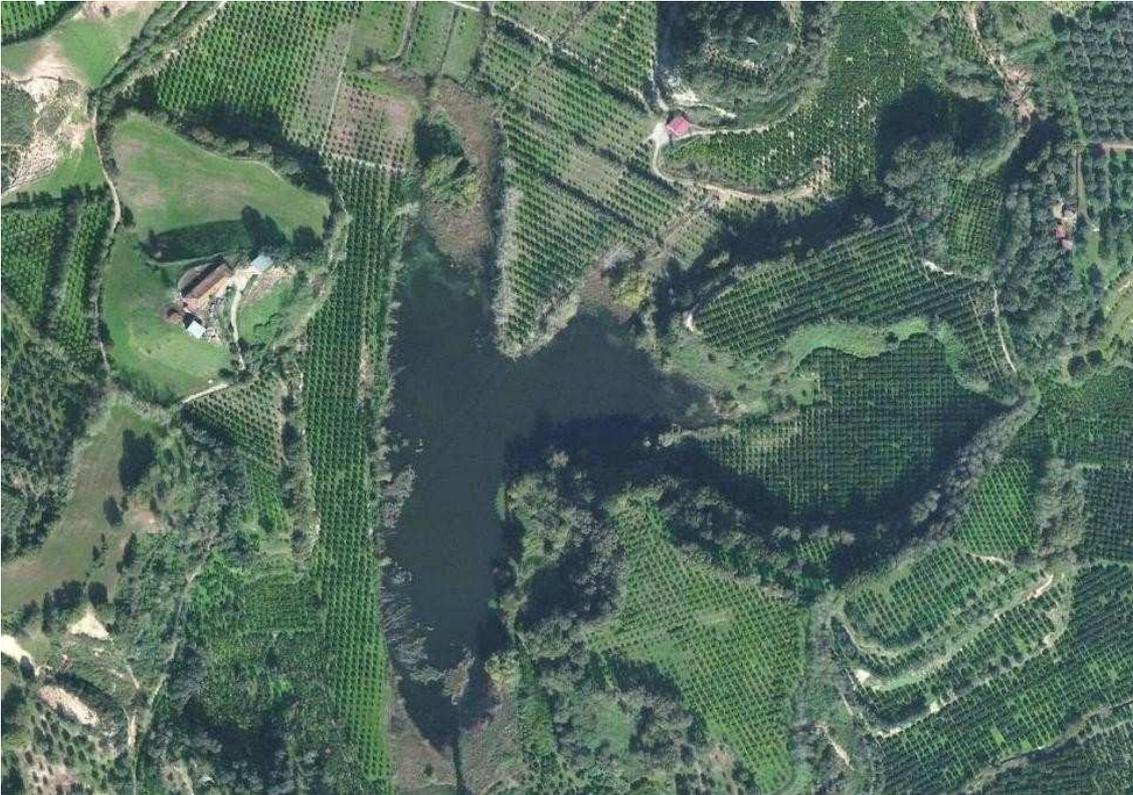


Fig. 8 - Updated aerial photo of Lake Aquila shot during the summer. Notice how the tree crops, above all the citrus orchard, push forward close to the lake shores.

Hunting and fishing

These two activities appear to be very often practised in the lake area, because many used cartridges, on the ground, and a shooting box were found. This type of activities could have an impacting effect on the natural habitat of the lake because of the impoverishment and the interference of the wild flora and fauna.

Property of the Lake

Although it is not a prominent problem for the Lake protection, the disagreement on the right of the owner of the Lake and of the surrounding marsh area can be, anyway, a difficulty for following the next dialogue with local actors and it creates management problems.

CONSERVATION PROPOSALS

Together with those considered as real or potential problems for the preservation of Lake Aquila; some advanced or formerly implemented proposals for the knowledge and preservation of this peculiar lacustrine biotope in Calabria have been formulated.

Circulation press-circulation

The first important media for the circulation of the knowledge of Lake Aquila and its peculiarities has been identified in the television media. One of the three national networks was asked to arrange for a report broadcast several times by its editing TV newsroom and another more detailed report broadcast during a program on air on the same network. *Involvement of the owners*

An important action to be carried out should be to involve people who own lands, above all agricultural ones, in order to practically inform them about the possibilities of economic development they would face if the lake was used in a different way, for example for guided tours for school groups and tourists and for the launching of sustainable agritourism activities.

Creation of a protected area

A protected area should not be considered as a supervised and/or fenced place, where nobody is allowed to go in, but as common property area, which everyone can fully enjoy without impoverishing and without depriving others of the same precious resource.

An integrated management of the agricultural activities and of the residual marshland is fundamental for the preservation of the aquatic and marsh habitat and for the maintenance of ecosystem services they offer.

Despite of the intrusive changes the area has undergone, there are on the whole some pretty rare and localized species in the aquatic and marshy flora.

The rarity of these species suggests management policies aimed at the protection and conservation of biotope, both through the maintenance of the natural characteristics and the working with environmental restoration activities of the degraded sections through specific projects.

The private area is not subjected to any form of protection; here hunting and fishing are practised and large quantities of water are drained for irrigation, with obvious negative consequence on the maintenance and integrity of the entire aquatic ecosystem.

Considering its naturalistic peculiarities and its considerable biodiversity, certainly this biotope deserves more attention and it would be appropriate to subject it to forms of protection able to preserve the biotope. A proper management policy of interventions on the humid area should have the aim to promote the sustainable use of the environmental resources, combining it with the conservation of biodiversity. For this reason it is necessary to maintain and possibly to increase biodiversity at various levels: population, species, habitat, ensuring the minimum vital populations for native species of flora and fauna. Ministero dell' Ambiente e del Territorio. Direzione per la protezione della natura. Roma.

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3.2 Characteristics and uniqueness of the ecosystem: the marine and terrestrial fauna of the Messina Strait (Gianni Giglio, Emilio Sperone)

INTRODUCTION

The Messina Strait stretches in the direction of the meridians for more than forty kilometres. It is 25 kilometres large in the south at Capo dell'Armi, it decreases at Capo Peloro where it bends to the north-east. The current configuration of the Strait is characterized by the lack or narrowness of the coast line, by a wide variety of marine morphologies and marked by slopes and by the presence of a separation threshold of the two seas.

The Straits sides are very sloping. A height of 1500 metres is reached by the Aspromonte in Calabria, at less than 10 kilometres from the coast. 1,100 meters are reached on the Peloritani Mountains, in Sicily, at less than 5 kilometres from the sea. Coastal plains are very small in Calabria and almost non-existent in Sicily. In many coastal sections the shore line is represented by the base of very slanting slopes. Small rivers, normal on the coast, with a sloping river bed and torrential seasonal regime, feed small fans present on narrow and unstable coastal strips.

The seabed of the Strait presents a very varied morphology. In contraposition to the - 75 / -130 m of the threshold of Capo Peloro there are the -900 m of Reggio and the -1000m off Capo dell'Armi. Lower depths characterize the seabeds of the Tyrrhenian coast; in fact they change from the 200 m at Capo Peloro to a little more the 300 m up to Sicily. The submarine slopes assume inclinations of the same type of those present on the continent.

The origin of the Strait, from the early Pliocene, is due to tectonic activity that affected the Arco-Calabro-Siciliano. The Strait, in fact, is already clearly shaped, already starting from

the Pliocene, as inferior among the reliefs emerged from the Aspromonte and the Peloritani Mountains. In the Late Pliocene-Early Pleistocene the threshold area was delineated by the combined effect of submeridian faults and faults near the direction E-W. The threshold constituted, then, a "deep shoal" seat of a carbonate sedimentation with *Scleractinie batiali*, which are deep corals living at about–500m; it was an underwater raised relief than the surrounding areas of muddy sedimentation. In the Middle-upper Pleistocene there was a splitting between the axial zone of the Straits, which continues sinking and the area of the threshold that, since then the Messina Strait, has represented, from a geographical point of view, an element of physical separation between Sicily and the peninsular Italy and between the basin of the Ionian Sea and that of the Tyrrhenian Sea. This creates an exceptional biogeographic value that Strait area assumes for the marine and terrestrial organisms, in terms, above all, of the influences which it plays on the dynamics of their dispersion, their colonization and their periodic migrations. Despite the Strait interests a wide area, in the direction of the meridian, that is barely 40 kilometres wide and, in parallel direction, it has an average of 25 km, the animal and plant communities that move in its ecosystems are quite varied and interesting.

FAUNA AND ZOOCENOSIS OF MARINE ENVIRONMENTS

Such a varied marine environment is characterized by an interesting biocoenosis, represented by the three ecological categories of plankton, benthos and nekton. With the word "plankton" we refer to all the organisms that live suspended in aqueous medium, incapable of winning, with their own movements, the motions of the sea (currents, waves, etc.), and that are therefore passively transported by them. This does not mean, however, that all the plankton organisms are not able to follow, on a small or medium-scale, movements of locomotion or vertical movements in the water column. The plankton organisms are distinguished from those endowed with their own movements, they are able to resist and overcome the movement of water and live in clear water (nekton organisms), and from those which, instead, live in contact with the bottom (benthic organisms). The **zooplankton community** of the Strait, whose most important component is the microzooplankton, is extremely varied and diversified (Sparla & Guglielmo, 1992; Sitran *et al.*, 2007). This is made up of the smallest heterotrophic organisms (20-200 μM) and it plays an important role

in the marine trophic food chains, for the transfer of energy from the first trophic levels to the subsequent ones. Some analysis conducted on the taxonomic categories that constitute it, have shown that, in the area under consideration, about 91% of the taxa that characterize it belong to the Ciliates and Tintinnids, 3.6% is represented by Radiolarias, Acantari and Foraminifera, while the larval stages of Metazoas represent approximately 5.2% of the population. *Stenosemella nivalis*, *Stenosemella ventricosa*, *Helicostomella subulata*, *Craterella armilla*, *Tintinnopsis* sp. e *Dictyocista mitra* are reported among the species with wider distribution, throughout the area. Moreover, the presence of Tintinnids of the *Eutintinnus* genus confirms the phenomenon of the frequent climbs of large masses of water of deep origin, being these very common species at high depths (Sparla & Guglielmo, 1992). Both ciliates-tintinnids and the Eufasiacei are an important component of the microzooplankton, for macrozooplankton the Messina Strait. *Nematoscelis megalops*, *Euphasia krohni*, *Thysanopoda aequalis*, *Euphausia hemigibba* e *Stylocheiron abbreviatum* are reported among the dominant species (Brancato *et al.*, 2001). All the faunal analyses conducted on the zooplankton of the Messina Strait (Sparla & Guglielmo, 1992; Guglielmo *et al.*, 1995; Brancato *et al.*, 2001; Sitran *et al.*, 2007) identify the Messina Strait as a way of communication between the eastern and western basin of the Mediterranean and the "accumulation zones" which produces a subsequent insemination of the Tyrrhenian and Ionian surrounding areas. Among the other important components of the zooplankton there are 19 species of Siphonophorae, 35 species of Molluscs, 132 species of Copepod Crustaceans, 15 species of Mysidaceas, 35 species of Amphipoda Crustaceans, 13 species of Krill, 13 species of Decapods Crustaceans, 9 species of Chaetognaths and 17 species of Appendicularie. Furthermore, in general, the zooplankton communities of the Strait are similar to those found in the Eastern Mediterranean: besides the meso and bathypelagic ubiquitous species, the species of subtropical origin should be reported.

The ecological group of **zoobenthos** is also extremely diversified, and it consists of two ecological components: the community of bare soft bottoms (sand and mud) and those of hard bottoms (rocks and reefs).

The zoobenthos of the bare soft bottoms of the Strait consists of approximately 155 taxa (Maltagliati *et al.* 1995; Giacobbe *et al.*, 1996; Nautilus, 1996), whose best represented groups are Molluscs (71 species), the *Polychaetas Anellid* (40 species), the Decapods Crustaceans, (with 27 species) and the Echinoderms (with 16 species). In general, they are typical species of turbid waters,

this is a consequence of the high hydrodynamics of the area. Among the species that represent significant facies or have a biogeographical significance the gastropoda molluscs *Calyptraea chinensis*, the polychaete annelid *Ditrupa arietina*, and then *Jujubinus tumidulus* and the echinoderm crinoid *Antedon Mediterranean*, but also *Calcinus tubularis* and *Pilumnus inermis* should be reported. Even the zoobenthos of hard bottoms is represented by interesting species. Overall 72 species belonging to 62 families have been reported (Mistri *et al.*, 2000); among the most representative groups, there are the Syllidaes, the Terebellidaes, the Serpulidaes and Chrysopetalidaes among Polychaeta Annelids and the Tanaids, the Talitridaes, the Dexaminidaes and Gammaridaes among crustaceans.

Among all the species recorded, two refile entities of Atlantic type stand out, they are unique throughout the Mediterranean (Rinelli *et al.*, 1999): *Errina aspera*, an hydrocoral, is the only known representative of the order of Stylasterina in the Mediterranean, and *Pachylasma giganteum*, a barnacle crustacean known in few other places in the Mediterranean. Other very interesting and typical species of these waters are the crustaceans, *Pilumnus inermis*, *Cestopagurus timidus*, *Pagurus cuanensis*, *Pisidia bluteli* and *Xantho poressa*, the brittle star *Ophiactis balli* and the sea cucumbers *Ocnus petite*.

The most significant component from a biogeographical and conservation point of view is, however, represented by **nekton**. Among the species of Chondroitin, very common in the area, there are the *Cetorhinus maximus*, *Lamna nasus*, *Hexanchus griseus*, *Prionace glauca* and *Carcharodon carcharias* (Spur *et al.*, 2007, 2009; 2012). They are deep-sea sharks, many of them are in a progressive numerical decrease in the Mediterranean and for them the Strait probably represents a passage point during the trophic and reproductive migrations within the Mediterranean. The first peninsular report of the species *Alopias superciliosus*, a large rare epipelagic shark in the Mediterranean, also comes from the Messina Strait and it is normally present in the western basin. It is, however, particularly difficult to accurately describe the community of Osteichthyes of the Messina Strait, both for the relative difficulties of sampling and the biogeographical role of the Strait which is a meeting point between eastern and western species. Among the Osteichthyes, however, the presence of a very interesting community of meso and bathypelagic species of depth stands out,(Wilhelm *et al.*, 1995), as *Argyropelecus hemigymnus*, *Hygophum benoiti*, *Myctophum punctatum*, *Vinciguerria attenuated*. Furthermore, in a numerical order, the main families of this group are: *Myctophidae*, *Gonostomatidae*, *Sternoptychidae*, *Chauliodontidae*

and Stomiidae.

Among other Osteichthyes there is the presence of big pelagic migrators, such as the tuna (*Thunnus thynnus*) and swordfish (*Xiphias gladius*), but also all the other species of scombridae and carangidae, all with an high economic and ecological interest (Romeo et al., 2009). The presence of ocean sunfish *Mola mola* is also interesting, it is quite common in the Strait's waters especially for eating and for the thermoregulation in the sun. Recently, it has been observed that the behaviour of swordfish in the Messina Strait is closely related to the environmental temperature (Romeo et al., 2010, 2011): specifically, courtship takes place at temperatures above 24 °C; at lower temperatures, young specimen appear to be frequently observed in the behaviour of basking (i.e. they swim on the surface to thermoregulate); older specimens, however, often perform jumps (Breaching) out of the water. It is, however, a species that regularly appears on the surfaces.

Other quite common bony fish are triggerfishes, which are egg-shaped, strongly compressed at the sides: the head is over one third of the entire body long. The eyes are prominent, the mouth is provided with a sturdy beak fitted with sharp teeth. Among the species of commercial interest there are the garfish, with tapered shape, almost eel-shaped, with fins at the back; this species presents a horny beak with very flexible lower jaw that is longer than the upper one. The skeleton is green-blue. The coat is simply silver-grey, darker on the back and almost white on the belly. It reaches a length of 90 cm.

Even the Mediterranean spearfish is a considerable and interesting fish, very common along the Strait (Romeo et al., 2009). Finally, the Atlantic saury is another very common species in the study area. It has a tapered and lengthened body, and it has a beak formed by an extension of the upper jaw which are more accentuated of the lower ones, the latter is slightly longer and ends in a small fleshy appendage. The teeth are small, weak and sharp. They are voracious carnivores and they feed exclusively on plankton, small crustaceans, chaetognaths, fish larvae and molluscs, young clupeids and other fish. In the Messina Strait the eggs of this species are fished in the months from November to January and in the Bay of Naples from October to December. From January to March there are already juveniles that are 12-25 mm long. In these stages they do not have a beak that begins to develop only when they have reached 40 mm. The

maximum length of adults is between 35 and 40 cm. They are subject to special fishing which is done with a special surrounding net. In the Messina Strait they were frequently captured with a surrounding net with the aid of a main boat (raustina) and a smaller one (untru), used as departure and arrival point in the entrapment. Another boat (bacca 'i stagghiu) was used to cut the road to the school and from which white stones were thrown to frighten and stop the run of the fishes.

An important component of the nekton from the conservation point of view is represented by sea turtles.

All the specimens of sea turtles observed or reported in the Messina Strait belong to the species *Caretta* and *Dermochelis coriacea*. The presence of a third species could be occasional, it has not been reported for the study area so far, but it is present in the Mediterranean, the *Chelonia mydas*. For the sea turtles the Strait is an area of transition and probably of feeding, but not of breeding which usually takes place along the Ionic side or on the islands of Lampedusa and Linosa, only for the species *Caretta* (Mingozzi *et al*, 2007).

This does not exclude the possibility that, for this species, the waters of the Messina Strait does not represent a channel of junction between the feeding territories and the breeding ones (Bentivegna, 2002).

Even the existence of a rich fauna of cetaceas in the waters of Sicily had been known to scholars since ancient times, and cetaceas were the focus of attention of zoologists during more recent centuries.

Latest and ongoing studies and surveys have reported among the cetaceas both the presence of baleen whales and of toothed whales. In particular, the studies of Arcangeli *et al.* (1999) and the sector researches, led by the Strait of Messina Society, have allowed the collection of basic information on the presence, abundance, relative and absolute, distribution and habitat use of the main species of cetaceas in the Strait Area (striped dolphin *Stenella coeruleoalba*, common bottlenose dolphin *Tursiops truncatus*, and sperm whale *Physeter macrocephalus*).

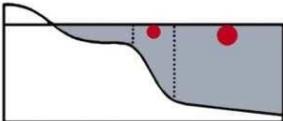
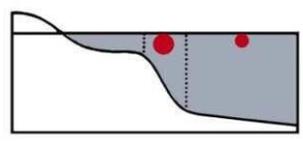
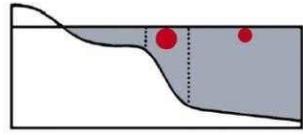
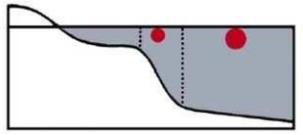
The regular species include, in order, a mysticeti (the fin whale) and seven toothed whales (sperm whales, Cuvier's beaked whale, pilot whale, Risso's dolphin, bottlenose dolphin, striped dolphin, and short-beaked common dolphin).

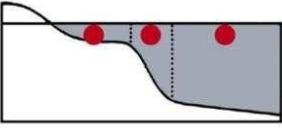
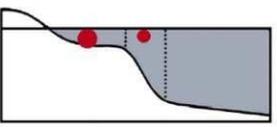
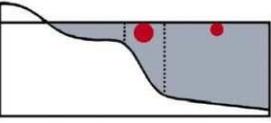
In particular, as regards the striped dolphin distribution, it is rather uniform with a marked preference in the deeper waters of the south-eastern part of the Strait and of the north-west part off the Aeolian Islands.

Regarding the bottlenose dolphin, the preference for coastal waters is detected; however, there is a flexibility in a variety of sightings made in relatively high depth waters. Fortuitous or accidental sightings or strandings of species have to be added to these regular appearances in the Mediterranean, they occurred in the waters or along the coast of Sicily over recent years.

These include the common minke whale, the humpback whale, the killer whale, the false killer whale, the rough-toothed dolphin, and the dwarf sperm whale

The following table is a summary of the species actually sighted in the study area with reference to the source, the habitat and reliability of the data (Tethys Research 2006).

	NAME	HABITAT	FIGURE
BALEEN WHALE	Fin whale - <i>Balaenoptera physalus</i> Recent and past sightings, strandings		
TOOTHED WHALES	Sperm Whale - <i>Phiseter macrocephalus</i> Tethys research surveys and reporting strandings		
	Cuvier's beaked whale - <i>Ziphius cavirostris</i> Discontinuous sightings Thetys, strandings		
	Striped dolphin - <i>Stenella coeruleoalba</i> . Thetys regular sightings and strandings reporting		

<p>Short-beaked common dolphin- <i>Delphinus delphis</i> Tethys regular sightings</p>		
<p>Bottlenose Dolphin - <i>Tursiops truncatus</i> Tethys regular sightings and strandings reporting</p>		
<p>Risso's dolphin - <i>Grampus griseus</i> Tethys sporadic sightings</p>		

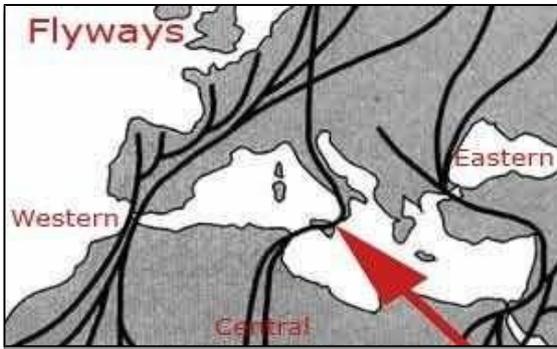
FAUNA AND ZOOCENOSIS OF THE TERRESTRIAL ENVIRONMENT

Even terrestrial ecosystems that exist around the area of the Messina Strait appear very heterogeneous and, for this reason, they host a diversified and interesting animal biodiversity. The most important ecosystem elements are represented by the presence of coastal lakes and humid areas and by the two major mountain chains, that are the Aspromonte Massif in Calabria and the Peloritani Mountains in Sicily. Moreover, to give a surplus value to the area, one should not forget that the Messina Strait coincides with one of major Euro-African migration routes of birdlife especially storks and birds of prey.

The herpetofauna of the Strait, especially that of the Calabrian side, is rich in endemism and endangered species. The amphibians are in fact vertebrates with low power of dispersion and many Calabrian species, unable the strait that separates them from the island, reach to overcome the southern limit of their distribution area in Calabria and are, therefore, vulnerable. Among frogs there is the presence of *Rana italica* and *Hyla intermedia*, both endemic species of the Italian Apennines, in addition to the most versatile and common *Pelophylax hispanicus*, *Bufo* and *Bufo balearicus*. There are, however, two species of urodelan known in the Strait Area: they are in both cases of two edndemism of southern Italy, that is the Italian newt *Lissotriton italicus* and the spectacled salamander *Salamandrina terdigitata*. The herpetological component is the largest one represented by reptiles. Among the

lizards the two geckos *Tarentola mauritanica* and *Hemidactylus Turcicus* and lizards *Podarcis sicula* and *Podarcis muralis* are reported. The last species is normally hygrophilous and it is possible to find it in the mountains at medium to high altitude: probably because of special moisture conditions, only along the Calabrian side of the Messina Strait its populations get to colonize very low altitudes almost in proximity to the sea level (Spur et al., 2000). Among the snakes, apart from the most common green whip snake *Hierophis viridiflavus* and grass snake *Natrix*, the presence of another endemism of southern Italy, that is the Italian Aesculapian snake *Zamenis lineatus*, a very agile arboreal species, stands out. With regard to the turtles, we report the presence of a population of Hermann's tortoise *Testudo hermanni* along the Sicilian side of the area.

The most important evidence of the role of the Messina Strait in the protection of the European



terrestrial biodiversity is, however, the fact that the area is one of the main migration routes of birdlife and the presence of plains, coastal lakes and wetlands provides essential migratory stop and rest areas along the way that leads them from Africa to

Europe and vice versa. The most frequent species are basically the storks and birds of prey. First of all

the European honey buzzard *Pernis apivorus*, also

called, in the Calabrian

dialect "adorno", it is a long distance migrant bird which spends the winter in the south of the Sahara

and

it arrives in Europe in spring to nest mainly through the Strait of Gibraltar, the

Sicily and the Messina Strait, and Turkey (in west and east of the Black Sea). The concentration of

thousands of birds of prey over the Messina Strait, during the spring migration, determined, in the past,

the birth a form of traditional Eastern honey buzzard hunting. With the ban on spring hunting, introduced in

the early seventies, this hunting has become a form of poaching hindered with great allegiance by the Italian

State authorities in charge and by environmental organizations. The State Forestry Corps makes every

spring a specific anti-poaching service,

called "Adorno Operation," which involves the special department NOA (anti-poaching operational core). Other bird of prey species which head for this route are the Western marsh harrier *Circus aeruginosus*, the black kite *Milvus migrans*, the red-footed falcon *Falco vespertinus* and the Eleonora's falcon *Falco eleonorae*.

Finally, the passing of the two species of stork also deserves attention, the most famous is

Species	number of individuals
<i>Pernis apivorus</i>	27,073.
<i>Circus aeruginosus</i>	3,074.
<i>Milvus migrans</i>	1.008
<i>Falco vespertinus</i>	1.000
<i>Ciconia ciconia</i>	460
<i>Ciconia nigra</i>	139
<i>Falco eleonorae</i>	42

the white stork *Ciconia* and the most rare and elusive is the black stork *Ciconia nigra*.

CONCLUSIONS AND PERSPECTIVES

The presented data clearly delineate the biogeographical and naturalist importance of the Messina Strait area which acts as a bridge between Sicily and the mainland Italy, but also between Africa and Europe for migrant birdlife and between Eastern and Western Mediterranean for the marine species. This uniqueness makes it as magnificent as it is fragile. The excessive and uncontrolled and / or regulated maritime traffic, the over-exploitation on part of fishing, the coastal alteration and pollution threaten the delicate balances that regulate the marine biodiversity of this Mediterranean area. Even the terrestrial fauna is threatened in its entirety by some global threats, such as the alteration and destruction of habitats, the pollution, the hunting and the growing and uncontrolled urbanization of the area.

The first actions to be undertaken mainly concern the launching of investigations to define the distribution and ecology of terrestrial, but especially marine, species of the Messina Strait Area, considering above all the lack of studies in this direction. This basic knowledge can be used, subsequently, for strategy implementation aiming at the protection and the development of these ecosystems, that are unique in the world for the variety, richness and ecological functionality.

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SECTION IV NOSTRA

GOOD PRACTICE

Sustainable tourism

GREET: Creating a new tourist destination (France/Great Britain – Strait of Dover)

Under the INTERREG IV A 2 Seas programme, the objective of the GREET project is to provide a response to the problems of tourist economy development (developing skills, obtaining recognition of cultural assets, retaining visitors etc.), in particular through the promotion of the two countries as a single destination and seizing the opportunity offered to the region by the London

2012 Olympic and Paralympic Games.

Economic tourist development in the region of Salento (Italy – Strait of Otranto)

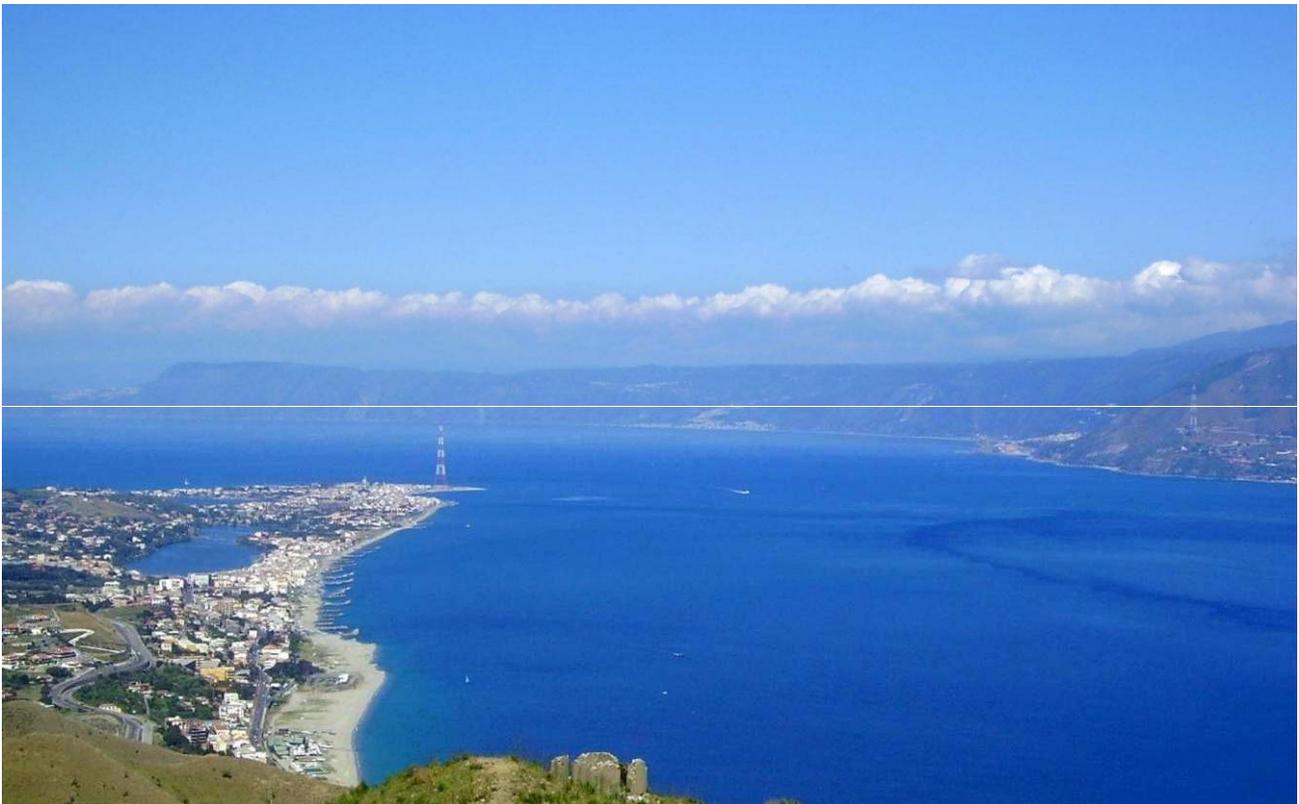
The Province of Lecce has set up a number of projects aimed at developing tourism and culture in the regional territory, both from a territorial point of view (in particular by developing the rural heritage) and a sectorial point of view. Several objectives have been set, in particular the wish to consolidate the territory's tourist attraction through an integrated programme to promote and enhance its image among a foreign clientele, in order to prompt seasonal adaptation, improved consideration of environmental impacts, rendering tourist enterprises profitable, resultant economic development, the involvement of the local community etc. This takes the form, for example, of the creation of tourist routes, the enhancement of the cultural heritage, the involvement of public and private actors, a label system or the networking of regional resources.

Chap. IV- Tourism: knowledge and skills

4.1. Local resources as drivers for the development of the Strait's integrated area between methodological and operational translations: shared scenarios between Reggio Calabria and Messina. The role of the metropolitan cities of Reggio Calabria and Messina in the exploitation of the local resources in the Strait Integrated Area (Alessandra Barresi, Gabriella Pultrone)

Alessandra Barresi e Gabriella Pultrone

Department of Art – *Mediterranean* University of Reggio Calabria



The beginning of a research path to reinforce a specific territorial identity in the international competition

The ongoing research, which we want to present in this occasion, originates from the awareness that, as it has been said many times, our territories, especially in the South, need to build a competitive identity to be submitted to Europe to be able to have a role

within the geographical, political and economic European framework.

In our case the area at issue is that of the Strait Area which, as demonstrated by many people, could constitute a territorial unit highly structured, moreover, it could be considered the heart of a much larger area which extends from southern Italy to Malta and which is also considered, in Europe, also, as an important cross-frontier area; and as we know, the European Union provides for specific incentives for the development and integration of these areas.

However, we must also be aware, that in order to access to the European funds, the Strait area must acquire the ability to be able to compete with other European metropolitan areas, and to be competitive the unique heritage patrimony in itself is not enough, but it is necessary to find an intelligent way that makes this considerable of local resources an attraction for flows and investments making, thus, the area competitive.

Therefore, we must set the goal of strengthening the territorial identity in the international competitive scenario, so that this identity becomes a factor of territory internationalization.

From this point of view, "the tourism is certainly one of the main sectors that can determine the economic development of the territories, provided at it is implemented with sustainable methods and able to balance the needs of fruition of the attractors, with those essential for the safeguard and protection of the heritage, as a precious entity to be preserved, passed on and handed down to future generations" (POIN 2007-2013). The cultural and natural attractors are, therefore, a collective heritage that, although, not producing direct incomes, is the cornerstone of sustainable development of the territories, and it is able to create social and cultural growth conditions and to represent, at the same time, a strategic stimulus for the economic development of local communities, through the creation and strengthening of business sectors related to it. The non-fungibility and irreproducibility of these resources, however, requires that their enhancement should be encouraged by an action which is able to combine the protection needs with those of the heritage fruition, even for tourist and goals¹⁵.

There is the beginning of the awareness that the safeguard, the preservation and restoration of historical / environmental heritage

¹⁵ Barresi A. (2010), *The cultural tourism as economic activity for the territorial development*, in *The role of the cities in the economy of knowledge*, XXXII Italian Convention of Regional Science, Turin, September 15-17.

as well as the interventions and initiatives for its usability could become a wealth factor, that is a driving force for the economy. This heritage, then, slowly becomes a great natural resource, one of the stimulus of our development not only economic but also social. So that the historical-environment good could actually take on this driving force role it is necessary to make it recognised, to guarantee and to put into operation an efficient and modern network of structures and adequate services around it which allow the integration in the quality tourism circuit.

The resources of an area are not themselves tourist attractions. To assume the role of attractor and thus the ability to activate tourism flows, the artistic and cultural or landscape and environment heritage good must be able to meet the requirements of an appropriate promotion and market-oriented promotion which has to have characteristics such as recognisability, visibility, accessibility and usability.

Finally, it should be noted that the path that makes " a historical-environmental heritage " an " historical / environmental resource" places itself within two areas of intervention, that is that of tourist destination management and that of the use of historical-environmental heritage and this affects public and private subjects: the public administration and local entrepreneurship. In addition, this course takes place at cross levels, through cross-sectorial relationships. Moreover it follows that the attention comes, progressively, alongside the enhancement of the cultural heritage, together with more exclusive preservation activities". Therefore, from these considerations, the idea of the research was born: to identify an activation path of those local resources that form, more than others, drivers for the tourist attraction ¹⁶.

However, the belief, that today, more than ever, the real engines of territories development are the cities, sees to it that our research considers protagonists the two major metropolitan cities of the Strait Area, that are Reggio and Messina. In fact the research analyses, to be certainly able to locate some proactive directions, the role that the two cities have in the activation of the local resources of the Strait Area. Therefore it is a more specific slant, which also moves from a research carried out by the Res Foundation (under the leadership of former Minister Trigilia,

¹⁶ Barresi A., (2014), The double role of the cultural heritage in the development of sustainable tourism *as the attractors of tourism demand and economic resources of the territory. (The case of Sicily between ongoing dynamics and possible perspectives)*, contribution at Heritage 2014- 4th International Conference on Heritage and Sustainable Development, July 22-25, Guimares, Portugal.

as a sociologist) on the performance of several Sicilian cities in the enhancement of their local resources¹⁷.

Before providing some more information about what we are studying, let us bring back a parallelism built by two scholars of the study area¹⁸, which as evidence, that local resources (and in particular the cultural and environmental heritage) are one of the major economic resource for the territory, they compare companies and cultural destinations, demonstrating that, according to economic-business-like theory called *Resource Based View*, as well as the competitive advantage of the company has at the base its resources and its distinctive skills (more than any other factor), in the same way, at the base of the positioning of cultural destination there is the presence of "heritage that for particular historical, cultural or aesthetic significance is of public interest and it constitutes the wealth of a place or of a subject".

"Therefore, the basis of the research is that much of the development and of the growth of the territories, today, depends on how cities work, because they concentrate in themselves the large and growing part of the residency, the government thought and the public interest, of the intellectual activity and of the enterprise management. Therefore, the research design revolves around the question of how much and how the city, in particular, the two realities that face the Strait (Reggio and Messina) are able to promote the economic development by recognizing, activating and increasing their dotations of local resources, with specific attention to those linked to tourism".

For the two cities of the Straits, which find hard to define their metropolitan dimension, thus, a favourable season begins, to which the Project "NOSTRA- Network of Straits" contributes as well". The territories that overlook these particular geographical areas share many problems (transportation, economic development, maritime security), which have a substantial impact on the natural heritage²⁰. The instrument of cooperation and sharing of the experiences can

¹⁷ P. Casavola, C. Trigilia (2012), *The new opportunity. City and enhancement of local resources*, Donzelli Editore, Rome.

¹⁸ Bottari F., Pizzicanella G. (2002), *Italy of treasures*, Zanichelli, Bologna.

¹⁹ *Ibid.*²⁰ See. J. Gambino (2013), *Geopolitics outlines of the metropolitan Area of the Strait*, in: G. Tuccio (Ed.), Reggio, Metropolitan city in the metropolitan area of the Strait, Iiriti, Reggio Calabria, 2013, pp. 297-323.

better allow the identification of effective solutions to common problems and the implementation of policies that are more efficient and respectful for the environment.²¹

Cities and metropolitan areas as *drivers* of the economy of knowledge

The main objective that animates the research path is, therefore trying to understand how the metropolitan cities of Reggio Calabria and Messina, within the Integrated Strait Area, can promote effective models of sustainable development through the recognition of their own dotations of local resources and, above all, their activation according to policies, instruments, innovative plans that are able to coordinate, integrate, enhance the specific territorial vocations, thus, increasing their attractiveness and competitiveness at an international level.

The problem is part of a wider international debate concerning the recovery of the cities that - even if they concentrate within themselves the great problems of the contemporary world linked to the rapid and intense ongoing urbanization process- can become the engines of territorial development, as locations of complex activities related to the research innovation, the research of competitive strategies and privileged places of creativity and of both tangible and intangible economies, in which the greater economic, cultural and social opportunities are concentrated and in which more than 50% of global GDP is already produced. Certainly, the economy of knowledge, the centrality of cities and territories in the production of wealth and in the creation of competitive and, therefore, sustainable over time advantages, do not work, indifferently, for every places, but only for those characterized by peculiarity and uniqueness, linked to the historical sedimentation of the plasmatic activity of man, in whom a *genius loci* is recognizable. The culture, thus, acquires renewed centrality, as an instrument capable of giving an economic value to the tangible and intangible heritage and a fertile ground for a dialogue between tradition and identity, on the one hand, and innovation on the other²².

21 See. A. Barresi & G. Pultrone, —New Integration Prospects for the Metropolitan Area of the Strait: the Role of the Cities of Messina and Reggio Calabria in the Enhancement, *New Metropolitan Perspectives - The Integrated Approach of Urban Sustainable Development*, Trans Tech Publications, Reggio Calabria (CHE), Vol. 11, 2014, pp. 253, ISBN:

²² See Barresi A. (in press), *The role of tourism in the conservation of Mediterranean heritage sites: strategies and instruments for a sustainable development in Sicily (Italy)*, in: 4th Urbenviron International Congress of Environmental planning and management: green cities, a path to sustainability, Cairo 2011; Barresi A.(2011), *The role of tourism in the re-composition of the landscape-cultural mosaic: public-private partnership strategies*, XVI International Interdisciplinary Ipsapa Convention- The landscape-cultural mosaic in transition, September 22-23 2011, Udine, Editor Paysage; Barresi A., (2011), *The tourism districts: the opportunity for a sustainable rearrangement of the territory*, in Martinico F. (edited by), *Didactic research and urban practice in the Mediterranean cites*, Rome, Gangemi Editor. Granelli A. (2012), *Smart cities? For an Italian direction to the Smart Cities*, Luca Sossella, Rome.

At European level, the same structural policies are oriented towards a *place-based* approach, they intend to enhance the Integrated Territorial Investments (ITI) and to fund CLLD projects (Community Led Local Development)²³. As part of the EU Programme for Research and Innovation Horizon 2020, the Tackling Societal Challenges area makes, then, available some funds to help the cities to deal with the major challenges shared at European level, such as climate change, development of transport systems and of sustainable mobility, low cost of energy sources, the ability to ensure quality and safety of food and the problems associated with the ageing of population²⁴. In particular, the metropolitan dimension appears as the most appropriate scale and a very promising dynamic reality to define the issues of local development policy able to deal with the global economic crisis - as it is also stated in *Metrex*²⁵ - as they can play a decisive role in achieving the objectives of the Lisbon Strategy (2000) and of Europe 2020 (2010), becoming laboratories where to test models of sustainable development able to the citizen participation and the sharing policy in view of a multi-level *governance*²⁶.

Studies, research and institutional documents on urban issues highlight the same guidelines of the EU in our country, as players of an urban Agenda, with particular recognition to the importance of metropolitan cities²⁷.

For the two metropolitan cities of Reggio Calabria and Messina²⁸, overlooking the Strait, so a favourable season is opened,

23 The projects CLLD are designed as normed tools to pursue aims of integrated local development on sub-regional scale with the primary contribution of local players who come together in a partnership of mixed (public-private) nature and they give an operational role (managerial and administrative) to the Local Action Group.

24 See. C. Pacente (2013), *The metropolitan city in the EU. Comparisons of Community planning and European experience and new perspectives*, Egea/Bocconi, Milan.

25 METREX, , The Network of European Metropolitan Regions and Areas, was founded in Glasgow in 1996 at the Metropolitan Regions Conference, a platform for knowledge, skills and experience exchange on urban affairs and joint actions on issues of common interest, at which members from 50 of the 127 regions or European metropolitan areas joined in (Urban Audit e Eurostat, http://www.eurometrex.org/ENT1/EN/About/about_METREX.php).

26 See. Allulli M. (2011), *Public politics and Metropolization. The planning rescaling between functional and structural objectives*, in XXV Convention SISP University of Palermo, Department of of Politics, Law and Society "Gaetano Mosca", Palermo September 8 - 10 2011, pp. 1-30, <http://www.sisp.it/files/papers/2011/massimo-allulli-1019.pdf>.

27 See. W. Tortorella e L. Chiodini (edited by, 2008), *Report CITTALIA 2008. Restarting from the cities*, CITTALIA, Rome; P. Testa (edited by, 2013), *Report CITTALIA 2013. The metropolitan cities*, CITTALIA Anci Research Foundation, Rome.

28 We hereby clarify that here it is not possible to discuss the complex issue concerning the formation and

in which it is fundamental to do "critical mass", to resort to the instrument of cooperation and of sharing the experiences in order to find effective solutions to common problems and implement more efficient and environmentally friendly policies within a shared strategic vision, aimed at enhancing the geographical location, the relational connections between Europe and the Mediterranean (according to guidelines both north-south and east-west) and the many resources that are mainly underutilized, at enabling sustainable development processes, equipping itself as the only competitive "urban region" able to bridge the gap which separate them from other historically stronger European regions. And since resources are competitive if not rare, inimitable, irreplaceable, the uniqueness of the Strait, from a geographical, landscape, natural and the environmental and cultural point of view, it is a key factor within a global context in which there is the growth of social well-educated and with higher incomes groups which tend to increase a quality consumer demand and, in particular, to increase tourism demand focused, mainly, on the use of natural and cultural heritage.

The economic activities based on the enhancement of cultural, tangible and intangible goods, unlike many others, can not be exported, because they are deeply rooted in the territories of which they are an expression; therefore, we need to focus on them in the formulation of policies, strategies and innovative actions that are able to trigger harmonious processes of growth by pursuing, at the same time, the objective of territorial cohesion in the three dimensions of: balanced territorial development, territorial integration and territorial *governance*²⁹.

Among these, the integrated tourism policies and those linked to other sectors, such as the agroindustry and the handicraft for the production of quality products can play an important strategic role in the South of Italy and, in particular, in the Strait area, relying on the following strong points:

an international potential demand of great extent, considering that one-third of the flows

implementation of the two metropolitan cities in a broader scientific and political institutional debate. The purpose of this contribution is, in fact, to provide methodological guidelines that are efficient regardless the perimeter delimitation of the city and the building of hypothesized a single metropolitan city of the Strait that would rise, however, several legal and constitutional problems for the special interprovincial and interregional peculiarities between different legal systems (ordinary and special). See. G. Tuccio (Ed., 2013), *Reggio, metropolitan city in the metropolitan area of the Strait*, Iiriti editor, Reggio Calabria; D. Latella e R. Politi, *First general report on the metropolitan cities condition. Set of rules and hypothesis of development*
<http://formulasud.it/pdf/L'Area%20Metropolitana%20dello%20Stretto%20versione%20aggiornata%20ai%20decreti%20attuativi%20e%20al%20ddl%20soppressione%20province.pdf>.

²⁹ Granelli A. (2012), *op. cit.*

of international tourism is directed towards the regions of the Mediterranean; the fact that, unlike other Mediterranean areas, the southern regions offer a great variety, quality and diversity of resources and tourism potential able to be translated into specific products; the limit of the *carrying capacity* of the tourist capital is still far from being achieved and therefore it represents a competitive factor³⁰.

The promotion of local resources: a methodological proposal for the Integrated Area of the Strait

In harmony with the guidelines of the European development, the perimeter delimitation of the Strait Area, in this study, coincides with the two metropolitan areas of Reggio Calabria and Messina, and, beyond the current debate on their delimitation, we consider that these trace the boundaries of the current provinces, notwithstanding the fact that the factors of metropolization of an urban region cannot be determined in matters of size, but rather in terms of activation of economic relations and significant connection³¹.

The local resources to which we refer are, therefore, those found within this area.

The ability of cities to foster and exploit these resources has always affected the economic and social development of the territories, but this has occurred under different conditions and intensities. Today we are in the presence of operating conditions of the economy that make the city a central engine of growth. Therefore, it is important to evaluate to what extent they are able to operate as effective transformers of local resources and as generators of new resources.

³⁰ Battaglini, E. (2010), *Towards a southern development which supports the territorial resources: agriculture of quality and sustainable tourism*, in G. Altieri & E. Galossi (ed.), *The South: a national problem*: 295-338, Collana Studi e Ricerche IRES. Rome: Ediesse; G. Pultrone (2011), "Renewal of Tourism Supply and Upgrading of Cultural and Environmental Resources: Strategies and Tools for New Scenarios of Sustainable Development in Calabria (Italy)", *Proceedings of Renovaciòn y Reestructuraciòn de Destinos Turísticos Consolidados del Litoral*, Alicante, 24-25 November; G. Pultrone (2012), "Building Virtuous Relations between Tourism, Natural Resources and Cultural Heritage for Sustainable Development: Strategies and Instruments", in Amoêda R., Lira S., Pinheiro C. (eds.), *Heritage 2012. Proceedings of the 3rd International Conference in Heritage and Sustainable Development*: 995-1003. Barcelos (PRT): Green Lines Institute; G. Pultrone (2013), "Enhancement of smaller centres and sustainable tourism for the innovative projects of the territory", in Teti M.A. (ed.), *Depopulation and deurbanization in Calabria. Filing and strategies of urban regeneration in the smaller centres*. Reggio Calabria: Iiriti.

³¹ See. F. Moraci, "Building of the metropolitan city of Reggio Calabria; metropolization factors and creativity as the strategic dimension of urban", in G. Tuccio (ed.), *Reggio, metropolitan city in the metropolitan Area of the Strait*, Iiriti editor, Reggio Calabria, 2013.

Recognizing what and how many dotations of local resources are present and to what extent they are activated in different cities is a necessary precondition for progress in this direction and the contribution to the design of more effective policies. And to do this it is essential to use the new parameters that measure the dotations and recognize the degree of their activation. It is, also, important to try to understand what external and internal factors to the city would influence the exploitation of resources and what would be the directions to improve the potential yield of local resources.

The research focuses on three types of local resources: cultural and environmental heritage, the knowledge linked to the scientific progress and the widespread know-how, entrenched in the productive specializations that help to define the identity of a place. These are often considered as the main capital that we have as a country to make competitive economic activities grows. The origin of these resources differentiates by type of resource: the cultural and environmental heritage is connected to the history and to the natural features of the area; scientific knowledge descends from political agendas that have marked the location of universities and of research centres; the widespread know-how is determined by local expertise that have characterized the relation between local communities and the market. Today these local resources, which are part of the identity of southern Italy, are a significant growth potential and in this sense we can say that we are fronted by what has been defined by Casavola and Trigilia a "new occasion", but it is not obvious to catch it. "It is important that cities function as effective transformers of latent or underutilized local resources and as generators of new resources that can be integrated effectively with the first encouraging their use"³².

The *performance* of the cities of Reggio and Messina, in respect to their potential deriving from the available local resources to examine to what extent and in what manner they have been activated, is what the research wants to verify. To obtain this result, the specific objectives to be achieved are two: to build comparable measurements between different cities for the dotation of local resources and their level of activation, for this purpose a set of supplied and the activation indicators of each type of resource has been developed; to focus on the factors that affect

³² P. Casavola e C. Trigilia, *op. cit.*

the ability of cities to activate and value their resources.

The first step to accomplish, in the development of the research, is to identify the endowment indicators and the activation of local resources, which are considered the most appropriate ones. The allocation of local resources can be measured directly, while as for the degree of activation that can be measured indirectly through the variables that allow to evaluate, approximately, the realized output. Furthermore, as always, for the activation it is necessary to have a term of comparison to understand whether the observed yields can be considered in line with the best that could be expected from those dotations. And so we can observe the best performance achieved by similar cities in terms of the allocation of resources.

In brief, in order to judge the performance of the two cities of Messina and Reggio in terms of activation of their potential of the local resources, it will be necessary to develop three aspects: the potential of cities in terms of quantity and quality of the available resources; the absolute observed values related to the activation of that kind of resources; the theoretical values linked to the best activation of those resources, considering their actual dimensions and composition in the cases of comparable cities for allocation and magnitude (number of inhabitants). They are therefore first identified as variables appropriate to represent the magnitude of the allocations of the two cities. Then relatively homogeneous groups of cities in terms of magnitude and allocation will be identified, in order to pinpoint the maximum theoretical benchmarks of potential activation, which are provided by the city with the best performances within each group. Finally, for the calculation of the activation indicators, the absolute yield variance will be normalized on the maximum values observed in the cities with the best performance within each group.

For cultural-natural resources the allocation are measured considering some variables that identify the quantity and value of cultural heritage present in the two metropolitan cities. In particular for the cultural resources: the total number of state and non-state museums, monuments and archaeological sites; the value attributed by the Michelin guide to cultural heritages that are accessible with fee. For the natural resources: protected areas; beaches with crystal clear waters, based on the attribution of the sails by Legambiente, location on the coast; climate, etc. Certainly from this point of view even from a first general approach, our Area Strait is particularly equipped with cultural and natural resources,

just think to the two most important museums of Reggio and Messina, to the numerous historic towns in Sicily and Calabria, from the best known to the least known, to the the punctual elements scattered throughout the territory, to the two systems of the Peloritani and Aspromonte mountains, to the numerous rivers that mark the territory, to the miles of coastline of high environmental value and natural beauty, to the Aeolian Islands, Taormina, Milazzo, Tropea, etc.

In particular, as regards the enhancement of the system of historical -natural resources it is possible to embrace completely the professors Limosani and Gambino's proposal that, in the Guidelines for the metropolitan city of Messina, identifies two specular systems facing each other on both the Sicilian and Calabrian sides, which constitute, according to the scholars, the fundamentals of economic, social and environmental development of the Strait Area. These are made up of the Aspromonte and Peloritani mountain ranges and of the network of fishing villages that are along the coast, of the hilly municipalities network, of the system of rivers, in the two ports of Reggio and Messina³³. Basically the territorial elements identified by professors Limosani and Gambino constitute parts of the two territorial entities of the Aspromonte and Peloritani that, just because they are entities, they are, according to the muratorian methodology of territorial reading, two highly structured areas of the Sicilian and Calabrian territories, within which there are well-defined hierarchical relations between the elements and the systems that compose them; by recognizing them it is possible to understand the potential and the vocation of the territories themselves to propose guidelines for development which are closely linked to the specific identity of the places. Instead, the activation is calculated with reference to the attendance in the accommodation facilities for the period 2009-2012.

For the resources of scientific knowledge, the dotations are measured by considering the number of researchers and the quality of publications (through bibliometric indices) in Universities and research centres of the CNR. Activation is calculated by reference to the aggregate value for the last few years (2009/2012) of subcontracting obtained by the researchers and the number of constituted spin-off companies.

For resources of widespread know-how, their presence is detected by a test on the size of the relative specialization coefficient for (calculated for the years 1981,1991,2001, 2011)

³³ Gambino J., Limosani M., *The Metropolitan City of Messina – Guidelines for the development of the 51 municipalities*, University of Messina, April 2014.

in manufacturing, agriculture and services sectors (the specialization LQ coefficient is an index of dissimilarity between the sectorial composition of employment of the territorial unit and the sectorial composition of the region. An overall profile of the specialization degree of territorial units). The activation is calculated with reference to the estimates of added value (AV) per capita in areas identified as relative specialization.

The analysis of indicators related to scientific knowledge resources and to the widespread know-how is conducted with the support of the Department of Economics of the University of Messina (SEAM), so that the specific economic competencies can be integrated with the peculiar ones of the planners for a perspective of intervention on the territory that comes from multidisciplinary competencies.

We should, also, consider the need to emphasize how all the three types of resources, not only the historical-environmental ones that apparently might seem the most appropriate, are a patrimony for the development of tourism in our area. These could, in particular, provide opportunities for deseasonalization of tourism activity (particularly the resources related to knowledge through the activity of organizing conventions, conferences or congresses, stages, international workshops), for alternative forms of tourism (in the case of widespread know-how with activities related to agriculture and fishing), or opportunities for enhancement of the internal areas (still through agriculture), promoting their attraction to be proposed as an alternative to more traditional popular tourist destinations, mostly, in the case of the Strait, diffused along the strip coast.

The allocation and activation indicators allow to measure the local resources and their use more precisely, but since the objective of the research is primarily to provide information on the activation mechanisms, the study, also, focuses on other relevant realities for similar types of resources, in order to concentrate on the activation processes and to identify factors that promote or restrain the exploitation of the available resources in different contexts. The comparison is carried out taking into account some successful cases for each type of resource, at national level, similar for demographic magnitude, to those of the two realities of Messina and Reggio Calabria. Of course, the research follows a methodology that, for the parameters on which it is based, is transferable to similar situations, which are, for example, those that are faced on the other European Straits.

From the methodological indications to possible operational variations

The operational translation of the methodological approach and the possible evolution of many of the issues explained above depend not only on exogenous factors but also on the ability of the management of phenomena whose directions, timing, mode are uncertain ³⁴. The contribution, although starting from the specific "case study" of the Strait Area, holds itself out as general value in terms of content and transferability under the methodological profile.

The same statement of paradigms as that of "sustainable development", on the environmental, economic, social, institutional level, must be translated into new policies for the territory, in consequent and appropriate methodological instruments and technological innovations and organization of the resources, and it must be directed to an integrated vision with active processes and real *governance*, in order to bring out the unexpressed potentials and to create complementarities and synergies in a dimension of an extended area that includes different territorial contexts. This is the most complex step and difficult act to turn an hypothesis into reality with the help of all public and private stakeholders, focusing on the economy of knowledge, the promotion of innovation networks, the strengthening of human capital and social cohesion.

The tourism industry - as the European Council has stressed several times-is crucial in creating the growth and employment in the EU and is one of the strategic sectors for the economic development of the Strait Area, able to create steady jobs, when deseasonalized, to diversify the local production system, to safeguard the typical cultural specificities, to protect and enhance landscapes and environments. These scenarios are based on an ongoing relation between tourism and urban planning instruments which discipline the uses of soils and regulate the territorial transformations, because the management of tourism development is a difficult task without an effective spatial planning focused on a multilevel *governance* approach, with a strong coordination between the government and the regions, and with a central role of metropolitan cities ³⁵.

Basically, the enhancement of activation capacity of the resources can really help to increase the international competitiveness of the Strait Area, and to create new

³⁴ F. Indovina (2014), *The European metropolis, A perspective*, Franco Angeli, Milan.

³⁵ DPS - Department for Development and Cohesion Policies (2013), Draft of «Partnership Agreement» for the 2020-2014 funds, http://www.dps.tesoro.it/documentazione/comunicati/2013/Sezioni_1-3_e_1-5_Accordo_di_Parteneriato.pdf

economic opportunities in the sectors of tourism , social services, agriculture , revitalization and enhancement of the cultural and historical heritage only within an unitary strategy that can create complementarity, synergies and *networks* able to project the richness from the local dimension to a global level.

The building and strengthening of the "territorial and social capital", on which the competitiveness level of a territory depends, allow the creation of virtuous relations between actors and resources at a qualitative level, as it is difficult to think of a development project without, first reconstructing the local social structure. Thus, you have to work a lot on the metropolitan scale to strengthen the construction of a sense of identity, belonging and community which comes from the knowledge of its location and its history, from the awareness that the territories are the product of decisions and choices at which the settled community took part for the interest in the present community and future generations.

It is a challenge which must also turn into an objective of urban quality as crucial component for the development of the entire Integrated Strait Area, this has to be experimented with a complex and integrated strategic approach, which starting from the specific system of values and resources of the place , associates the physical aspects with social policy, cultural and identity heritage and with the opportunities of economic initiative. From numerous studies in the field of local development we can see, in fact, that what had produced the innovation in some geographical areas of success was not the achievement of a single firm, or the success of a single initiative, but rather the ability of a whole area to be competitive, through the coordination between the local authorities, social partners, enterprises and other socio-economic institutions, allowing a collective process of activation, mobilization and accumulation of knowledge, the spread of information and opportunities which have supported the development within an effective program .

The endowment of natural and cultural heritage (linked to the long history and to natural features of the area), scientific knowledge (resulting from public policies which have led to settlements of universities and research centres) and widespread knowledge (the result of the accumulation of skills in activities which have characterized the relationship between local communities and the market for a long time), often considered as the main territorial capital, is not sufficient, in itself, to make competitive economic activities grown in

the absence of adequate capacity for the activation of local resources³⁶.

The necessary innovation as a performance and technical fact, has to be considered mainly in cultural and economic sense, where the cultural and environmental heritages do not only have intrinsic value, but may become an economic resource if attractors of flows for which an integrated offer, including art, hospitality facilities, transportation, oenogastronomy, handicraft, is inflected.

The globalization of the economy and the creation of large integrated monetary zones confronts the regions of the Strait and in particular Messina and Reggio with the necessity and convenience to intertwine metropolitan bonds so as to achieve a single competitive and attractive reality. The process of socio-economic integration of the urban areas of the Strait could revitalize the entire economy of the South of Italy and form the basis of a social context in which it is possible to relaunch the debate in Euro-Mediterranean zone.

The concept of a large area requires a rational planning process as a function of the relationship between the different parts of the territory and a planning process that can provide information about the integration, inside and outside it, in order to build the critical mass that is efficient to place the area in the globalized international context, to promote the ability of activation of local resources, as resistance line to the approval of globalization, and to promote an effective organization of the territory, a prerequisite for economic development and for the improving of the life quality of the inhabitants. Moreover, in a context of economic and social development, increasingly determined by scientific research and technological innovation, the wide-area planning can create appropriate structures and relations among scientific production, its technological translation, its use in production and in social life, bearing in mind the necessity to concentrate the interventions on key resources from the *Smart Specialisation Strategy*³⁷ point of view, and above all the distinction between resources and capabilities of activation, an essential component of a successful strategy and a primary source of competitive advantage, able to integrate and to transform resources and competences into new development opportunities.

³⁶ P. Casavola e C. Trigilia, *op. cit.*

³⁷ See. European Commission, *Guide to Research and Innovation. Strategies for Smart Specialisations* (RIS 3), http://s3platform.jrc.ec.europa.eu/c/document_library/get_file?uuid=a39fd20b-9fbc-402b-be8c-b51d03450946&groupId=10157, <http://s3platform.jrc.ec.europa.eu/home;jsessionid=hnfBT6qVC2T1GpppQxSRJXs9xFTnjnHfDh3wyPcKpCRsGX4NWNb1!881984909!1404742293517>.

Chap. V- Conclusions: joint governance across the strait

5.1 The system of the Metropolitan Area of the Strait: an integrated territory project and innovative³⁸ governance in the heart of the Euro-Mediterranean (Francesca Moraci³⁹)

INTRODUCTION

In a period in which we are writing a lot of rules and reforming the Country, the occasion of the INTEREGG IV-C and NOSTRA provides an opportunity to propose an even more complex project built up in recent years through studies and experiments, coherently with the trajectories of European policies in the hope of a post-crisis period and a regained a quality of life. The necessary change towards a governmental awareness of transformation processes, of the still partial

³⁸ In the following illustration, presented at the seminar work "*Study about policy Measures for a good governance of the Strait of Messina at EU level*" - Community Plans of International Cooperation INTERREG IV C- NOSTRA, on July 4, 2014 Province of Reggio Calabria, I exposed, structuring the contours coherently with the purpose of the project, a hypothesis of policy and structure of land that could be transferred to the entire south and that goes beyond the project NOSTRA itself although it is a strong proactive part of it, well beyond best good practices. In a logic of scientific collaboration between the University and the Province of Reggio Calabria, I place what the research has elaborated at disposal of the community that thanks to the INTEREG IV a set of actions in terms of synergies and can be built and related. It is not by chance that time is a decisive element in innovative processes and it becomes "instantaneous" when it comes to immaterial digital infrastructure. Who comes first makes innovations, the next one will use the innovations as the transfer a good practice. The project that I have developed in phases of research in these last years, moves, precisely, from the integration of various programmatic and planning aspects, whose I develop, and political programmatic construction I have followed. The cross-scale actions and therefore their impact on the local and wide area even in intangible terms assets as also the capacity for governance and the social demand for changing, the production of new services and urban economies. Actually, I systematized that strategic vision which the Country is lacking, starting from the south and the territorial effects that the ongoing reforms produce and will produce in the Country. It should be added that while the NOSTRA project is being finalized, the Ministry of Infrastructure and Territory has established a **Board of experts** (DM 160 of 18.04.2014) for the editing of the "*Study of feasibility for improvement of the maritime, railway and road connection system in the Area of the Messina Strait*" to define the EU funds issue of the crossing of the Strait in the medium and long term period and it is aimed to the signing of an agreement between the regions of Sicily and Calabria. Apart from me as representative of the Mediterranean University at the table, the University of Messina, the two Regions, the two Provinces, the cities of the Straits. The port authorities of Messina and Gioia Tauro, ANAS, RFI, MIT participate. At the same time the Region of Sicily - with a special statute - in virtue of the art. 14 of the Reform Law of metropolitan cities n. 8/2014, has a GdiL to reach agreements between the State, the region of Sicily, the region of Calabria and the Metropolitan city of Reggio Calabria- constituted for the use of services and according to proximity criteria in the Strait Area, it was aware of the need to solve the issue of the crossing both in terms of territorial continuity and of local public transport in a logic of territorial integration and cooperation. In a few months also, the reform on the strategic port districts will also decide if the Port Authority of Messina Milazzo survives, if it merges into Catania-Augusta or to Gioia Tauro; or if it maintains its own identity as Authority of the Strait including Reggio Calabria and Villa San Giovanni.³⁹ Professor of Urban Planning, PhD in Planning; MS in Economics, Policy and Planning. Director of the Urban Strategies and Regional Planning Laboratory. Department of Architecture and Territory-Mediterranean University Reggio Calabria.

Substitution of - the cultural elite that has determined by now a asphyxial vision of the Country and in particular the of the South, with a bureaucratic and administrative apparatus that has to be simplified, were, together with the absence of an overall strategic vision of the Country system which could hold together the territorial structure with the infrastructural one and the ability of governance, among the most important deterrents to the stimulus of competitive development.

My technical and scientific task - complex as well as difficult- in this project, reorganizes the priorities necessary for the functioning of the Strait Area as a complex urban system - metropolitan area- , in terms of policy, starting from some assumptions that are more suitable for the terms of "system", "urban" vs. "metropolitan" and "infrastructures" in the logic undertaken by NOSTRA. This obviously can disregard the crossing of the Strait and the search for efficient intermodal systems (road, rail, sea and airport) which will connect Sicily⁴⁰ to the peninsula and Europe, this has to focus on the urban areas of the cities that overlook it, and to reconnect to the port system and to its ruler (who is also subject of national reform), which, again, refers to the environmental, landscape and cultural factors that characterize this unique area in the Mediterranean.

Therefore, I will deal with the topic from various points of view and then draw inspiration from them for an feasible practice with NOSTRA and the overall vision of the area project a more complex but achievable ambition and as *place based* public policy action.

Therefore I will give three fundamental indications, one on good practices to be activated and at the same time, to be **overcome - real target of NOSTRA-** to be introduced with our project, **starting at the same time actions for the next 2014-20 planning-** true innovative element compared the INTERREG IV activities undertaken until now; **another is the reading of European issues in the legal-administrative local inflation linked to national and regional laws and ongoing national reforms.** Finally, the integrated reading with the priority actions to be put forward and their feasibility (also considering the production chains that can be activated).

The challenge in Southern Italy and in Europe starts from the Strait Area

For some time, during the constitutional reform that states the "*provisions on the metropolitan Cities,*

⁴⁰ Considering the population magnitude of Sicily close to that of Ireland, Finland, and Denmark.

the Provinces, the unions and mergers Communes ⁴¹, the debate on the metropolitan city and more generally on the wide-area planning and the role of the intermediate authority has been reawakened. There is no doubt that the subject issues of the debate have a justification of objective necessity. Especially when the administrative dimension corresponds to that of "planning instrument" and for this reason the need for a national urban correlated reform, which we have been waiting for decades and which to have begun by the proposal of the bill Lupi⁴², and at the same time by the revision of regional urban planning laws. Even these are waiting for a further reform of the 13/2001 (i.e. Title V).

The metropolitan City and Strait Area -at interregional level- seem to be the new "*urban paradigm*" after that of the "growth", of "development", of "sustainability", of "welfare". Often they are only announcement of a change that did not happen. In our case the two regions

- Sicily and Calabria- refer to two different legislative visions. The first, as a special statute region, has independently legislated on the subject, the second refers to the national law. It goes without saying that in this case since the national law is a law of constitutional reform, the principles must be coherent. Therefore speaking of Metropolitan Area of the Strait implies the need for some clarification of a general and contextualization nature.

Why is one city called *big* and another *metropolitan*? For the number of inhabitants, for the provided services, for its role in the area, for some indicators (GDP, index of internationalization, economic relations, directional attractiveness, city brand, etc.). But then why are some cities - regardless the above indicators - called metropolitan for legal purposes, only for a constitutional reform that articulates the intermediate wide area of planning? The Straits Area - is a metropolitan area in terms of relations, functions, economies or is it an agglomeration of geographical terms and crossing unresolved relations
? Have the city of Reggio

⁴¹ Published on G.U. n. 81 of April 7, the law April 7, 2014, n. 56, the one called Graziano Delrio. For Sicily- Special statute region- the law is no. 8 of 03/24/2014.

⁴² On July 24 2014, the Minister Lupi has submitted a proposal for an urban bill "Principles on politics, public, territorial and urban transformation subjects" that should replace the LN 1150/42. The bill that is summed up with the slogan - the liveable cities - concerns key points including the need for a territorial policy and attention to the contents expressed by the law besides the procedures that have prevailed in recent years in the legislative planning. The other innovative aspect is the participation process - up to Sept. 15 2014- to the Bill through comments to be proposed directly on the Ministry web site.

⁴³ Regional laws will have to adapt to the Bill Lupi. A model of national building and planning code has been also announced.

Calabria and Messina -both metropolitan for legislative reform- got these metropolization indicators? Have they got the facilities and urban infrastructure of the city to compete with European metropolitan cities in view of a policy in favour of metropolitan cities? Can their integration defined a more competitive urban area? Can the complementarity of tasks, the specialization of a well-structured port system ⁴⁴, the efficiency of the infrastructure, the role of the two universities, and other activities that we will see later, on create cornerstone in the Mediterranean which is today represented by the programmatic territorial emptiness designed by the Naples-Bari-Catania-Palermo-Naples quadrilateral; with Naples that with the interruption of the High-Speed - which diverts to Bari to capture the "Eastern" flow- is legitimated as the new capital of the Kingdom of the Two Sicilies of the third Millennium?

What does this mean and, instead, what could a stronger role in the structure of the Country mean? What are the territorial benefits and what are the spatial functions that they employ for the regional and macro-regional benefit in relation to the European dimension of space? What is the infrastructural and territorial design of the south and of the country? What is the transcale role of the Messina Strait in the European area, if the Strait is a strait in Europe? It could be the technological complementary connection of Suez ⁴⁵ (this is with a view to its enlargement) since at the moment the Strait is a unit of governance on security and at the same time a unique place for landscape and environmental features.

Do the Functions that identifies the national reform law ⁴⁶ ensure operative clarity in the

⁴⁴ The ports of the Straits and metropolitan cities are: Messina, Tremestieri, Milazzo, Villa San Giovanni, Reggio Calabria and Gioia Tauro. It is understandable how this gateway system can play an important role in the urban structure, the logistics, and intermodality and new frontier directional port.

⁴⁵ It is quite unusual that no one raises the question of magnitude of the environmental impact due to the enlargement of the Suez Canal in terms of contamination of the Mediterranean habitat with alien species that are adulterating the biological marine balance. What are the compensation measures? What are the control measures?

⁴⁶ Art. 8 functions of the metropolitan city: - the fundamental functions of the provinces and those allocated to the metropolitan city as part of the reorganization of the functions of the provinces are conferred to municipality: the adoption and annual updating of a strategic triennial plan of the metropolitan area, which constitutes a guideline for the institution and for the practice of municipality functions and including municipalities associations; general territorial planning, including communication structures, services networks and infrastructure belonging to the jurisdiction of the metropolitan community, even by imposing constraints and objectives of the activity and performance of the functions of the municipalities in the metropolitan area; the structuring of coordinated management of public services, organization of public services of general interest in the metropolitan area. In agreement with the involved municipalities, the metropolitan city may exercise the functions of preparation of tender documents, of the commissioning body, of monitoring of service contracts and the organization of competitions and selection procedures; mobility and viability, even by ensuring the compatibility and **the coherence of the municipal urban planning within the metropolitan range**".

respective levels of planning? while are we still confusing the domain of the municipal urban planning - to understand this is the subject of the equalized plan all over Italy except for Sicily – just to give an idea-with the general territorial planning of a wide area that was at the head of the provinces, for example. Furthermore, we are confusing the objectives with the content of the plans, the scale, the integration between sectorial planning and development programs. These are some frequently asked questions in a phase still of transition.

There is the lack of an overview of the ongoing strategies or of the ones which have to be undertaken, even identifying the *drivers* you can rely on in order to have a national framework that exceeds the social and territorial fracture of the country, in particular, with some marginal areas, Including the subject area of our project⁴⁷

A vision that aims to give coherence to public policies for intervention levels, and that could integrate the south of the country in the logic of the overall development of Italy in the European system, counting on actions that, despite the coherence between cohesion policies (Partnership and regional plans), need a transscale and coordinated vision between those primary thematic objectives, that through the tools of innovative public finance and with an agenda built ad hoc, which can attract the financial transactions in order to implement the propelling shock of South and therefore of the Country.

To build a political strategy of development, planning and territorial competitiveness of the South, as it is shown later, we must reverse the method in planning strategy: starting from the immaterial to get to the territorial effects of quality and competition. This is especially true for the intangible infrastructure (energy, ICT, cultural and management systems, economy of knowledge, efficiency and administrative simplicity, innovative governance and management skills) and for the tangible ones (urban areas, infrastructures, green infrastructure, services) not only because the parameters and economic indicators and urban and regional competition have changed, but because the role of **Time** factor- as the ability to cancel the space / time realism in the virtual space through technology and be in "real time" in the global market of flows in the immaterial- this is another parameter that also affects also the demand of strategic vision and in synergistic terms in the last plans.

⁴⁷ The latest SVIMEZ report indicates once again an Italy divided into two parts whose negative GDP is related to the structural weakness of the south. I would also add to the inability to use the structural funds but also

the future spatial organization and the services produce urban economy, in particular new types of services.

These *flows* lead to the great *connections*, networks - global corridors (not only in terms of transports). The hypothetical territorial space produced by these integrated flows corridors is the new space of innovation: it is what we will have to regulate and planning. This is, partly, the space thought by Euro-Asian corridor *Razvitie*⁴⁸ that links Europe from the Atlantic to the Pacific. This will be the future. In addition, this is what policy and planning should be soon involved in.

In the following paragraphs, some the key questions are briefly discussed to reach to the idea of a prototype project that, starting from the Strait Area - by analogy might include the southern macro-regional system – and that too consolidated logic and no longer current, to think of an integrated development of Italy, as a Country that is able to overcome the large structural gap which the public policies that have not filled up to now, but also the access to cohesion policies for the regions with an objective of convergence has. In fact, even through the policy of “*Regions of Europe*”, that is the protagonist of recent planning, Italy, and in particular the South, have missed the opportunity of important financing to bridge the structural gap that still remains. In particular, the great opportunity to create the preconditions to the challenge that the 2014-20 planning - already with the first connections even to the next planning in relation to spacial connections- has in place to connect the territories by *infrastructuring* them of "services and functions" to enjoy the resources which the country benefits of and through which it should compete and integrate in Europe, but even more in the Mediterranean. This is the Euro-Mediterranean role where the Strait is an important knot for Europe and Africa. A Mediterranean where Italy should able to play a strategic location.

Actually, the Strait is here understood as a system of functions related to the sea, the port system, the crossing, but also as a waterway that connects two urban realities. This represents

⁴⁸RAZVITIE is a project of development of infrastructure (transport, energy, water, telecommunications, and urbanization) aimed at creating a corridor that runs through the entire Euro-Asian continent.

a *prototype* of the complex binomial combination "cities⁴⁹ and infrastructures" that bounced off to the chronicles exactly because the European Cohesion Policy 2014-20 entrusts the cities with the challenge of the territories and to metropolitan cities with a key role in the European area (direct dialogue in the planning and knots of a urban network). Moreover in Italy the constitutional reform, that establishes the metropolitan cities, seems to have found the answer⁵⁰ to the *spending review* that "deletes" the Provinces- intercepting "formally" the European strategy, in a sort of *programmatic adequacy* of intermediate metropolitan level that should balance the municipal selfishness of interpretation adulterated by the subsidiarity, which has characterized the planning after the reform of Title V of 2001. Furthermore, as I have already pointed out, even this subject of constitutional reform to recentralize, on part of the State, some "prerogatives of territorial government" that had been entrusted to the Regions⁵¹ and that they *would have* mismanaged⁵². The concern is that few people know the full implications and the complexity of these intertwined mechanisms that are likely to fail if we do not meet all the actual conditions and not only the "nominal" ones or those of the opportunity. Therefore, by no coincidence we speak of the Metropolitan City and not of conurbation, agglomeration, metropolitan area. Just because the metropolitan *city and metropolitan area*⁵³ do not coincide - **the area**⁵⁴ is in the portion of a territorial recognition that implies factors of attractiveness and of competitiveness, the **city** is characterized as such if it is in the territorial organization - you have to build both things: the city in terms of competition with or without the demographic dimension; embrace the

⁴⁹ But perhaps is not the city the most complex infrastructure we know? Today cities are makers of economies, services and they represent intelligent knots of the spatial world.

⁵⁰ But is it true? In Sicily with the regional reform law it seems that the nine province are now nine free consortia and three metropolitan cities!

⁵¹ Including infrastructure and urban planning as it has been done through zoning laws that have interpreted the city planning in diversified forms.

⁵ Including but not limited to I would like to reflect on how the Calabria region, because of the new zoning law n. 19/2000 and subsequent amendments, despite the obligation to prepare structural plans based on a slow municipal planning system in reference to the LUN 1150/42, to the 2011, the official data on 409 municipalities, in drafting only 293 plans and only 6 those approved and 50 in conference of planning. According to an update made through the municipalities websites, of the 50 largest municipalities by population size we find that only a PSC is approved (2011) and none for the capital towns though some have started the process since 2003. So it is a total failure since up to now all of these municipalities have worked with old, poor and oversized PRG PDIF, and without any type of strategic and environmental control.

⁵³ See Karrer F., Metropolitan city of Reggio Calabria, preface to the book AAVV. by Giuseppe Tuccio, "Reggio, Metropolitan city in the metropolitan Area of the Strait". Iiriti ed. 2013.

⁵⁴ New law of the Sicilian region n. 8 of March 24, 2014 "Institutions of independent consortium and of metropolitan cities"

shared political project and create the relational and productive conditions to attract, provide services, even new types and so on. This will be part of a political and organizational project that even Reggio Calabria and Messina will face in strategic terms and beyond administrative "boundaries".

That of the political project, thus, seems to be currently the most complex challenge for many issues that grip the Country in a period of international economic crisis and which have caused the loss of the *empowerment* level that, instead, territories - and therefore their habitants- should express in *place-based* policies.

The idea of urban dialogue between the two sides of the Strait can start while waiting for the construction of the two autonomous metropolitan cities of the Straits and triggering start up mechanisms that are functional for territorial development.

This complex process, which requires a single direction, is further intertwined with other often ignored problems in the planning aspect - which refer to the -European, national and not only local-*scale* of the problems that give certainty and therefore answers -in terms of policies, strategies and plans - to the *method* and the *value* of the *phases* or of the *sectors* that are faced in parts (planning, effectiveness, political negotiation, implementation of serious active phases of funding, etc., or infrastructures, transport and mobility, energy, environment, etc.), in order to provide a consistent view of a part of the study on the southern matter and on the **role of Sicily and Calabria or better of the Strait area** or, if you want , **of the same city and their relationships**, in local, national, European ambit, in simultaneous and debate terms, according to an integrated, multi-dimensional and dynamic approach⁵⁵. The placing of the south in a urban policy and in the national infrastructure, the implications in the Mediterranean and in the European Space and Europe in intercontinental system⁵⁶.

Just because we speak of territorial fracture - Strait- this obviously affects the flows system of tangible and intangible assets, of people and of new flows or routes or trends acting on the fact that

⁵⁵ In fact, we cannot exclude that the planning size of one of the references can influence the others. It should also not be hypothetically excluded that certain "territorial or infrastructural choices" can influence the external flows goods and service-in infrastructural terms.

⁵⁶ Just see the new China-Europe, Russia-Europe routes that prefer the railway and they are diverted to northern Europe port system; the FERRMED system that intersect with Spain to attract the north Africans arches.

the national *assets* influence goods, physical locations, urban, intermodal and logistics knots. A dynamic chessboard in a constant relation of cause and effect in which certain conditions are given, others are tendential, others are determined by international economic issues and by the ability of State ⁵⁷, regions and cities to communicate and influence / negotiate structures and local and transnational economies as the new Europe- China and Europe-Russia corridors .The idea is that the difference lies in *what* to build and *how* to build it.

Here-hence the strategy and the role in our methodological practice to be transferred to the operational model, of the future metropolitan cities of Reggio and Messina in their - independent and complementary - construction and singularity of context and relations. In this interregional dialogue, the relations between the cities and their hinterland, the morphological similarities of the hills and rivers ranges, the landscape historical and architectural features, the environmental issues from the SPA to the seismic, the widespread size of the hydrogeological instability in the process of urban upgrading and landscape restoration, the importance of rail and road knot of the crossing, the role of the Strait port system with or without the Gioia Tauro port, intercept most of the subject issues of the southern structural impasse because of the opportunities played by the *resources* and the strategic *location*.

In other words, we can think of the Strait as to a territorial continuity subsidised by the State and co-financed by the region - between the Italian peninsula and Sicily or better between Europe and Sicily (an island, that has the same number of inhabitants of Finland or Ireland) of the demand for mobility created by the Straits, even compared to other destinations, of functions that Messina and Reggio daily exchanged between Universities ⁵⁸, health services, work and social activities; therefore it is not a coincidence that the Strait is one of the *bottleneck* to which Europe has paid great attention with the program - **Straits of Europe** ⁵⁹.

⁵⁷ For example, for the metropolitan cities it had been considered the possibility of a national program in parallel to the discussion of the **urban agenda** by the Regional Operational Programmes for the other cities. Now for financial reasons there has been a weakening of the Urban Agenda due to the mechanism of the ongoing reforms -metropolitan cities, title v- that do not allow a national integrated vision of territorial policies.

⁵⁸ Since April 2014, a Federation agreement was signed between the University of Messina and the Mediterranean of Reggio Calabria for some administrative and training tasks.

⁵⁹ ESI-European Strait Initiative- project on November 23, 2010 through the signing of a special agreement protocol, the Regional Province of Messina, then resigning with the commission management and the Province of Reggio Calabria, along with other 13 local authorities whose territories fall on the shores of eight European Straits, have formed

The Community Plan of Interregional Cooperation INTERREG IV C - NOSTRA: a first step in the dialogue between the Strait and Europe.

The NOSTRA Plan - activated with an Interreg IV and strongly supported by the Province of Reggio Calabria, is shown here as an attention reference by the European community, a first testing of hypotheses and studies carried out by the Italian partner and the implementation of good practices. The developed project represents an important operating dowel for the Straits Area for the activation of a dialogue between European and local partners in the spirit of the plan and a first litmus paper between the political will of the Strait Cities and the ongoing administrative changes because of the constitutional changes which we have referred to. It is, also, as we will see later, a reminder of responsibility to the Country and to the absence of strategies for the South.

The eight *European Straits* are compared in a logic definition of new cross-border *governance* , in our case is interregional because of further agreement ⁶⁰- concerning transport and sustainable mobility, the environment and conservation of present biodiversity, and in particular

ESI Network, -European Straits Initiative2", whose main objectives are the recognition of the identity and characteristics of the "European Straits" within the Community and national policies and the development of cooperation projects between partners, as well as the inclusion of these distinctive issues in the planning of the Structural Funds for the period 2014-2020. Within the memorandum of understanding , the above Authorities, in the awareness that cooperation can better allow the identification of effective solutions to common problems, they have agreed to work together to promote, through innovative instruments of local governance, economic development, the environmental protection, sustainable management of the transport and logistic, intercultural dialogue, tourism. Among the main outcomes of the inter-institutional action of cooperation, a crucial importance has to be assigned to the project "NOSTRA- Network of Straits", proposed by ESI Network and approved as funding by the European authorities to enforce the Community Interregional Cooperation Programme INTERREG IV C.

⁶⁰ The NOSTRA (Network of Straits) project , financed by the EU Programme for Interregional Cooperation "INTERREG IV C", through which 16 project partners, led by the City of Calais, are committed to sharing experiences, good practices and to analyse governance instruments. The MoU (memorandum of understanding)

signed on May 21, 2013 by the Province of Reggio Calabria and the Province of Messina for the promotion of common initiatives, to be implemented within the Network ESI and NOSTRA project. - On May 31, 2013

the stakeholders conference was held with the establishment of a technical-scientific committee and the development of a technical paper work. Additional meetings have developed structure and content. On the strait area, a strategy for sustainable development and the institutional partnership and ANCI Calabria has been shared, through a series of " Converging interests forum". It was established that the areas of Reggio and Messina, Gioia Tauro and the Plain, Villa San Giovanni, Aspromonte, the Locride, Milazzo, Taormina, the Aeolian Islands should enhance their "Competitive Advantages" assuming the objective of integration of the territory, as a whole, as a fundamental element of their development. The last meeting of European partners in March 2014, defined the conclusive objectives.

with the relations that the Straits or their coasts have with the hinterland ⁶¹. The proposed strategy identified in the Straits Area the start-up - as economic and management spatial unit of the local development "for to the metropolitan city of Reggio Calabria in a wider view to the territorial system of Messina ... and of the wide interregional area to incorporate in a proactive way in the action of community, national and regional planning".

During the setting of strategic territory project the ESI -European Strait Initiatives - support assumes, thus, an important role not only for the agreement of activated partnership and, therefore, of structure of an institutional governance system, procedure between local authorities and Europe, but because it defines a strategic part of the dimensional and supra-national agreement framework to support an action plan proposal that goes beyond the mission of the same INTERREG IV and NOSTRA project. Finally, because it can address the regional policy towards an axis City - metropolitan indicating a systemic view of services and infrastructures in terms of innovative and smart growth.

From this point of view it is important to understand that since the key and, at the same time, the policy that will guide us in the next planning 2014-20 will be **an integrated approach to sustainable urban development, both through cohesion policy instruments and the implementation of Horizon / Europe 2020, the occasion of NOSTRA and the ferment for the Metropolitan city is the first test bed case to try out the innovative project ability building a prototype of a strongly marked territory and able to demonstrate creativity, talent and innovative use of public finance.**

The Action Plan- in its policy expression- and the clarification of good practices, as well as the beginning of actions for the next planning, are the added value and the first dowel of a more complex process for the south of the country and, therefore, it must be supported and integrated in a national and European level.

From the sectoral actions point of view - to which refer to in the specific instance- which affect tourist and environmental system,

⁶¹ In the case of coastal drops related to Catania-Siracusa-Messina system and the coupling of the hinterland system, I refer to: Sicilian Region, Department of tourism, transport and communications "Department of Transportation and Communications "Analysis of the transport, territorial and regional system in the national and Euro-Mediterranean scenario: contributions to the elaboration of a strategic national framework, the 2007/13planning", PriceWaterHouseCoopers Advisory-2007" with the expert advice of prof. F. Karrer, prof. G. Fusco, prof. F. Moraci, Dr. M. Marino. This idea has been "relaunched" by the recent " South District" agreement between Catania, Siracusa and Ragusa.

as a first step of the project, it a question of organizing a vision that accesses to the fruition of the area resources according to the logic of knowledge, market accessibility, network and facilities fostering a well - structured sector economy that can introduce new services.

The main axes of these actions include:

- The transport system, mobility and infrastructure in general (priority actions);
- Biodiversity that characterizes the Strait Area, the protected areas system and the ecological infrastructures;
- The historical, architectural and cultural heritage, tourism and the construction of tourist and cultural districts;
- The role of the Straits Cities.

The role of the cities of Reggio Calabria, Messina and Villa San Giovanni, in the promotion of the resources, but also in the construction of the effective integration of the Strait Area as relational basin of activities and opportunities, also, in light of the reformatory process of intermediate authority, sees Reggio Calabria and Messina bearers of roles and functions, which, although they have to be built or characterized, can test a new governance and a new urban complex system in the Euro-Mediterranean space, which goes beyond the given conditions.

The topics debated by the project proposal start, then, from the application of a territorial co-operation policy built from the bottom and with awareness. Within the environmental theme, using the Horizon's categories, in addition to the treatment of the territory, common good in intergenerational terms, and to the security for inhabitants in conditions of environmental risk, the expectations characterize, in terms of *cultural heritage*, as a system of the Strait region resources, the re-composition and perception of the landscape - already identified by the Charter of the Messina Strait⁶² - and of protected areas system (we want to remember the ZPS- rete Natura 2000), the quality and enhancement of coastal areas as well as the *inland areas* for which there is a particular

⁶² The international conference Landscape 150. Views on the Italian landscape among preservations, transformation and project throughout 150 years of history. October 5/6/7 2011, held at the faculty of architecture-Mediterranean University of Reggio Calabria. The **Charter of the Strait of Messina** underlines the great cultural significance of the **European Landscape Convention**. " *During the same convention and in the advices, later received, for the writing of the "Charter" the importance to pay particular attention to: the widespread and the growth of the landscape culture, the education and awareness of the populations on the values of their, the fulfilment of specific landscape politics in which the territorial plans first takes into account the cultural local identities, making sure that new inhabitants could to support their integration; had been noticed* ".

access to financing ⁶³ and a clarification of policies ad hoc. All this is particularly important especially in a time when the two regions are preparing the regional operational program.

Many of the shown planning actions may be carried out with operational tools which consider four programs: National and Regional Operational Programmes co-financed by the ERDF and the ESF; European Territorial Cooperation Programmes (ERDF); Programs for Rural Development and Fisheries, financed by the EAFRD and EMFF; Thematic programs (in direct community management). Certainly, considering the political will and the technical and administrative capacity of the involved institutions.

At this time of starting of the definition of the Regional Operational Programmes it is desirable, on the basis of the proposed project, to define combined strategies aimed at the competitive strengthening of the Strait Region thanks, even, to inter-regional Agreements proposed by the Region of Sicily and the Ministerial Board of Experts on the Strait Area for the improvements of maritime, rail and road services.

The *Action Plan* deals with, in this sense, the strategic plank of implicit priorities of the project (overcoming the bottlenecks of network, infrastructure system and mobility) and good practices for actions and specific activities; operating modes and accessibility to the financing lines.

A section is dedicated to good practices in these areas.

The Strait "space" of integration and innovative governance

Based on the planning solutions and on the "elimination" of Messina Strait fracture in terms of mobility and transports, priorities on which the Strait Area "lies on" a urban system and of which interested parties have been debating for decades; it is not understood why, up to now an *agreement*, has not been prepared between the two regions- Calabria and Sicily, in the field of transport between the two diriment conditions of territorial continuity and the local public transport. We could have integrated the Strait Area with the complementary function of **the inter-territorial agreements in the territorial co-operation** provided in the penultimate clause of art. 117 of the Constitution, Introduced by l. cost. n. 3/2001, which has

⁶³ See the National Strategy for the inland and mountain areas which identified along with the cohesion policy of 2014-

²⁰ In three **strategic directions** for the use of funds: the **South**, with two distinct orientations of the "Citizenry" and "industrial and cultural vitality areas", the **Cities** and precisely the **Inland area**.

considered the possibility of the Regions to come to agreements with other regions to improve the performance of their functions, even, through the identification of common institutions and the ratification with regional law in particular as regards infrastructure and regional development policies. While the problem has always been trivialized and taken on in geographical or "demarcation" terms aimed at the shared administrative management, without looking to the experiences or the more recent studies on the use and interpretation of indicators that have to be applied to urban areas in terms of urban solidarity and cities as sites of production of the new economies and services even on territorial structures with different size. The administrative demarcation is not so important as the exchange relationships with the territory.

By no coincidence, Europe puts the organizer role of the European area into the hands of the cities. Therefore, the cities are the place where infrastructures and material and immaterial services concentrate and, hence, it is the strategic the way in which they relate themselves within the redistribution of services (urban welfare) and mobility and to the "outside" in not exclusively local, but in a wide area and - for some of them - global terms. This last relational and a high-level connection towards the outside report⁶⁴, is based on the functionality and efficiency of the infrastructural transport system

(ports, airports, links, intermodality, logistics), but also on the quality of services offered not only to citizens but also to the companies, the ability of a sustainable energy balance, the application of technologies to govern the cities and services, the creation of new types of services, administrations and Intelligent and efficient institutions which reduce time and cost, fiscal mechanisms to incentivize and support forms of assistance to young companies, attraction of innovative companies, start-up, network contracts, networks among cities⁶⁵.

For these reasons, even though the city and in our case the cities of Reggio Calabria, Messina and Villa San Giovanni are seen as a "new" urban system since they should construct their

⁶⁴ See e.g. the study, *"A new dynamic regional development in northern Europe"*, edited by Christian Wichmann Matthiessen, Ferner Sound Baelt, 2010, in which the interaction of groups of European cities defined hierarchically is shown. The analysis of the group of Taylor is carried out at a European level and it identifies the cities that occupy a key role and how a city can belong to more than one group. The study is developed to show how an infrastructure system may produce a new economic interaction (in the C. Ferner Baelt's macro region). The Ferner's region is one of the Straits to which Europe refers to for the application of good practices.

⁶⁵ Reference to ReCS- network of Strategic town of which Messina is part of.

rank identity according the new setting of social innovation, they must use the Strait- that separates them- as an instrument of integration, governance testing in the mobility system and access to local resources, to create a city of the Strait that is not their sum. The issue cannot be resolved simply by an equation which upholds the thesis that the infrastructures always bring development, because the ratio infrastructures / land / development **should be contextualized and related to various "constraints"** - political, cultural, programmatic, territorial, in terms of opportunities, preconditions, time and the ability of projection and direction, the institutional capacity of guarantee. Proof of this is that despite having a good infrastructural equipment per capita we have one of the most inefficient system.

Therefore, the complex and overall vision will also use some of the themes and topics specifically debated in other sections of the project- in a logic of policy and territorial planning system of the Strait Area which takes into account the local level, but, at the same time, that is in the national dimension and in the European space, given the strategic Strait condition in the Euro-Mediterranean and in the system of material and immaterial flows that are drawing new routes.

First you need to understand on which "segments" of the project we want to invest (priority) and what we want to build (strategy) to be a European proactive Strait, and what are the *assets required* by the ESI program, which are also useful to validate the proposal to become a national and European urban system in modern and sustainable terms.

The structure of the idea- project⁶⁶ for the construction of the metropolitan Strait considers, as previously recalled, more "registers" to take into account simultaneously as:

⁶⁶ I would refer to my report at the National Conference - Logistica e Infrastrutture -Il ruolo del Mezzogiorno e il suo contributo all'economia del Paese. Saturday, June 21, 2014 via S. Andrea delle Fratte-Largo del Nazareno-Office of the Democratic Party - Moraci F, —*Come un sistema infrastrutturale è in grado di irradiare sviluppo nei territori attraversati*"; see also Moraci F. —*The Strategic Dimension of the Straits Area According to the New National Metropolitan Spatial Planning and to the European Space: Strategic Corridor Platform Project*, in *Advanced Engineering Forum* Vol. 11 (2014) pp 198-20 © (2014) Trans Tech Publications, Switzerland oi:10.4028/www.scientific.net/AEF.11.1983

1. The impact of constitutional reform that identifies Reggio Calabria and Messina metropolitan cities and their contribution to the construction of the Strait Metropolitan Area as functional dimension of inter-territorial relations.

2. The role of the infrastructure and the contribution to sustainable and competitive development according to the indications of cohesion policy and the ability to find strategic support within the Regional Operational Programmes for the Strait Area on the Axis City- Metropolitan Strategy and through the various Thematic Objectives of the Partnership Agreement signed by the government in Europe, competing at the same time with the under construction strategic vision of the Country, building a national urban agenda.

3. **Change the setting of policy for the south and the planning** and invest first on the immaterial dimension (competent leadership, open innovation, social innovation, energy in terms of streamlining and production, ICT, etc.) and at the same time on the material one of the infrastructures (rationalization and efficiency of the system and intergenerational capitalization);

4. **The creation of an innovative urban district, consisting of the metropolitan cities**, their territories and the macro-regional area that revolves around them and meets the requirements mentioned above. This district, *strategic platform* will focus on a mixitè of tangible and intangible infrastructures (starting from the role of universities, health care, cultural heritage, the port directive) as new conditions for the development in the production of physical and virtual spaces of flows. Their twine will produce innovative spaces in the urban dimension - from the metropolitan city - to the geographical areas with a variable geometry - territorial effervescences- that feed nurture and complete the relations. You can also think of a special law for the metropolitan area / metropolitan city of the strait to eliminate the conflicts due to two different regional laws

5. Moreover, how to work for **the port system** in the light of the strategic districts reform and new functions to be assigned to the port system (in addition to the existing ones), that would characterize the directional address of Messina for the safety in " **cloud port**" the Mediterranean.

6. **The relationship between the city- infrastructures and territory, according to what has been explicated by the European and Euro-Mediterranean arrangement, determines the need for a plan and a specific direction.** As the cities of the south benefit from in addition of an intense flow of European financial and operational national plans ad hoc (PON networks and mobility, cultural heritage, legality).
7. **Good practices to be identified for intervention areas** (some of those mentioned) **and the initiation of consistent actions with the next planning.**

The overall plan should take into account in addition to the six identified **drivers**, plus one of good practices and experimentation, **the coherence with EU policies**, in the logic of the overall development of the country in the general framework of infrastructural systems and of the logistics, of the environment (Heritage , Biodiversity and tourism), of governance, as well as the actual capacity of the Managing Authority to ensure success.

This design approach that identifies the Strait as the start-up of a complex urban system implies the assumption that cities function as intelligent knots in the new urban economies and network, from the Ten-T networks, green networks, immaterial networks, constituted by the energy and the ICT. These spaces - called corridors - well beyond the conceptual reductionism inflected by the term "corridor" only for transport, develop and integrate connecting spaces subject of innovation.

The first clarification, to understand the innovation of this spacial project, is played on the relationship and the term material infrastructure and immaterial infrastructure (new conditions), as a consequence transport infrastructure, linear and punctual infrastructures, infrastructural system, and activities linked to them such as intermodality, mobility, freight and people transport. Then the concept of immaterial infrastructures- green infrastructures, energy, ICT - digital agenda, knowledge and use of technology, culture and knowledge, which invisible "activities" and connections, produce a physical space and a system of the offered services, which determines attractiveness of flows and therefore of virtual spaces without borders, virtual, to handle. A new revolution in the practice of

city and territorial planning ⁶⁷.

It is understandable, therefore, that the Strait Area bears an important role in the system of flows and relations between the regions, as it activates a **cloud platform** integrated into the Mediterranean. In the expressed methodological setting, all themes must be, in turn, inflected to the scale of the strategies and therefore to the - physical, administrative, management-space, in which they are realized, to the - institutional, political, cultural- levels in which the actions, the instruments are placed. Finally it contributes to the cultural maturity of the *social capital* that has awareness and sense of responsibility in a process of participation and communication that determines the sharing through *open public evaluation* and that does not allow you to change "in progress" strategy and project only because the political bloc of local or national government changes.

This is in fact a guarantee of success: the knowledge and responsibility of citizens and politicians, a social and political agreement whereof Europe is the guarantor.

The non-guarantee of the complex project cycle has led to a vision of local unreliability and not of attractiveness for foreign investors. Therefore, a complex project of this kind requires the *accompaniment of trajectory* from the national government and the EU monitoring on the objectives performance.

The proposed integrated approach should take into account simultaneously the levels expressed and combine them, bearing in mind the objective of the project.

Let us analyse the issue in order to understand what are the **conditions of success** for an area like that of the Straits, and what is **the role of infrastructures and transports services in general in this non-linear process, but between graduated - multidimensional** which determines, in particular, three types of processes:

1. from the physical point of view, the functional design one and the dynamic *territorialisation* of the infrastructural space, and its continuous local ceiling to ensure

⁶⁷ Consider the ways of involvement in the field of participation, access to knowledge in the decisions for the territorial government through the mechanisms and practices such as the urban centre and thematic forums.

the contact with the local context and the mediation with the environmental impact already known as

"Infrascapes", *internalising* the environmental landscaping and compensatory dimension;

This implies the definition and role of infrastructures in the dimension of the sub-regional wide area precisely because of its transcalarity typical of the material and immaterial flow created by them, and the role of service to the territory on which we measure the *performances* of the ability of a territory or of a city to attract. The size of the fracture of the Strait in the Euro-Mediterranean and interregional system- considering Sicily a terminal with a number of inhabitants equal to Ireland, Denmark, Finland;

2. the other issue is **the ability of these areas to "stay in the flow"** of goods, people, investments and transactions of data and goods, in the internal dimension of trade and inter- regional urban logistic and the one of the Euro-Mediterranean (strategy and planning).
3. The ability to manage the new market of production of the latest generation services- *open innovation* - characterizing the system with the management of connections in the network and of the databases. The port cloud. That is like a Google of ports and of activities related to the sea ports and to the area with which they interact.

This multidimensional local-global view where the infrastructures and services redistribute functions to the land, **the conditions "to contour"** including **the ability to govern the transformation** from infrastructure systems to the local level by the cohesive Institutions, inter-regional cooperation, the role of the keynote address of the country system in the European space, in the case systems of Central- CORE network - of European importance or global network - at the expense of Member States pinpoint the characterization of this part of Europe through what I call **Territorial intelligence and Institutional ability. In fact, the institutions are the key of**

competitive development. To have cutting edge and efficient Institutions promotes the growth of Talents,

better and welcoming urban environment on a quality level, greater range of services to the businesses and citizens.⁶⁹

⁶⁸ See F. Moraci "Building of the metropolitan city of Reggio Calabria; metropolization factors and creativity as the strategic dimension of urban", in AAVV. Edited by Giuseppe Tuccio, "Reggio, metropolitan city in the metropolitan Area of the Strait". Iiriti ed. 2013, in which concepts such as territorial Intelligence, economy of creativity and metropolization factors are discussed.

⁶⁹ Allow me to refer to F. Moraci "Welfare urban governace", Officina ed.2003; F. Karrer, M. Ricci, "Cities and Agreement", Officina ed. 2006; AAVV, " The urban services management between plan and agreement " Officina ed.2008.

This new system of networks, knots (cities) and *open innovation*, which is intertwined with the infrastructural material system may recall the need to adapt the latter (the South is backward in terms of provision of infrastructures in intermodal degree and services, but often for infrastructural efficiency, not for equipment per capita) as an investment in added value to the capitalization of profits derived from the intangible infrastructures as territorialisation of the same. In this sense, the economic expansion of intangibles infrastructure- without borders - would correspond to the need of a relational physical efficiency and quality which territories and cities should redistribute as a deterrent of the added value to their territories. Investments in intangibles infrastructure - first shock to realize - although they determine new configurations of networks and markets, do not specialize the benefits at the local level while having an impact in GDP and in the demand for services that urban areas and certain types of logistics should deliver with respect to an inadequate and inefficient existing equipment.

At this point, **the strategy includes investments in infrastructure as an intergenerational strategy**, and not just because among investment forms in the global market they are those that interact with the territory in everything and not with the logic of origin-destination, but because the infrastructures integrate the territory.⁷⁰

These areas can be identified as *Districts of Innovation*, in which the so-called *open innovation*, the generation of "Ideas in the network", the imperative of *collaboration between intensive sectors of knowledge*, including scientific and technological fields with the large role of universities.

In the end it seems to reread the theoretical basis on which cohesion policy has built the program

Horizon 2020 or simply I like to remember the American movement on

⁷⁰ See the report "Idle Workers + Low Interest Rates = Time to Rebuild Infrastructure. ***If now is not the moment to rebuild, when is?*** By L. H. Summers professor emeritus and economist at Harvard, Secretary of Treasury of Clinton and director of the National Economic Council of Obama appeared on the Boston Globe on April 14, 2014. "*Finally, infrastructure investment is important for generational fairness. We live in a period when a — if not the — focus of economic policy has been on reducing government deficits and debts. These are important concerns, but they have been viewed too narrowly. Infrastructure investments, even if not immediately paid for with new revenue sources, can easily contribute to reductions in long-term debt-to-income ratios because they spur economic growth, raise long-run capacity, and reduce the obligations of future generations. It is an accounting convention, not an economic reality, that borrowing money shows up as a debt, but deferring maintenance that will inevitably have to be done at some point does not. When maintenance or necessary investment is deferred, the bills climb much more quickly than the cost of federal borrowing at an average interest rate below 2 percent.*"

“underground revolution”⁷¹.

The concept of the Action Plan from good practices of innovation of the policy 2014-20

The **first conceptual frame** where to put the Strait Area, is to give it in new terms a dimension of Innovative District regardless the administration procedure of municipal / metropolitan areas that compose it, using the governance systems that consolidate the strategic experimentation and characterize the role of inter-institutional relations and partnerships.

The **second frame** concerns the urbanization structure in terms of relationships and networks, energy networks, ecological networks, digital networks: the **European space of infrastructures, transports and mobility, and the role of networks in the city: the physical city and the cloud city**. By no coincidence the idea of the city as intelligent knot and "new" urban systems of different size - neither knots, nor metropolitan, or combinations of these, which, however, have a fervour that characterizes territorial identity and function in the scale size, overlaps with the Strategic city networks. The tangible and intangible infrastructures, as we have seen, define a new concept of corridor as a new integration and innovation space. Inside or near such space the- widespread, metropolitan- urban areas-cities-assume roles and specializations. This complexity of content, to be implemented, defines the strategic platform of the

Strait Area corridor characterized by its specific context.

The **third frame** is the ability to build innovative projects and complement the investment

71 Bruce Katz and Jennifer Bradley argue that, as many of that, urban areas contribute to the development, to the extent that they are able to build close networks of relations between productive subjects, the world of research, institutions and "innovation facilitators" within a liveable well infrastructured context. Their book *The Metro Revolution: How Cities and Metros are Fixing our Broken Politics and Economy*, The Brooking Institution, Mass.

2013, In fact, it tries to relate the recent economic changes with the new role assumed by the city. The Metropolitan Revolution is a movement similar to the Tea Party, which wants to overturn the hierarchical relationship with the state to boost the economy. As the authors write " The word city is used to describe a metropolitan area, a region, an agglomeration, intercept in local economies which represents the hubs of different states and regional economies The metropolitan city of Chicago is made up by 100 municipalities and 14 counties. It stretches crossing the states of Illinois, Wisconsin, Indiana. The city of Chicago counts less than 1/3 of population. "It shows how the territorial and administrative dimension, which, does not presuppose any demarcation of the law is very different from the one of national reform, and how it is closer to the platform in the concepts I proposed".

72 Please refer to Moraci F. *"The Strategic Dimension of the Straits Area According to the New National Metropolitan Spatial Planning and to the European Space: Strategic Corridor Platform Project"*, in *Advanced Engineering Forum* Vol. 11 (2014) pp 198-203 © (2014) Trans Tech Publications, Switzerland i:10.4028/www.scientific.net/AEF.11.1983. op.cit.

according to the logic of innovative public finance and the political and administrative responsibility which identify its actual feasibility and sustainability. The ability to manage the ordinary dimension with that additional EU one is now often replaced by public action. The success must be guaranteed by the ability and the competence of the administrative leadership.

The punctual strategies and the actions that make the project logic explicit for the construction of the Strait Area beyond the geographical connotation and in general as the engine for the South of the country are braced in this last *frame*. A public policy built from the territory with a set of strategies and actions to enforce on European funding in which gathering the **system of Metropolitan Strait Area** project in the **Italian policy for urban areas**⁷³ and **the transport and mobility infrastructures, logistics and port policy**, or better of coordination to a national level between policies for infrastructure, the environment, economic development and the cohesion in the territorial dimension of the experimental proposal.

Metropolitan cities vs. metropolitan systems with a variable geometry

In light of the explained reflections, we realized that the transport infrastructure to bring a certain type of development in the areas **that cross** must meet many other dynamics: not only, in the functionality of the two connecting pole, but they must be in a *flows system* - flows that attract and integrate - also and perhaps even more intangible flows, such as identifying an area of interaction and exchange in which certain conditions occur

⁷³ In the new 2020 planning it is possible to see three scenarios for our Country:

- **the current one**, produced by the 2007/13 planning, which is that of fragmentation, the logic in which each one goes on by itself (cohesion and development);
- that of "citadels", that is the one in which only a few large metropolitan "areas" last out but they are only a few: and, anyway, the Italian case, unlike for example the French one, lacks of a central policy that supports this scenario (inclusion and development);

- to the *effervescence of the systems*, that is the one of the many local systems that are able to be integrated and dynamic, and to carry out joint projects in the area. Integrated development strategies and actions, on which municipalities, regions and government invest in a coordinated and coherent way, will be funded.

The platform for urban development given by regulation for the next ERDF funds pushes in this direction: - the multilevel alliances, the sharing by municipalities, regions, and government intervention plans are going to be the result of a real territorial plan - decision making supply-chains. Europe, therefore, is making a step towards the cities especially redesigning a decision-making supply chain in which they can be credible interlocutors. It is a scenario that must be made credible in the next two years to get ready at the end of 2014, with an Urban Agenda that will be the result of a decision-making seriously, shared, creative path.

supply and organization of services, innovation, competitiveness, economic transactions, etc. and in which the ports, airports play active roles for logistics in urban terms. These spaces of innovation, in terms of design and governance, - called innovative districts or strategic corridor platforms - or green logistic corridor are the containers of a territorial effervescence to be guided and experimented beyond any administrative demarcation.

There is no doubt that the city of Reggio Calabria and Messina can not compete with the large metropolitan cities of Europe or North Africa, but definitely, if they are governed with intelligence and foresight, they can organize the territory of the Strait Area in terms of **integrated interregional urban metropolitan system** that is characterized by its peculiarities in the system of ports, transport and logistics, technology, energy, culture and tourism, more or less in this order of priority.

In this logic all the - local and national- actions that affect punctual infrastructures, are all pawns of an interactive and interdependent chessboard and must have a direction that must be built with clarity and determination, just for the - though too dynamic- conditions of a European and international framework that weakens us as it seems to have already excluded the south from the true infrastructural competition and it still lacks of the strategic vision that will not allow us to access to those 180 billion Euro (cohesion policy, PON, POR) except for some here and there project that will not bring any added value to the logic of system.

In addition to the three specific PON plans (networks and mobility, cultural heritage, legality) for Sicily and Calabria, Campania-less developed regions - the ex objective 1- the metropolitan cities PON common to all types of regional planning, implies, for the less developed, structural weaknesses in what typically characterize the same metropolitan cities: infrastructure and networks.

The same logic underlying the European policy directs the other Member States to think in similar terms to their territory and then to their cities and take their Partnership Agreements. This is the external framework of competition and / or cooperation between territories.

In such a complex and detailed and certainly not exhaustive path, we have, therefore, to clarify some points and to identify the physical and intellectual conditions that guide the process that is here summarized for analytical ease ⁷⁴.

⁷⁴ These themes are derived from the studies carried out over the years in territorial terms of the problem of the South, starting from

The main reflection themes on which we must focus the activities include:

- **what and why are the infrastructure needed for the Strait Area**, in the light of local demand, quality of services, resources, structure of the Country and the European space? what are those aimed at the creation process of a large integrated and competitive area?
- Is it better to aim at **an integrated metropolitan inter-regional area** between two metropolitan cities as innovation area or is it better to think of building a single **metropolitan city of the strait** with special law?
- Who will guide this process?
- **The need for capacity and intelligence** (creativity, talent, knowledge) in the construction of the "**project of territory**"; the political ability to understand and manage and cultural responsibility of the territories and media systems in the light of the reform processes and the European policy of cohesion relative to its own territory;
- *The importance of inter-institutional open negotiation and the accompaniment of trajectory* of an independent authority (agency, ministry, ..) in the development of the territories in the explicit sharing process of objectives and use of innovative instruments, between urban areas (metropolitan, internal strategic roles, functions, geographic locations, etc.) and Regions through the Operational Programmes, aimed at experiences of national and European level. ;
- *The importance of diverting the trend in the construction of the project starting from the intangibles infrastructures and arriving to tangible ones* and identifying ex ante the effects through an open public evaluation, daring an economic and integrated dimension to rely more on funds, having full knowledge of the cultural problems to be faced;
- Understanding how the development indicators of the urban and territorial economy on, which the challenge of the cities of Europe works for, have changed in terms of supply and efficiency of services, production and urban welfare and how the reform and the reform proposals of the administrative and functional structure of the authorities (metropolitan cities, districts, port authorities, etc.)

the local segment of the inter-regional rift between Sicily and Calabria and from the failure, except for small cases, of regional, national, European policies which sees the South as a loser in terms of efficiency and in particular some southern areas completely de-infrastructured as the Strait Area.

play or can play in the national and international dialogue in an changed and dynamic intercontinental context that has already changed the conditions from which we started to draw the Italy of which we are discussing today;

- **working for few driving and strategic priorities** (without forgetting the characteristics and resources of the territories) to characterize the identity and function phenomenology of the southern country and the country in Europe and in the Mediterranean, always keeping a *constant step over* of guidance which in the choices never forgets the -local / global- transcalarity of interventions and involves and includes companies and territories;
- ***Rethinking the role of the "infrastructures" and logistics in the new economy by the complex system of integration of transport mobility, energy and ICT infrastructures as an area of innovation of territories which cross without administrative boundaries;***
- ***looking at what is happening in Europe and how the system of flows has changed*** and why the South of Italy is out of it ;
- ***Communicating how the idea of a project that involves a major structural knot, that fractures Sicily and Calabria, can be the innovative methodological start up for the entire South;***
- **thinking of the Strait as a technological unit, a directional *cloud***, in the flow of goods, people, transactions and data.
- ***learning how to use and manage the new instruments of investment and innovative finance .***

How to use the European and national planning in relation to the metropolitan system of the Strait

In the development of operational documents aimed at the support of joint planning, it is good to remember that, not by chance, the 2014-20 Partnership Agreement, besides indicating the expected result, indicates the actions on PON; POR / PSR; actions in common within the respective Operational Programmes and funds.

For each of the eleven thematic objectives -TO- PON, POR / PSR actions or PO united actions are, indeed, planned , to show the expected result and indicate measures and funds.

The same Partnership Agreement provides for objective 7 - *"to promote sustainable transport and removing bottlenecks in the key infrastructure of networks"* (which is one of the objectives for the integrated area of the Strait), the expected results for which Italy has undertaken with Europe. These are also reclaimed in the framework of correlation between the actions of the Partnership Agreement and the strategic actions of EUSAIR -EUSALP. In particular:

- Strengthening of railways supply and improvement of the service in terms of quality and time of distance covered (with two shares)
- Increasing the competitiveness of the port and inter-port system (four shares);
- Modal integration and improvement of multi-modal connections with the major urban, productive and logistics knots, and the core, global and local network;
- Strengthening of the connections with the global network of inland areas (also the subject of another block of shares);
- optimization of air traffic.

This activity is developed in detail for each of the eleven thematic objectives and then further articulated in the regional planning documents (operational / strategic) according to the specificities and peculiarities of developing regional priorities (smart regional specialization). At the same time we must bear in mind that the funds for the European Territorial Co-operation

- ETC- provide 74% for cross-border co-operation; 20% for transnational co-operation, and 6% for interregional co-operation and that at least 80% of the ERDF allocation to each program of cross-border and transnational cooperation should focus on a maximum of four Thematic Objectives.

Therefore, it would seem too trivial, in the light of the above, to ask that for the Strait Area - having regard that the metropolitan dimension of the two cities is still to be substantiated - the two regions develop in harmony at least the objective 7 (they could agree about 4) and ask the competent Ministry- the Ministry of Infrastructure and Transportation- -a steering committee which monitors the expected result by virtue of the integrated actions system (the actions system if read from the perspective of the National Strategic Document). Various programs and investments can also be integrated to the same objective , and both can relate to shares in the supply chain concerning other objectives, and decline further priorities (e.g. energy and transport / SMEs / Research) for which the *area* can upgrade their characteristics

also to support other objectives of local development: tourism, fruition of the landscape and environmental heritage, rating of the inland areas and the location of a market in which the start-ups and SME can be tied with the network contracts and the research.

The territorial urban system of the Strait, characterized in this manner and with the possibility to aggregate and articulate the southern region in a much more complex and competitive way, proposes again the urban areas knot and the infrastructure in the logic of which we have already mentioned, allowing this new system to dialogue between the local and the global levels in real and transcale time⁷⁵. It is as if the cities, to compete in the European area, would be equipped of some *functional, infrastructural and management standards* of the new generation which revolutionize the commonly understood planning. The city will have a rating, a *city index brand*⁷⁶ expressed in the service sectors, for tourism, management activities, for example, and they will have a cloud platform that gives view of the events in real time (risks alert, mapping of the exposed population, immigration, etc.)⁷⁷.

To understand why this public policy setting, in the absence of a strategic and integrated vision of the country system, has been attributed with a margin of self-determination to the regions and cities in the hope that they are able to re-qualify and / or compete knowing how to use and manage the European funds, we must break away from the local / regional and national vision to understand the simultaneous play of our choices that sometimes appear autonomous, but in fact they determine a condition of submission to the choices that others have made because of our silence or of a too local and short-sighted vision .

We must therefore understand, therefore, that in addition to the challenge of the cities in general terms and broad-based on the model of relations and functions, even if in terms of new urban economies, one can not

⁷⁵ The network, the flow of information, the digital ethnography replace the agorà of the ancient cities, a place of relationships. We could say "the telematic agorà". In this regard, see the finalist project among the 16 selected proposals of the 700 submitted (responsible F.Moraci) to the General States of the South of Europe-Presidency of the Council of Ministers (Catanzaro 30.06.2012) as part of the Calabria Region in the competition "*ItaliaCamp- your idea for the Country, the policy project: the telematic Agorà as digital politics for the city*". In which the proposed project of the digital flow city was primarily related to environmental risks and strengthening of public services (real-time information about traffic, events, public wi-fi ,warning system).

⁷⁶ Il City Brands IndexSM di Simon Anholt-GfK Roper City Brands IndexSM (CBI) 2006 — "*the only analytical ranking of the world's city brands. Working with an innovative set of tools That helps to assess, develop and Implement brand strategies across cities, we Shops provide the global and local insights needed to move forward on city's reputation and increase the success of its business, trade and tourism efforts*".

⁷⁷ Many references. I will cite one for all: NYC digital Smart. The mayor of New York has set as a goal a" Digital mission " to be the largest and smartest city of world. SMART stands for social media research and advisory taskforce.

exclude the networks and how these (transport, intermodality, mobility, logistics, energy, ICT, green) condition the new frontiers of development (sharing space).

The reason why these are important "urban knots" in Europe and in the world is that they are also "knots of networks", in fact they are connected by European - TEN-T and intangible networks (Energy and ICT), that is the **corridors**, which collective imagination tends to materialize in negative terms. These links between cities and urban areas / territories of "variable size"(other option of the European experimentation of sustainable urban development, as we have seen) are of 2 types: of European interest (*core or central network*) and of national interest (*comprehensive or global network*).

But in the end, the cities that do not reach in 30 minutes a global "corridor" will not have funding (connecting Europe), as outside the European "CORE" area. Member States will have to provide for the funding of connecting infrastructures.

It is, therefore, evident how today's choices on how to deal with the hierarchy of networks condition the future development.

Not developing, today, the global network that nurtures the central one means to stay out of the next planning.

So today, proposing the Strait as **Integrated pole of intermodal services** means not connoting metropolitan cities on a macro-regional gateway characterization.

This assumption will affect the urban system, the corridors and the reform on the strategic districts of logistics and of port authorities beyond the spending review.

European policy, in fact, tends to complete the missing trans-borders links and to remove bottlenecks (ESI- European Straits Initiative).

In addition the objectives of the European Union are to reach 2050, with milestones in 2020, and 2030, with the increase of the mobility and the reduction of emissions. The plan:

["Schedule towards a single European space of transport - For a competitive and sustainable transport politic "](#), provides a strategy for the reorganization of the regulatory framework for railways (services and network management) and the creation of a European multi-modal network, for the elimination of "Bottlenecks and barriers"(on the use of airports, internal navigable roads and road cabotage) and, with regard to the roads, the internalization of costs (of

the infrastructures, pollution and congestion) for road vehicles. This will involve the revision of national rules and regulations.

The Commission has defined a "*rail package*" and *New Ten-T guidelines* for the creation of a "**core**" **multi-modal Europe** network , and a "**package "for the airports.** to this refers Partnership Agreement, but it may be renegotiated if the role of cities in the direct dialogue in Europe is the bearer of planning and social innovation.

We count on the renewal of existing infrastructures and on the building of new infrastructures. However, despite the significant investments made, *the European Union does not have a network of interconnected cross-border transport infrastructures*, sufficiently interoperable and efficient in terms of resources. This state of the art is also affected by the absence of a global framework for funding at European level, able to target the most serious bottlenecks (including the Straits) and it is necessary to deal with this problem in the next multi-year financial framework. Therefore, if on one hand we have to achieve the political objective and the plan (currently funded by INTERREG and EGCC), which funded some Straits, on the other hand we have to define the European system and the synergy of an integrated financial framework that can implement the objectives set by the cohesion policy. This is another reason why the regions of the Strait Area establish and negotiate the operational programs and territorial projects to take in to Europe to be accredited as "intelligent knots" bearers of innovation. For the infrastructure policy the EU focuses on networks and on some centralized punctual infrastructures that amplify the effects in terms of intermodality:

The core network will affect:

83 main European ports with railway and road links;

37 major airports by railway links to major cities;

15 000 km railway lines converted to high speed;

35 major cross-border projects to reduce bottlenecks (from which we should draw from for the Strait area).

The cost actualization phase I of funding in the period 2014-2020 will be of 250 billion.

The mechanism to *Connect Europe* allocates € 31.7 billion for transport infrastructure for the next financial period (2014-2020). 80% of this amount will be allocated **to priority projects along the 10 corridors to be implemented in that network.**

At regional and national level, the so-called **global network** will power the transport core network.

This global network is an integral part of the TEN-T strategy.

It will be largely managed by the Member States, with the possibility of getting some funding as part of transport policy and, of course, of the regional policy.

The logic is that of *subsidiarity in action*. The intention is to ensure that, by 2050, gradually the great majority of citizens and businesses in Europe should not take more than 30 minutes to reach the global network.

In addition to the transport (for the Modernisation of European transport infrastructure, to build missing links and remove bottlenecks), funding for ICT and TELECOMMUNICATIONS are provided for an amount of EUR 9.2 billion to support investment in broadband fast and ultra fast networks and in the pan-European digital services;

ENERGY 9.1 billion Euro to achieve the objectives in the climate and energy field set by the EU for 2020;

As previously mentioned, the corridors of energy and telecommunications are the dimension on which to focus on. Furthermore, in the light of these topic it seems clear on which integrated axes we have to work for, such as financial instruments as the ITI and the EGTC and what assumptions of governance have to be put in place. It should also be stressed that the European Union identifies the **Platforms of corridor** ⁷⁸ also as *authorities presided by the European coordinators* that will meet all the stakeholders, providing an essential instrument to ensure coordination, cooperation and transparency.

Reverse the method to build the project: the challenge of the Strait Area-laboratory of

⁷⁸ For this purpose among the programs of the **European Territorial Cooperation** the CEF - Connecting Europe Facility - plan to support investment for the development of European integrated sustainable and high performance networks, in the fields of Transport, Energy, of broadband and digital services (Regulation 1316/2013). The CEF is dedicated to projects of common European interest and intervenes in the field of networks and priority corridors identified for the three sectors. It is implemented through grants and financial instruments (participation in venture capital funds, loans, guarantee with the issuance of project bonds).

creative cities and networks.

The idea is the one previously announced to reverse the method and to start from the intangible as an integration factor of inter-regional functions through the idea of a system of possible actions independently or while some key points of the administrative structures, such as the organization of the new metropolitan cities, are being defined. Playing with the simultaneous synergy of multiple concurrent possibility. Therefore we have to better organize what we have in the field, we are innovating with new planning ideas and we building the infrastructure we need. The approach, for which we are called for, in order to have access to funds that initiate the project and give a boost to the territory, should seek the integration on regional scale through a partial and thematic start. A few bright spots.

We have to rely on elective *public institutions* of local level, investing them without uncertainty of the role of synthesizing the various instances of territorial economic development, strengthening and consolidating the weakest institutions facilitating the rationalization and reform processes as well. It is important to understand immediately the clear role of the partnership commensurate with to its own skills and capacity of representation. We have to be confident and practical. Often we do not have the administrative capacity or the appropriate ruling class.

We start from the territorial dimension, that of the Strait, unconfined, which incorporates the two cities and it is supported by functions and relational understanding with the vast territory; this dimension capitalizes the opportunities and the reforms in the field immediately available, to organize the territory and to create infrastructures according to new organizational forms and to stay competitive in Europe and in the Mediterranean with more authority. The "prototype" project of which a first phase of studies has been published⁷⁹, develops an idea of governance and urban system to get to establish, through the cohesion policy and the multi-dimensional identified strategies, a unique strategic vision of the territory that could negotiated with the setup of the challenge 2020-2050 and the new economies of scale at local and Euro-Mediterranean level. The project, as we have seen, starts from the proposition and the organization of the intangible functions of the area (new infrastructural and intermodal assets and networking) to get to the demand for services and infrastructures

⁷⁹ See Moraci F. *The Strategic Dimension of the Straits Area According to the New National Metropolitan Spatial Planning and to the European Space: Strategic Corridor Platform Project*", in *Advanced Engineering Forum Vol. 11* (2014) pp. 198-203 © (2014) Trans Tech Publications, Switzerland oi:10.4028/www.scientific.net/AEF.11.1983.op. cit.

in both physical and spatial terms (functional and international index, allocation of network share). This approach shows that the problems of the South, abandoned by policy in active terms, must and can find answers in the cohesion policy for the regions with convergence objectives. After years of failure for a structural inability "scientifically" pursued, today, in the light of the ongoing tangle, we are trying to unravel the weakest part of the Country

- that of the Strait Area - in the light of the opportunities we are running the risk of losing, while there is still a debate in search of political self-referentiality or repositioning in the theatre of trading, time is up and the conditions have changed.

While we are discussing the national port system, the balance in the Mediterranean moves in terms of competitiveness between the ports of Marseille, Toulon, the Spanish ports and Malta, well connected to the African system where its GDP is growing and in which the Chinese investments are speeding the works for major infrastructure projects. In addition to north African high-speed and the expansion of Suez, there is some talk of Tunisia- Sicily tunnel and of other infrastructures of this level.

Perhaps in this dynamic structure, in which the Europe- China railway links (ports of Germany) and a new corridor , which will cross, from the European Atlantic, Russia up to the Pacific, have been already activated since 2011, a more "structured" South in terms of policy and accountability and "infrastructured" in terms of ports and railways⁸¹, and not only, it may pick up those flows which deviate to

⁸⁰ See the link Choungqing –Anversa , in operation since March 2011 Transeurasia Land Bridge.

The railway -3 weekly races - Europe-China, which recorded, the first year, an increase of 120% of the flows to and from Europe, it is 10,000 km long, runs through China, Kazakhstan, Russia, Belarus, Poland and Germany and the carrier arrives in 13 days to Duisburg and in 16 days to Antwerp faster than by sea. Furthermore, the cost per container is around \$ 6,500. It is a joint venture established in 2008 with 51% Chinese and other shares of 16% each -In region of Chongqing many industrial giants in various fields operate, from the Taiwan-based Acer to HP, Fosconn and Asus and car manufacturers such as Ford, Volkswagen and Volvo. For this reason it is easy to reach the goal of one million TEUs per year (of the nearly 20 million moved by sea). Meanwhile, other countries are moving: actually a variant has been proposed by the Turkish Railways which will come to the South to Istanbul, via Tehran; the Razvitie project (development, in Russian) investments aimed at creating a Euro-Asian corridor which links the Russian coast of the Pacific to the European countries up to the Atlantic. In the corridor, in addition to railway and motorway transports, continental links are also provided with pipeline for gas, oil, water, electricity and communications. ***The project goes far beyond the creation of transit corridors. In fact, it has also been supposed , , the development of a 200-300 km range along the whole line, aimed at the creation of new urban settlements and productive centres. Such a project would create at least 10-15 types of industrial poles based on completely new technologies.*** Presented in Rome on June 25, 2014.

⁸¹ March 2014. www.trasporto.europa.it, —Italian Railway believes that the construction of the new railway station in the Calabrian port is not a priority. The Province of Reggio Calabria and the Port Authority dispute this position. Meanwhile, no one has answered the first invitation to tender. After the first public call for the construction and management

other port systems.

In this sense, the national plan should identify a sector policy that makes the most of public and private investment, but supported the Government itself thinking that the Country will develop if the South is also developed.

The cities of the South thanks to the European financial flow, might actually be the engine of redevelopment of government spending and new engine of richness production.

By no coincidence, the "future availability of new infrastructure does not guarantee anything about the real change of transport services which the economic development" needs, that change is urgent and must begin today and move forward conditioning itself forms and time of networks implementation.

The key role of the railways - as a system of less polluting collective transport and the connection of spaces and modalities with punctual infrastructures, represents an explicit point of connection between today's shortage of rail services and the services that we hope we will have when the new lines will be available.

The whole south needs the high speed and high capacity which will connect cities, ports and airports.

This vision embodies the idea of the **corridors as places of innovation** that provide complex services and *of the cities which are close to assume special roles and characterizations*. We must not think of the infrastructure project, but of the territorial project. The territory will be no longer crossed no more, but *integrated*. We are far from the idea of *multi-modal* corridors of PGT of 1987 to the today's *inter-modal* corridors⁸². This type of space to be planned is linked to the context, to the projects of which it takes-charge and to sustainable transport. In this sense, the corridor platform is an integrated space or better to be integrate, of cities that connect the relationships between countries

of infrastructures launched last year, and which has not received any offer, the Port Authority of Gioia Tauro would have wanted to prepare a second more attractive tender for the Ferrovie dello Stato group which, however, was not interested in investing in the work. As announced in 2012, this intermodal terminal should be born into project financing and it would require investments of the gross amount of forty million Euro: twenty at the expense of the Port Authority and another twenty million of the component who wins the tender that provides for a grant a thirty-year on the structure. The terminal would have an annual handling capacity of 220 thousand TEUs, but it would not just be at the service of the container terminal MCT, but also of the other port terminal BLG (car traffic) and of any new operators. In the absence of interest on part of private investors, the leading candidate to invest in this infrastructure was RFI, but it politely declined the invitation. The President of the Province Giuseppe Raffa, as he had done with Anas for the delays and omissions in the work of the Salerno-Reggio Calabria, has pointed the finger at RFI, holding it responsible for the lack of development of the region and of Reggio in particular"

⁸² We move from the idea of bundles of roads, networks, railways, to that of sea-air routes - lorry in the sea+driver in the plane. Or the same joint management as in the experience Autobrennero, the joint management of road-railway between Verona-Brenner-Innsbruck, linked to the rail transport carriers.

of the Country levels or of highly unequal Countries in terms of technology, or resources, or services.

Simultaneously to the discussions conducted during the development of the research on the organizational dimension of the urban area system as input to the definition of new market economies, other experiments have been recently conducted in other countries like the United States to test the district models focused on metropolitan cities with at least an innovative district. In other words, a pilot project in terms of *social innovation* - such as the governance systems of TPL in the Strait and the integrated services and / or other characteristics of the prototype, should be, I think, the soul of the strategic platform of corridors of the Strait Area.

We all agree that the operational logic must be *mix founding*, or rather it must relate to **the integration of structural funds and PPP, innovative finance and the Horizon 2020 research funding**. In this sense, the city, or rather the community is smart: the ability to promote innovation and integration through the mixitè of loans, investments and partnerships, which would enable it to implement its idea of innovation project. Only through this interpretation the hypothesis of *the metropolitan city PON*, focused on smart city, but in particular on social innovation with regard to the south, can be considered interesting. The city of the strait could also bet on this.

It looks like a giant puzzle in which little by little all the pieces can fall into place glimpsing an image. In this sense, the joint roles of the University, the Province, the Municipalities of Reggio Calabria and Messina, the pact for the Strait Area the future metropolitan city, play the most important game for the future.

This implies, however, that on one hand the terms on which we have built the proposal and the instruments begin to clarify, on the other all the difficulties represented by the low level of cooperation with the protagonist city of the trial and of the few resources currently available (35 to 40 million for each cities of the north-central Italy and up to 100 for those in the south) still need to be overcome .

To solve this effect and to benefit from a range of cities not yet metropolitan, we might think of overcoming the inefficiency of the past planning and starting policies of system even in medium-sized cities. This means that the resolution reaffirms the principle of *responsibility and competence*, the winning combination of strategy and systemic vision on

one hand, and innovative instrument of finance and operational capacity/expertise⁸³ on the other.

The first innovation must be of **structural change, shock structure: change of leadership** if this was inefficient and not competent, the same system for the political leadership of the development project.

ANCI stated that: "the regulatory developments (often inefficient or incoherent in last years) *that has forced the PA to identify policies within that grid binding on one hand and pushing the experimentation of innovative instruments on the other, to track down the resources for current expenditures or for investment to be carried out. An additional action that has taken the place of an ordinary action that is missing. The result is that today the Public Administrations, imagining "development policies and planning", may draw upon **toolkits** in which the overcoming of the traditional system of funding is shown"*.

This "innovative public finance" - as it is called-if one hand, can be the answer to the demands of a given territory (construction of the planned prototype for **that** city), on the other it requires a number of **necessary conditions**, such as integrated governance , a political agreement, knowledge and general competence and of the markets, administrative simplification and flexibility , the tools and finally the ability to identify that public-private or public-public **co-financial additionality** . All operations that require, a fortiori, programmatic coordination also aimed at the possible establishment of an efficient partnership market.

This new dimension of "territorial cohesion", give prominence, not only to the **city** role, but also to the *functional geographical areas* and to the *macro-regional strategies*, through the strengthening of

⁸³ On this regard , in particular to the capacity and expenditure quality, the Minister Barca in one of his evaluation documents said "a growing consensus in interpreting the traps of undevelopment" - both around backwardness balance , as in the South, and around a productivity interruption, as in the Centre-North- exists as result of conscious choices by local and ruling class. *These choices are dictated by the convenience of extracting a certain benefit from the preservation of the existing - not educated young people, inadequate accessibility, inefficient assisted firms, administrative barriers at the entrance, unprotected environment, poorly made tenders and projects - rather than competing for an uncertain benefit in an innovative and growing context - where young people are competent, the accessibility is good, the inefficient firms acquired by efficient ones, the entry is easy, the environment is protected, competitive tenders and good projects attract the offer of the best. In other words, public action is of a bad quality not because of the inability of the ruling classes, that are responsible for it, but because of their expressed will".... Opening, instead, the gates for innovators both in public goods they produce, and in the way they produce them.. ... The innovations of the method proposed are addressed to open those gates. That is why "how to spend is so relevant".*

territorial cooperation between regions within the same Country⁸⁴; the elaboration of an ambitious urban agenda and the planning of actions ad hoc in areas with specific characteristics (e.g. internal and suburban areas detractors of development).

At the same time Europe supports the **strategic coordination of urban policies**, through the *platform for urban development*, to enhance sustainable urban development and to strengthen the role of cities in the European investments. In fact it is exactly this principle that strengthens the role of cities, in the European and national dialogue, and the political dimension of those who represent them.

But is a reform enough to have authority in this dialogue?

Five key actions:

- Specific allocation of funding for sustainable urban development (at least 5% of ERDF funds for each state for investments in the energy plan);
- Only one strategy of investment (joint strategic response in terms of objectives and integrated one in financial terms);
- Innovative urban actions⁸⁵ (0.2% of the ERDF for actions in urban areas through pilot projects,
demonstration projects and related studies of European interest);
- Platform for urban development (to encourage the direct dialogue between the cities and Europe, a way to share advices and experiences).

Reggio Calabria-Villa San Giovanni-Gioia Tauro and Messina-Milazzo: City-Port and

⁸⁴ As it can be seen the projects of territory may have different administrative and territorial connotations with different dimensions.

⁸⁵ In this regard, reference is made to the Urban Lab project and to the activities carried out under the agreement with the town of Messina and the Mediterranean University. *The project is the result of the Accordo Quadro, signed on 11/24/2011 between the City of Messina and the Mediterranean University of Reggio Calabria, Department of Arts, Science and Technical Building-and of the relations over the years through the prof. Francesca Moraci scientific director of the Laboratory for Urban Strategies and Regional Planning and a cosigner of the Accordo Quadro. She is, also, the creator of the project UrbanCenter of Messina and of the Metropolitan area- technical and scientific support - and coordination for the training, activation and first management of UrbanLab (hereinafter UL) of the municipality of Messina and the Metropolitan Area (filter of Economic Development and the Office of the City of Messina) .. for the purposes of the first start-up phase of the UrbanLab itself proposed and funded by the Department of Economic Development - Office of Complex Programs of the City of Messina, and the Urban Thematic Laboratory that has been activated within the same and the agreement has been signed. The project has been calibrated, on instruments of governance and on the supplementary of the European finance. The start up of the UrbanLab, the first nucleus of the future UrbanCenter, leads off, simultaneously, to the Urban Thematic Integrated Innovative Actions Laboratory - as it has been defined by the Ministry of Infrastructure, Financing Authority inside which various activities are promoted.*

port area system of the Strait. An integrated pole of ports, intermodal and logistics urban services.

As we have seen, the role of cities - even in new forms of ranges in which experimenting the territorial cooperation - of infrastructures (tangible and intangible) in this explanation of the *corridors*, as spaces for innovation and for multi-level governance, represent the key points with which to build the regional pilot projects, including the one proposed for the Strait Areas and its cities, using new investment instruments such as ITI, CLLD or other (EGCC, Jasper, Jessica). It is, therefore, essential to respond to local requests remaining "hooked into", in terms of added value, the national strategies or guiding them negotiating the legitimate interests in the planning phases - the European ones.

In this sense, in order to increase the positive impact of the interventions, both as a multiplier and as preconditions to the later stages of planning, it is good to understand the framework of sector policies and the location of the land subject of our study.

Among these frameworks the logistics ones, railways and ports and of the road system play a fundamental role. It is unthinkable to treat this subject here with the requested wealth. We shall only give the main references through which binding punctual and general strategies are bound and the dynamics in place are understood.

This spacial (general and local) and temporal (short / medium and long term) double register is used to define coherence and incoherence in the configuration of a successful project and in the choice of some actions rather than others.

By no coincidence to the reform of local intermediate authorities corresponds a reform of other authorities - as it has already been outlined - as the Port and Logistics Authorities of Strategic interest which has and would have an important and strategic role in the Strait sees the unity of maritime governance already exists in terms of the security of the Strait, entrusted to Messina. Moreover, this would seal the definitive way out of the TEN-T network as a terminal of tapping for the financial flows of the Connecting People policy, *"including ports and logistics knots which are competitive and essential for the exercise of the exclusive competence of the State, with regard to the size, type and the quality of traffic, the geographical location, the functional connection with the European multi-modal corridors and the strategic role in international traffic; the consistency with the national logistics planning*

with at least a ten-year projection; the availability of railway links with the national priority networks and of road links with of great communication networks".

Hence it is clear, if you read it with the de-infrastructured process of the railway of Calabria and Messina which took place over the years (verified by the absence of investment in the former province of Messina in the cohesion action plan signed by Sicily in December 2012), with the weakening of right of territorial continuity in the Strait and of all the intermodal system, as well as the exclusion from the TEN-T network, as the eventual unification of the port Authority of Messina- Milazzo to Gioia Tauro⁸⁶ or Catania-Augusta (first hypothesis of the government), which influence the role of the Strait Area - with the ports of Villa San Giovanni-important railway and motorway knot, and of Reggio Calabria, towards the development of a strategic knot for the south of the country. All this without considering the possibility that the port of Gioia Tauro⁸⁷, regardless its administrative inclusion to the authority of the strait, could play in a port system that looks to the south and to the logistics instead of being a port closed to the territory (transshipment vs Gateway). Here the debate among the vision / visions of the field, the effects of

"territorial belonging"⁸⁸ of the ports, that are part of the metropolitan cities, and the proposal, wanted by the government, of a single Authority of the Strait that includes (or not) the port of Gioia Tauro is inserted. A port system of this type needs to rethink its functions. As repeated several times " Ports are born port systems are made".

⁸⁶ To have a dimension of the port of Gioia Tauro as one of the most important transshipment of the Mediterranean and therefore closed to the territory and to the production activity of the port of Messina-Milazzo, just look at the distribution of the fund for the financing of the adaptation interventions of the ports powered on an annual basis, made on the direction of the MEF, the Minister of Infrastructure and Transportation which only for the 2013 has reserved the amount of 8.37312 mln to the ports of Messina and Milazzo compared to that for Gioia Tauro of 0.29815 mln on a total of 90 million for all the Italian ports. While Messina is the first southern port for cruise

⁸⁷ Professor Theo Notteboom, from the University of Antwerp (Belgium), is highlighting the "opportunities that Italy has of being used as bug logistics Mediterranean platform. Apart from theorizing this role for Italy, (www.ua.ac.be/theo.notteboom) he has highlighted the opportunity to use the port of Gioia Tauro as a gateway port since 2006

(v. "The Time Factor in Liner Shipping Services" Theo E Notteboom, —Maritime Economics and Logistics 2006|, vol.8, p.19-39 - http://econpapers.repec.org/article/palmarecl/v_3a8_3ay_3a2006_3ai_3a1_3ap_3a19-39.htm) confirming that opportunity in subsequent studies realized by ITMMA (Institute of Transport and Maritime Management Antwerp) published, among other things, on the site of 'ESPO (www.espo.be > Publications) of November 29 to 30 2011.

⁸⁸ The autonomy of the town of Milazzo to choose to opt for the metropolitan city of Messina or Palermo, or to establish an independent consortium, also raises the question of the port of call in the negotiation of territorial strategic choices. See the Gazzetta Del Sud of Saturday August 23 -which shows the long reflection of the Mayor of Milazzo Carmelo Pino, - "It will be suicide, we do not agree" to the hypothesis of merging AP Messina AP Gioia Tauro as a single Authority of the Straits with the presidency and management in Gioia Tauro

It should be taken into account, therefore, that the choice of strategic districts entrusted to the new administrative geography of the reform of the Ports Authorities⁸⁹, whose technical-political balance of the port system is played in terms of the interests of the sector, will produce important effects on the metropolitan dimension⁹⁰ of the ongoing constitutional reform. This is a classic example of two reforms that do not interact in the strategic effects, and in some cases of each other's interference and the possible limitations for the future in terms of access to European funding are crucial. It is also believed that the proposal of the Strait Area strategic district (Messina / Milazzo / Villa San Giovanni- Reggio Calabria) can handle in the future the growing problems of metropolization of the current city which, in the sea, have their main connection system, today largely unresolved in inter-regional and European terms .

We must consider that if each port has its own specificity, it is, however, important for each of them to work for the correct choices for their sea. In our case, the Strait is nodal, a *conspicuous place*, not only for transportation, but for the country and European territory. Therefore, the definition of the districts must also be based on the impact that the overall vision of the economic and territorial strategy outlines through the simultaneous and concurrent reading among national planning, managed by the ministry to territorial cohesion, the ministry of economic development⁹¹ and the Ministry of infrastructure, with the cohesion policy 2014-2020- including the policy *preview* on 2050.

In this sense, the vision of the port and logistics is believed to be combined with that of wider transport and of territorial planning in a variable dimension (platform and the platform of corridor). In fact, similarly to the sector policy of the port and of logistics, which assumes the primary role in defining the districts and economic interests of the ports , should be considered as the organizational, functional and administrative evolution of the national and European territory in terms of territorial cooperation, Euro-Mediterranean proximity and competition of ports and territories system. You can not reform the territory in an organizational and functional disregarding the territorial and integrated reading

⁸⁹ References are taken from the technical report of December 2013, prepared by myself - component of the Port Committee- for the Port Authority of Messina in relation to the first draft of the reform of November 2013.

⁹⁰ In the case of Roma Capitale it was decided to aggregate the port of Civitavecchia -which although is not a Core port- per the Sblocca Italia d.l.

gives the Authority the port to it. A reduced form of the metropolitan dimension of Paris which looks for the sea in the port of LeHavre.

⁹¹ The new *Country projects*, already mentioned, coordinate in their districts with the district's strategic logistics.

of wide-area and the social promotion of knowledge and innovation (infrastructural and structural society and the new ruling class). Therefore at least two other macro problems emerge:

1. one for the port system Messina- Strait Area-Gioia Tauro and therefore regarding the port logics, of cargo handling, logistics etc.; including in the system a new specialization of the port of Messina- beyond the cruises that places it in the top of the classification- in terms of port directional - cloud port- with a control system over security in the whole southern Mediterranean and the routes monitoring and placement of goods on the agora port systems (cloud platform). It may be connected to the great European project for the Mediterranean region "Copernicus"⁹². Furthermore, being the Strait the headquarter of a major railway sea junction (it seems quite natural to consider it as an intermodal and logistics link essential for the next transshipment port of Gioia Tauro- which could change its functions and also integrate with the port of Corigliano, Cosentino Ionian, opening to the territory), even for the potential in the field of technological and directional units(Suez-Messina), it is the logistics platform of Milazzo - integrated port system interface of Gioia T. , alternative energy production, reorganization of Industrial Area ASI and the new Giammoro pier); additionally, the wheeled crossing on Tremestieri interfaces on Reggio or Villa San Giovanni. The assumption to make efficient large and small ports, but also the awareness of the level at which we will be able to compete refers to the fact that "ports are born, ports system are made", port systems, with this logic, the Strait Area District interprets the evolution of the logistics platform of port system in terms of coordination of dry port activities and functions⁹³ even in respect to semi finished products among different nations⁹⁴ and

⁹² The program aims at identifying the operational contribution to be made in terms of European policy for the areas of study for the environment, conservation of cultural heritage, security, border control, maritime supervision, external actions for the Mediterranean region. It also promotes the role of the Space as a key driver of the European economy.

⁹³ Of course the ports are not enough to have an efficient structure in the service of logistics, but in almost all the cases the first difficulty which an area, which "wants" to improve its logistics efficiency, has to confront, lies in the coordination of port activities in order to define a port system (upper Liguria, southern Adriatic, etc.). Even for the South, is the first critical aspect, which is directly connected to the second, the insufficient dry port space.

⁹⁴ The difference is that in northern Europe is not a matter of cost, but of profit. The logistics industry summed up in

to the *cycle of containers* (Gioia T.). As every economic sector, even the logistics puts in competition supply chains and logistics operators and their diversified activities within the port system. These are all unexpressed potential without an ad hoc policy. You could also think of a system of marinas linked to the tourist districts of the city and in particular Taormina, the Aeolian Islands, Costa Viola and the eventual recovery of the port of Saline Ionica

2. the other is related to the opportunities that non-random factors such as the "real" construction of the metropolitan city of Reggio (with Villa San Giovanni and up to Gioia Tauro included) and Messina, through the integration of the two cities of the Straits with the ports system and only AP, also offers, the opportunity of territorial project a large area able to fill that empty space *that absorbs part of the territory that gravitates on the Strait* easily identified by the policy of ongoing infrastructural weakness also confirmed by the PAC Plan of Action of Cohesion for the regions of Sicily and Calabria and by the need to sign an agreement that enhances the local public transport in the Strait.

We summarized the three alternatives: one that concerns only the authority of the Strait ⁹⁵(with Gioia T. as the leader) and the two cities of Reggio

itself the ultimate goal of their activity: to produce at affordable cost (margin of final profit gained through efficiency of the individual phases and it does not obscure sunk costs at the expense of the public entity) and offer a service at competitively prices with other operators. It is an import of containers - containers of any goods- that will be routed after being unloaded from ships to fulfil the last part of the journey, by land, to the end customer. the cycle of container is faster and more efficient, the more efficient are the route and loading / unloading stops of ships, the more suitable are the docks, bridge cranes, cranes and the organization of the cargo storage area and the full range of actors in the supply chain will have a probability of success on the market.

⁹⁵ At the moment the reform included in the Sblocca Italia D.L. provides: To the article 6 of the Law of January 28 1994 n. 84, the following changes were made a) clause 1 is replaced by the following: *1. In order to improve the competitiveness of the port and logistics system and to foster the growth of trade and the promotion of intermodality in freight traffic, in the strategic infrastructure program in art. 1, clause 1, of the Law of December 21 2001, n. 443, a special section called national strategic plan of the port and logistics, prepared by the Ministry of Infrastructure and Transport is inserted, and updated every ten years, with possible five-year revisions and in line with the community planning in the field of transport and logistics. The plan sets out the logistics districts of the Authority, as referred in clause 1-bis, which are made up of all the infrastructures and services designed to perform connective functions with strategic value, particularly in the relationship between ports of call and transnational network of transport, it identifies the scenarios and objectives of traffic by type of goods, it quantifies flows and profitability of the activities carried out by economic operators in the ports of II category, and identify the most suitable port and logistical areas for the development of trade corridor and indicates the priority infrastructure actions on railway, road, motorway, port and logistics networks, specifying those suitable to be implemented with the help of private capital, as well as the allocated financial resources. Every act that gives public funding to the implementation or expansion of existing infrastructures in the ports, as referred to in clause 1-bis, as well as of inter-port and intermodal infrastructures related to these ports must be suitably substantiated in line with the national strategic plan of the port and logistics.* b) after clause 1 are inserted the following: *—1-bis. The following port and logistics "Authorities" of European relevance are established*

Calabria and Messina with local leadership in Reggio Calabria, the other which focuses on the integration between the metropolitan city of Reggio Calabria with the port of Gioia Tauro (which would retain the Authority independently from transshipment or gateway) and the airport of the Strait, with the metropolitan city of Messina with the current port authority (Messina-Tremestieri-Milazzo) integrated by the ports of Villa San Giovanni and Reggio Calabria which would become Authority of the Strait (with balanced leadership). In this case, the integration between the cities would lead to the system integration, also between the two port authorities and, therefore, to the possibility of a port system of double level, that of the Straits, with the redesign of the functions, and that of Gioia Tauro. The same D.L. proposes

" In Order to make port services and logistics more competitive , the authorities can merge with other authorities or aggregate with ports belonging to category III, as well as they can promote synergies and coordination forms even with foreign ports to attract new traffics destined for European corridors

" The other that fractures definitively the integration of the port system of the strait and relies on the ports of Catania to Milazzo, of Messina and Villa San Giovanni -Reggio Cal. to Gioia

Genova-Savona, La Spezia-Marina di Carrara, Livorno- Piombino, Napoli-Salerno, Gioia Tauro-Messina, Cagliari-Olbia-Porto Torres, Palermo-Trapani, Augusta, Catania, Taranto, Bari-Brindisi, Ancona, Ravenna, Trieste-Monfalcone and Venice-Chioggia. The port authority and logistics of Civitavecchia-Fiumicino-Gaeta is established as a port afferent to the metropolitan area of Roma Capitale. The authorities that include two or more ports of call establish its headquarters in the main port of call; in the other ports of call the management is guaranteed by a general director who manages the financial resources, coordinate human resources, takes care of the directives actualizations of the President and reports regarding their actualization state. In Order to make port services and logistics more competitive , the authorities can merge with other authorities or aggregate with ports belonging to category III, as well as they can promote synergies and coordination forms even with foreign ports to attract new traffics destined for European corridors. The proposal of merging or of aggregation is presented by the president of the Minister of Infrastructure and Transport, which, together with the presidents of the Regions territorially in charge, provide with suitable bill." "1-ter. The authority carries out the functions of: a) preparing an integrated plan for the district that indicates: the objectives of traffic; the definition of the services level to be distributed; infrastructural interventions, also with forms of public-private partnerships, of finance of project , as well as in actuation of Article 18 of Law November 12 2011, n. 183; the connection infrastructures between the ports and the cargo storage areas within the customs logistics integrated systems, to form in accordance with the Article 46 of Decree-Law 6 December 2011, n. 201, converted with amendments by th Law of December 22 2011, no. 214, through understanding and coordination acts with local authorities, with the Administration of Customs and other involved authorities , as well as with the managers of interposes, of intermodal infrastructures, railway, road and motorway infrastructure, Every three years, the plan is subjected to updating according to the same procedures. A special section of the plan, called " big infrastructure works", identifies the infrastructural works necessary to achieve the goals of the plan; the works included in this section are strategic infrastructures under the Law of December 21 2001, n. 443 and are subjected to the procedures referred to Chapter IV of Title III of the Code of Public Contracts, referred to D.L April 122006, no. 163. The projects of works identified in the integrated plan of district constitute, all intents and purposes, a urban option respect to the port strategic plan and to the tools of urban planning in force.

Tauro in a all regionalist match (external leadership for Messina and urban for Reggio Calabria). Obviously, the option of a single city of the Strait would mean a legislative intervention of constitutional amendment between two regions.

In the light of what has been said the role of the Port System of the Strait, as a system of ports projected towards new functions and a more functional freight traffic for large flows which are taking on, at the moment, only a few ports of northern Italy, guarantors of the North European port system success, plans today are made for the upcoming 2030-50. Therefore, the dilemma is whether it is more strategic, in terms of integrated policies, to constitute a Port Authority of the Strait integrating the actual one of Messina with the ports of Villa San Giovanni and Reggio, consolidating the Strait with the management linked to metropolitan Messina and developing a port system policy in innovative terms of redefining roles and possible functions (directional, telematic, cruise, crossing, energetic, offshore) and, in Metropolitan Reggio, the Airport knot and the port of Gioia Tauro, which balance, in complementary and integrated terms, relations between the two sides. In the case decided by the interregional agreement⁹⁶ to extend and incorporate Gioia Tauro in the port authority also, though, entrusting to the latter the management of the *authority* of port system of the Straits, this government's choice reinforces a vision of infrastructural and inter-modal system of metropolitan Reggio that, at this point, will manage the port system and the airport (also the system of intermodal and logistics platforms - Campo Calabro, Gioia Tauro- Corigliano). It seems obvious that in an integration process the metropolitan Reggio Calabria could have a territorial leadership on Messina as it will be equipped with the infrastructures of metropolitan rank and of institutions that will provide a more "structured" role in the European and national dialogue. Furthermore, we must, in any case, align the construction time of the metropolitan strategic plans and some common strategies (e.g. infrastructural ones) among the cities and their vast territories and with sector visions- at national level of the port strategic plan that becomes "an integrated plan of district" -although complex it has a single strategic framework of the strait area- the process of participation and the strategic environmental evaluation will be complex. The regulatory necessity is not excluded in the range of the case in question. In fact it is the only case of inter regional port authority with one of the two

⁹⁶ See the article " A single Authority for the Strait " on Gazzetta del Sud of Thursday, August 21, 2014 and the whole debate appeared daily on the most important local newspaper.

regions with a special statute which, also, intercepts two metropolitan cities with ports and port areas in different municipalities. The integration, therefore, must be at multi-levels.⁹⁷ In fact we must think of putting together infrastructural objectives at municipal and urban instruments level, at strategic metropolitan level and of sector ones (ports, energy, PUTM, ..) moreover with procedures and different kind of instruments for the two regions, since "... The projects of works identified in the integrated plan of district constitute, all intents and purposes, a urban option respect to the port strategic plan and to the tools of urban planning in force".

This will be also possible, with the ability to participate in proactive terms to the construction of the strategic national plan and to "debate" between the two regions in the shared sector vision in the long term.

If we give a pivotal role to the port system in the metropolitan area of the Strait, we must have clear in mind that the success of the ports, as well as the documented activities of urban studies in the dynamics between the port and the city, is related to routes and flows of goods and to the relations that these infrastructures have with the hinterland⁹⁸ (dry port areas, the connections with the railway and road networks, with the airports). It, therefore, does not depend on the desired political or technical scenarios, but it depends on the operators of the system. At the same time the international financial and economic crisis and the new plan both of sector and of territorial relations between infrastructure and urban areas, seem to have friction points, not only in this case, but between the national planning for the logistics sector and for the intermodality, the vision of the sector operators, the configuration of a real market and of a potential one, the drivers of European policies that are not always shared by southern Italy, the logic of the reform of strategic districts of logistics and what has been expressed by the **Committee of the Regions** to the UE⁹⁹: the ports have to be integrated in the centrality of the territorial dimension.

⁹⁷ It is considered that the discussion of these issues is so particularly complex, in terms of administrative law, constitutional law and urban law, as to be postponed to another time.

⁹⁸ Theo Notteboom -ITMMA – University of Antwerp, "*Economic analysis of the European seaport system*"-report serving as input for the discussion on the Ten-T policy, 14 may 2009. In this case, Gioia Tauro, by its very nature, is a port closed to the territory and highly subsidized by the state. For its revival it should open up to the cargo storage area functions.

⁹⁹ As it has already been mentioned above, the Committee has argued for a while that "*European cities and regions ask about giving to the ports a key role in the strategy for the industrial EU relaunch through the recognition of centrality of the territorial dimension in deciding the priorities of the sector and the rules for the incentives and to start integrated policies. Many mayors of port cities have expressed their opinion on port policy in the terms in which the policy to build the ports and the territory must be understood as the joint strategy, truly because the "ports do not have to try to restore the existing situation before the crisis, but to gaze upon a different future"*.

This policy reinforces the legitimacy of the request, by the cities of Messina and Reggio, of a port system of the Strait with a specific authority, such as for Rome-Civitavecchia.

Therefore, for many years the Mediterranean has been considered a strategic basin for intermodal transport, because of its strategic location, with the markets of the Middle East and North Africa, and for the peculiar properties of the markets ensuring that Italy joining its territory and the port system with the European networks, is able to compete with the structurally better organized ports of the *Northern Range*.¹⁰⁰ According to some studies¹⁰¹, if our country wants to have a significant role

in the Mediterranean and European logistics, it has the need and "*urgency to adapt at least one port in northern Tyrrhenian Sea, a port in the north Adriatic sea and transshipment ports hub in order to receive as soon as possible the new ships of 18,000 to 22,000 TEUs, adjusting consequently the ports, the interports, rail links, the Alpine passes and the logistics supply chain*"¹⁰². This leads to a new national plan of logistics and intermodality that is read with the European policy and territorial strategies of knots and of spaces crossed by these infrastructures according to what has been said in the previous paragraphs and probably, also, to a hasty reform of port authorities.

In fact, the line shipping companies plan their routes, taking into account the wealth of reference markets and the mutation of the national port system in network of import-export flows of the Made in Italy of the small and medium national enterprises. In a logic of global market (global players). Various studies¹⁰³, such as those conducted by the ISFORT in 2013, confirm that the relationship between the supply of port services and the demand for transport of the enterprises is mediated by third parties. In particular, in a recent survey, on the scenarios of freight transport and

100 See the sector studies and the evolution of the national policy of logistics and intermodality since Project 80, *General Plan of Transport* of 1986, the law 240/1990 and the development of Interports; PGTL of 2001, the Objective Law of 2001 and the Priority Infrastructures 2006; Guidelines of Mobility General Plan (PGM) in 2007.

101 Ref. Saccà G. *The transportation of goods and the development of logistics infrastructure*. TransmitWorld. 2014; Vol.3, Issue 1. Available at URL: <http://www.transmitworld.files.wordpress.com/2014/02/the-transportation-of-goods-and-the-development-of-logistics-infrastructure.pdf>

102 G. Saccà see: AF rivista del C.A.F.I June/July 2014, op.cit.

103 See also the studies National Observatory on the freight and logistic of ISFORT-<http://www.isfort.it/sito/osslog> ; Transport, logistic e intermodality union in Italy and in Europa, 2008.

logistics in the opinion of the operators ¹⁰⁴, Italy's position is confirmed with respect to global flows of goods and it is believed " *that only those who added logistics services to the primary business of transportation will have a higher probability to survive and grow*". This potential is not realized by the choices of absent or wrong industrial policy choices, or by the lack of strategic and forward-looking or anticipatory "visions" of probable scenarios. The idea of a logistics platform, actually is still far from being realized.

The alarm launched by ISFORT is withering: the approach of the transport policy remains too provincial. Italy is not preparing adequately for the opening of the Gotthard Tunnel and it will not be able to take the opportunities that may arise for the intermodal logistics. In addition, new large container ships are actually slower. It follows that to pass through the ports of the Mediterranean, rather than through those of Northern Europe, would save 7-8 days of shipping. But the inadequacy of the seabed, the slowness and bureaucratic difficulties, ought to require too long parking in ports, moreover, the irregularity of railway services (minor, according to someone, since operate private railway companies have been operating) and especially the high costs (e.g. for railway manoeuvres) do not help in this sense. Significant is the case of Trieste which suffers a lot from the competition of Koper, despite Koper does not have the technical requirements. However, a significant increase of Italian exports towards the Orient, and in particular to China, continues, the port that seems to make the greatest benefit appears to be Genoa (Genova-Rotterdam). If, therefore, the prospect to work as a platform for Northern Europe is now considered unrealistic the Italian export does not generate significant volumes, it will be appropriate to strengthen some growing continental flows that affect Italy, particularly to and from France, Eastern Europe and Spain. So, some possibilities can be exploited with the upswing of Mediterranean trade, on the condition that the efficiency and quality performance on some of the existing ports will be retrieved, concentrating the necessary resources for interventions. The challenge is all opened in the Mediterranean.

The function of attraction of the Mediterranean or potential traffic should be more deepened. To win this challenge, however, there is the need to adjust some ports. That is why the port system of the Strait and of southern Italy has to be rethought.

¹⁰⁴ "The scenarios of freight transport and logistics in the opinion of the operators: the results of a direct survey ISFORT, 2013"

In the medium term, there is no doubt that North Africa represent a potentially attractive and competitive basin, because it is characterized by a high population growth and emerging economies. It welcomes, in fact, a market of 400 million consumers who will be the most important development opportunities for the Italian logistics and the transport sector. Most of the major terminals (at least the first for container traffic) are in the hands of large international groups of the sector. The infrastructures that are being made depend on them.

We are, also, going through an uncertain phase due to the economic contingencies and consequently only small investments are made. As soon as a stable and clear economic policy is implemented it will be possible that foreign investments will be resumed in the medium term.

However, according to someone, even in this case, only few investments are expected in the North of Italy and a very few in the South. Operators of significant size, as Trenitalia, are refractory to the Economic "mobilization", not only they do not participate to the global logistics competition, but they pull back themselves in ascending order from the market through more and more consistent reductions of activities.

Building the Integrated Metropolitan Strait Area : instructions for use

Our *location* (the Strait Area) - which in another country would be strategic in the light of north African market hypothesis, would have to rule the country in the territorial redrawing system. in the intermodal and logistics system at the conditions detected by the operators, it results to be a hypothetical knot of the national and the Euro Mediterranean interest and at the same time settles the problem of crossing played between territorial continuity and local public transport which must be resolved to advantage the urban community of the Straits.

The transport solution of the Strait could have already found local solutions directly proposed by the city of Reggio Calabria and Messina and ratified by the respective Regions; in particular, in analogy to the existing establishment of a single maritime governance of the Strait ¹⁰⁵ for

¹⁰⁵ The numbers of the bottleneck of the Strait, revealed in 2008 : 2,200 cars a day in each direction; 35 passenger coaches a day for direction, 50 bus, 4000 pedestrians. According to wiki, the truck transits amount to 800,000 a year, with 2.3 million car using private and public ferries. From the estimates reported by the press in 2012 650000/2 heavy vehicles passed with private ferries. The free passes for trucks released in Messina during periods of saturation from the slopes and

safety reasons.

Although the metropolitan system expresses an integration and complementarity of functions and services, we can only hope for a **differential balance** concerning the two regional urban areas with functions of intermediary authorities. But while Reggio has a more defined legal status from the point of view of its metropolitan demarcation, the weakening of Messina is played in the regional headquarters by a trend established by previous regional administrations, by the real role of the Authority of the Strait and by the desire, expressed by many municipalities of the its/ex province, to abandon the new metropolitan status in favour of Palermo or Catania or an independent Consortium.

A **door city** should be attractive and of regional interest while it records a feeble and poorly contractual interest. In this logic, Messina, compared to Catania and Palermo should be characterized as a infrastructural and logistics hub ¹⁰⁶ in its new metropolitan and doorway configuration. In this sense the size of the Straits requires by the side of Sicily the need for a Special Authority. This same dimension of **peer** constitutes a factor of metropolitan aggregation and of the integration of a vast area at which both the Calabria that Sicily should look.

Changing "sign" does not determine the **rank** and **functions** of the existing metropolitan cities compared to those which will have to be already constructed in terms of metropolitanization factors if you do not work precisely for multiple factors and territorial, unique, intangible and also strategic equipment. **Functions and strategy** do not seem to affect the debate.

In this sense, the prototype of the territory and of governance **proposed**¹⁰⁷ crosses the dimension of the metropolitan area

from boarding areas of Tremestieri are more than 29,000, and they demonstrate that Tremestieri is insufficient. Messina and Villa will have environmental tickets. Infrastructures in progress: Strengthening Tremestieri; Villa and Messina junctions, railway restructuring, Cannitello variant, underpass Villa, study of Villa and Reggio Calabria (PSC), Messina viability ; port system. It is essential to review the role of the Port Authorities and Railways.

¹⁰⁶According to Eurostat surveys, Messina is the only Italian port, followed by Naples, inserter in the top ten of European ports for passenger traffic. No other port in the peninsula has managed in fact to enter the top ten ports for the different types of movement. In addition, the port of Milazzo- has vast infrastructural ASI areas that can become a logistics platform and interface of Gioia Tauro. The Giammoro dock is in tender and there are enterprises for the production of energy.

¹⁰⁷ The National Urban Agenda has the primary task to indicate the way in which cities will be empowered to contribute to the achievement of national goals, with an indication of the expected results, of the necessary actions and schedule. It must also contain the legislative initiatives that are necessary, the Operational plans for each sector and it will be necessarily accompanied by extraordinary measures which will use the communitarian funds and which will be specified more precisely in the act of the partnership for cohesion policies with the European Commission. As can be seen it is necessary to build a national policy and to find the contact points with the

that is the subject of debate projecting it in a logic of *territorial effervescence - strategic corridor platform* that encompasses the Strait as the European dimension of the problem and of rethinking of a national plan for the sector and it goes in a first integration asset as far as and beyond the city of Messina and metropolitan Reggio as the union of metropolitan cities and then it spreads through an agreement with the Eastern band of Sicily as far as Syracuse and in Calabria, beyond Gioia Tauro. A macro-regional dimension, even for project segments as a network *contract of network between the Institutions*. A network of metropolitan cities in the South in a logistics vision of the Strait as Mediterranean heart. The Strait Area as the city of logistics and business hub in the centre of the Mediterranean.

Why it is important to change the method and culture

As I have stated several times in order to innovate, in terms of social and administrative capacity, so that cities and regions can reconstitute identity and competitiveness¹⁰⁸. ... *the social and territorial heritage has an important role. It is a question of replacing the conservative cultural local elite*, which has determined the form of redistribution of the current territorial asset, with the *leadership of the "creative" city*. In this sense, I have questioned myself, even in a rhetoric way, on the term *Metropolitan City vs. City*, then on the meaning of *metropolitanity*, with all the polysemies and contents that it drags. tangible and intangible, formal, administrative and territorial relations ... in fact ..This process will fracture the current arrangements for local **governance** and it will redial other ones.

When we deal with the theme of the city all the concepts seem to be apparently simple and obvious, but today, instead, they impose a total conversion of local and national politics and not only in the European logic, but also for the setting, that is now old and inadequate, as well as for the finalizing of programmatic, coherent and transcalar strategies; the evaluation, and sometimes, the construction of metropolization factors with respect to spontaneous incites or market niches

European planning. Barca has indicated the task of the **Interministerial Committee for Urban Policy**, which the Parliamentary Intergroup for the city has intensely really wanted intensely and then implemented with the article 12-bis of the Law of August 7 2012, n.

¹³⁴ organizing and following the National Urban Agenda in line with the European guidelines

¹⁰⁸ See F. Moraci "Building of the metropolitan city of Reggio Calabria; metropolization factors and creativity as the strategic dimension of urban", in AAVV. Edited by Giuseppe Tuccio, "Reggio, metropolitan city in the metropolitan Area of the Strait". Iiriti ed. 2013,

of occasional images, which could confuse the *mission*. At the same time, and precisely by virtue of what has been said, it is necessary to indicate new approaches and work modalities aimed at the construction of these new urban metropolitanity and of new services. The city must attract – tangibles and intangible- flows , it must relaunch them in a logical network, we must "infrastructure" in broad terms, we must have a leading role in the regional context and, how Bassanini¹⁰⁹ affirmed, the local institutions could enable public policies for the growth if empowered to do so through simplification of procedures and instruments and lowering the costs.

We must also deal with the need for two parallel actions and **-Additional and ordinary-** which, according to Barca, need a *"framework of institutional organizational and political-administrative reforms, to give an institutional appropriate form to policies for the urban areas"*¹¹⁰ that need some points to be rephrased:

1. The need to reform national planning and regional coherence- started with the proposal of the Lupi D.L.
2. The resistance of the local ruling classes
3. The restrictions of public finance and the reduction of transfers
4. Infrastructure policies appropriate and coherent with the modernization of the country and its place in the European area. In particular for the south.

The success of our cities does not depend on the constitutional reform, although it is influenced by it, or on political agreements, but on clarity of collocation in the European and functional role, on the new factors

109 As stated by Franco Bassanini "The cost of money for our economic system is today from 2 to 4 times higher than that of the competitors of Northern and Central Europe. The energy cost is higher of 40-60% than that of competitors. The infrastructural and mobility system is not competitive with those of competitor Countries. The cost of adjustment and the bureaucratic ones are still comparatively high. So: or we work on these negative externalities through appropriate public or adequate policies otherwise the growth that could or should start from the city will not start at all. Can these public policies activate the territorial institutions? To some extent yes, they can, if they are put in a position to do so In these years we have worked on this We speculated on the rationalization of the institutional and administrative architecture on the territory, which needs to be deeply reviewed, and on its instruments. The design of a macro-region of North underestimates the risk of an unbalanced structure, with all the problems Canada had to face, where only one province, Ontario, produces, alone, half of the country's GDP. But there is no doubt that we need to rethink the number, size, functions and powers of the Regions. The same should be said of the Municipalities, Provinces and territorial organs of Government."

¹¹⁰ See the documents by Fabrizio Barca <http://www.coesioneterritoriale.gov.it/wpcontent/uploads/2012/12/Metodi-e-obiettivi-per-unuso- efficace-dei-fondi-comunitari-2014-20.pdf> ;

<http://www.coesioneterritoriale.gov.it/wpcontent/uploads/2012/11/Un-progetto-per-le-areeinterne-15-dicembre-roma.pdf>

of production of goods in which the territory is organized and offers itself to the investors with ideas related to the economy of knowledge, environment, energy, networking ability. So from men, from ideas and from willingness and responsibility of citizens, in the last ethical role of media information. Among the new infrastructural facilities, for example, Germany plans a fast internet connection for each inhabitant. A network of people in the network.

The relationship with Europe and the Mediterranean is the second point in which to find and place the right role. The Metropolization of *"the cities is the articulated and complex process (especially when it is the result of a sustained and forced path rather than a spontaneous or planned one) to rise the cities to the "metropolitan" rank. We know that the privileged place to experience the strategic and structural mixture of the actions of the urban transformation with the political treatment of social issues, this is the city (in the physical-spacial sense). The different dimensions, or factors (in this case, the term refers to a planning path), that are the public spaces, landscape, infrastructure and green equipment, the ability of social (and multi-ethnic)integration, assume the character of Competitive "contexts", which may get the "city" to assume of the role and the connotation of superior rank, precisely that of the metropolitan city. The dimension of the contemporaneity of metropolization projects and the contexts of competitiveness move within the processes of social and cultural transformation at a such speed that it is increasingly difficult to configure unique responses to long lead-time. The share capital of the metropolitan city, that is the real fundamental metropolization factor , far more than any other, physical , economic, and organizational. But today this is probably also the biggest factor of unmetropolization of the of the metropolitan city.^{111"}*

Therefore, it is the policy that must change vision and approach.

For the **metropolitan system strait**, as it has been mentioned for the port issue, it is necessary to find an "internal" (for each of the cities of the Straits; of the cities in a complementary and cooperative way)role, an "external" role - played as a relation with the Region/ Regions, with the cities of the Straits, Europe and the Mediterranean. A role of **gateway city** is like that if it is defined in an inter-regional area on which testing hypotheses of *inter-integrated territorial investment* which also ensure cohesion between the territory and infra territories and provide, in these investments in

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¹¹¹ See F. Moraci *"Building of the metropolitan city of Reggio Calabria ..."*.op.cit.

territories with variable geometry, the testing conditions of the planning prototype that I propose with this specific type of corridor platform. This will require - at last - to the Regions to - do Policy in Europe in active terms, to set the goals with respect to the challenge to be faced without getting distracted by easiness of the purchase for individual sectors and to consider the patterns of trans-regional coordination (the case Calabria - Sicily / area of the Strait may be an example) to interact and to exploit the synergies in a project of mutual growth.

From good practices to innovation: the actions of the pilot project of the metropolitan system of the Strait Area

The illustration of the strategies and of policy to be put in place has been exposed in the previous sections. The coupling to the Straits of Europe, the idea of the corridor platform in which a special Port Authority plays, the Inter-institutional Agreement on Transport and mobility in the Straits, the redesign of new and directional port functions , the federation of the two universities of the Straits for a polytechnic of the Strait which privileges certain fields of study and specialization identifiable by the strategies, the characteristics and resources of the area, are the starting point for a wider proposal to be developed in the medium - long term. By no coincidence in the context of a prototype / pilot project we might think of releasing, from the Stability Pact, the investments into infrastructures. In this sense, **the energetic corridor** and the offshore energetic park; the digital corridor through the Directional Centre of Trafficking and the Security in the Mediterranean, which Messina should host, faces problems of **open innovation, creativity and even intangible infrastructure** that may mark the immediate start of the macro-regional project as start up for the South. The **Green Logistic Corridor** has already been experienced in Finland, Sweden, Norway, Denmark and Poland. The innovative element of the project idea - available for the project NOSTRA- INTERREG IV, in this case is not only about good practices in the field of governance and sustainable transport and the elimination of bottlenecks in the network, as other similar realities have proposed , but - according to the wishes of the EU- but the **overcoming of the good practices** starting simultaneously actions of the next program 2014-20 within the next POR.

In this sense, the analysis and the strategy have been developed, and in this sense good practices have been suggested according to the priority level that follow, articulated in governance, transport and mobility, ICT, urban areas.

It should be called a *social contract of guarantee* so that we can fill these gaps and the **Statute of the metropolitan area of the Strait and the agreement for the Strait Area for the crossing improvement** supported by the Sicilian Regional Law No. 8 / 2014- and by the Technical Committee established at the Ministry of Infrastructure and Transport can be considered the political signal to which Europe can refer.

Only in this logic the *smart city metaphor* (application to the city of ICT technologies) is functional to the **creativity** to be implemented **as a strategic dimension of urban policy and as social innovation**. The INTERREG IV NOSTRA can be that *accompaniment of trajectory* which bases the start up on research and innovation

Among the identified good practices, it is possible to activate the European **experimentation of strategic corridor platform of the Strait Area** through some actions. In particular, the first concerns integrated multi-level Governance, and the second sustainable and mobility transports, in the logic of engaging the global network and the central one using the strategic location, the metropolitan urban system, the macro-region dimension which implies the possible coordination of their operational plans, the review of the functions of the existing port system (Messina, Milazzo, Tremestieri, Villa San Giovanni, Reggio Calabria, Gioia Tauro) the airport and motorway system, the railway system, the stating of technological unit (ICT) in the Strait in terms of security in the Mediterranean, digital flow shipment and trade, platform and exchange cloud- cloud port-, the transfer of energy produced in Sicily through EGT:

in the area of governance, competitiveness and multidimensional integrated actions:

- To activate the complementary function of inter-regional understandings in the territorial cooperation whose application has broad jurisprudence¹¹² for transport and mobility in the Straits;

¹¹² See Lisa Lanzoni "The complementary functions of interregional agreement in the territorial cooperation" published on 16/12/2013 on **AmbienteDiritto.it** –*Electronic Law Review* - ISSN 1974- 9562— The regions may formulate agreements with other regions for the -better exercise of their functions, even through the identification of common institutions and the ratification with regional law. *The provision, formulated in this way, assumes the dual challenging task of giving constitutional cover to a period of over thirty years of territorial cooperation between Regions and, at the same time, of inaugurating a new era in the management of the s ultra-territorial interest, as underlined by the most recent regional development policies. ... With regard to the object of the agreements, which may relate to any matter belonging within the sphere of Regions competence. ... Among the most recent examples related to*

- To Define a port governance of the Strait- which identifies the port system of the metropolitan cities (Messina-Tremestieri-Milazzo; Reggio Calabria, Villa San Giovanni, Gioia Tauro). From safety maritime unit of the Straits to Strait Authority
- To establish an agreement for the detection, in their regional operational programs, of a metropolitan city axis and an area of the Strait which supports their urban strategies and provides the Thematic Objectives joint in various TO (at least 4 to access to special funds) and which identifies the regional, interregional and national experimentation - PON in the new instruments of Territorial Investment - TI (integration with the actions of the Regional Operational Programmes) ;
- To identify a managing authority or national or European coordination, the measures and activities of
 - "*accompaniment of trajectory*"- Authority of the corridor platform, taking into account the weakness of the territories from the point of view of the law and of the immigration phenomenon;
- to draw from financing, innovative urban actions (0.2% of the ERDF for actions in urban areas) through pilot projects of European interest.

**Sustainable transport and security- good practices and actions related to 2014-20
planning :**

- The goal is to rationalize and promote sustainable mobility, through intermodal and an efficient railway transport system, which contrasts the use of the car and helps to highlight the urban territorial area of great landscape and environmental value. Answering to concept of urban integration of the Strait also in terms of local public transport.

this "open" definition of inter-regional agreement, please note the agreement ratified with *l.r.* Veneto n. 31/2007 between the Veneto Region and the Autonomous Province of Trento for the best performance of the duties relating to the fields of local development, health, culture, education and training, as well as infrastructure and transport networks in border areas". In this sense we should reread the statement that the Region of Sicily with Law 8/2014 has enshrined including in its reform of the law "*the promotion of agreements with the State, the Region of Calabria and the metropolitan city of Reggio Calabria*" in order to ensure to the citizens on both sides of the Strait the "use of services according to the principle of proximity", it is partially true.

- The project should **reduce the emissions** by increasing the use of green fuels or means.
This also affects the crossing of ships whose fleets have to be adjusted. The ships, that, in fact, cut through the Strait, must contribute to reduce their consumption and their emissions. (Sustainable ferry operation- German / Denmark))
- In addition, the urban areas of the Strait from Milazzo to Gioia Tauro must reconnect to the trains to AV / AC and therefore a transport system that has the performance of transport in the rest of the Country in terms of standard costs, served population and efficiency (CTE and connecting people) must be implemented.
- The system of infrastructure to support the wide area can locate a logistics hub between North Africa and Italy - Europe and the Straits would become a logistics Euro-Mediterranean corridor through the port system which connotes it and through dry port activities that have to be reorganized (STRING corridor - Strait of Feherman).
- Opening the port and logistics operations to the spirit of enterprise and innovation more adaptable to market changes that could lead to cooperation between ports (PATCH project-Strait of Dover) and also small ports for the enhancement purpose of the tourist districts of Taormina - Giardini, Aeolian; Vibo-Pizzo-Tropea, Bova Marina.
- Triggering actions within the OT / 7 aimed at removing bottlenecks, improve mobility, sustainability, security of navigation in the Strait (VTS), hazardous waste, pollution control and seismic; (Strait Of Feherman and Strait of Messina)
- Identifying an intermodal system of transportation and mobility in the Strait according to the objectives to proposed by Fernambealt; so that it is possible to ensure the attachment to the global network within the range of 30 minutes, which are considered power indicators to the core network and then becoming a candidate to the aspiration of a quota of that 80% of the 31.7 mil. of Euros provided by the European Union on transport.
- Reducing energy consumption and develop energy from the sea (patent NOEL - Mediterranean University), locating the ports - Milazzo or Gioia Tauro for Offshore energy production; (Safe and green boats, Vaasa Energy)
- Building an integrated Polo of intermodal services

Innovative actions in urban areas (2% FERS) - prototype project- linked to 2014-20 planning

- Infrastructures - ICT and Telecommunications - open innovation social innovation:

- Working for the **creation of an innovative urban district, consisting of the metropolitan cities and the port system**. This *strategic platform* relies on a mixitè of tangible and intangible infrastructure; the **port system** will be characterized by new functions in addition to the existing ones, as to strengthen the directional address of Messina-already a technological unit and maritime security, even in "**cloud port**" in the Mediterranean. In this sense, **a new market for the production of next-generation services**-open innovation is opened

- Characterizing the system with the management of the network and the database connections. **The cloud port and the digital flow of the Strait**, where besides the sea the intangible becomes the space of integration, will start a dialogue with the rest of the Mediterranean and the world (a Google of ports, activities linked from ports to the sea, from trades to immigration, and to the territory they interact with including urban services, but also the control of environmental risks -seismic, climatic).

General support activities linked to the 2014-20 planning:

- identifying, starting from the action plan NOSTRA, a new place based policy through the pilot project /prototype of metropolitan system and sustainable mobility shown by the term strategic corridor platform of the integrated Metropolitan Area of the Strait;
- This project should meet the **innovative actions in urban areas** which on the initiative of the Commission, it can draw from ERDF innovative actions in the field of sustainable development, within the limit of 0.2% of the total annual ERDF in order to promote innovative solutions and innovative sustainable urban development, represented, in this case, by the city of the strait. These actions, in fact, consist of urban pilot projects, demonstration projects and related studies which are relevant at a European level
- Re-entering in 6% of the funding for CTE interregional connections.
- Integrating activities Interreg IV with European funding for the cities of the South coordinating Sicily and Calabria POR.

Integrative actions of project related to the 2014-20 planning and to national reforms:

- Coordination with the networks and mobility PON; Metro PON, Cultural Heritage PON ; Energy and ICT;

and with the reforms in the area of administrative simplification.

- Coordination with Italian and European Digital Agenda;

- Introduction of ICT in urban services, transport and administrative services in the metropolitan area of the Strait (e-tickets, e-receipts, identity cards, co-working, e-alert, etc.), digital city;

Enhanced tools to give life to integrated actions- actions related to 2014-20

planning :

Since the integrated territorial investment (ITI) is a new modality of allocation aimed at integrating various funds of different priority axes of one or more operational plans for multidimensional or across multiple sectors interventions, not in territorial continuity, it is appropriate to identify areas within the regions and in agreement between regions- indeed that of the Straits- which carried out the experimental framework of the southern macro region. It is important to formalize an agreement between the special addresses of POR in respect to the urban agendas which identify the framework of the infrastructure improvements compared to the technical objective

of AdiP OT 7 already part of the Technical Board of the Ministry that has to be the functional agreement between the two regions to overcome the crossing (maritime, road and rail) of the Strait from the resources 2014-20 and with medium to long term target.

We have to review the coordination managed by the ANCI of the Metro PON according to the identification of inter-regional **urban districts** as experimental governance and the new urban economies of which the Strait Area can be an application.

Actions of the urban project aimed at the overall regeneration of the coastal and urban waterfront of the Straits

The functional redefinition of the port system in relation to urban areas and to the infrastructural and logistics system, recalls an integrated view of new urban functions even in a logic of interface. The interventions of Tremestieri and the choice of the Calabrian interface must be integrated and the spaces of connection and re-stitching on both sides (which also includes Saline Ionica) must be redesigned beyond the randomness of the current projects and in

cohesion with mobility, vast aerial vision, landscape and the Natura 2000 network. The new strategic plan of the port system of the Strait and the procedure of Strategic Environmental Evaluation and the Strategic meta-project of the large area of Stretto.¹¹³

Concluding remarks

How is it possible to combine, therefore, two visions of the world through a declined national policy in agreement with the regions - which should have to negotiate in Europe? The proposed vision for urban areas, of new areas of networks, of inclusive society and cohesion policies, such as a single territorial continental block in the world economy - among the emerging countries of the African side of the Mediterranean and of "CHIMERA"- China, Middle East and America-and the feeble one which we are talking about interpreted the national law of a rhetoric, myopic, local and heavy reform that no longer reflects neither the company nor the spatial and administrative model that we need for new urban economies. We need to break the uniformity of the administrative regulations in terms of differentiated self-government. How is it possible to start, with this occasion, the modernization of the public action¹¹⁴ through the dynamic, open and creative city of the territorial project, reversing the traditional method of planning? How is it possible to ensure the transcultural vision with the local needs for the city as a common good? How is it possible to combine *all the rights for a common horizon*?

There is no time, when the same space and time are the remaining descriptors for the operation of the world in terms of network and globalization. Not only because they have produced a historical acceleration in the mechanism of social change and absorption of resources facing a collapse of the territory and a welter of random spaces in the city, but also because the network produces a virtual space that captures and transforms the urban and economic relationships and determines new social spaces of accumulation, yet to be invented: this is the bet of the city in 2050.¹¹⁵

We must have the courage to admit that if the SOUTH has not developed to this day as the rest of the country, this has happened because it was functional to the logic of the development of other territories. The southern problem is the problem of the Country and, therefore, the Strait Area hub is not a Sicilian and Calabrese problem, it is a national and European problem.

113 I venture to refer to F. Moraci, Territorial and Landscape Metaproject in the scenario of the Wide Area of the Strait arrangement- Integrated planning in the European transport corridors. Section: "Infrascapes", The integration of Corridors with environmental, based and landscape systems. A study developed in the area of interesting of the consulting carried out for the Parsons Transportation Group Inc., for the PMC of the Bridge on the Strait and Related Works, illustrated at the IX BIENNAL of the Cities and of European Town Planners, Friday September 16 2011- Magazzini -del Cotone Convention Centre, Genoa.

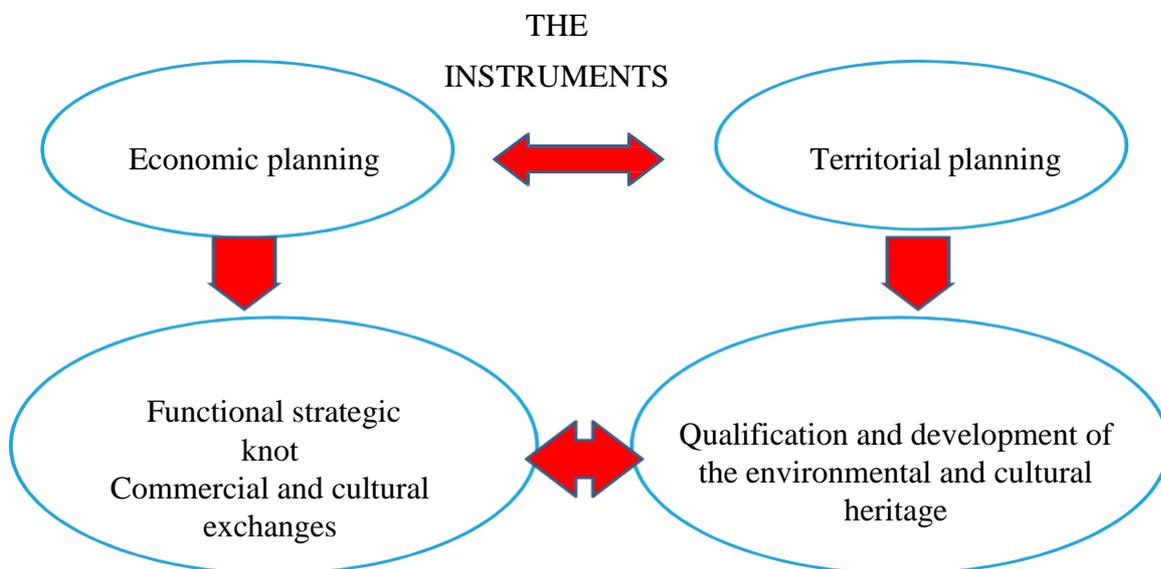
114 That city is a cross-cutting policy for its intertwining of different fields of Government, State, regional, local, administrations. Also because our constitutional architecture provides a variety of institutional settings.

115 In the cities today 50% of the world population and one third of the European Union reside, in 2050 it is expected that the density of the city will reach a worldwide , 70% of the entire population.

5.2 Model of development of the Messina Strait Area (Giuseppe Raffa)

The interventions of the experts have highlighted legal, geomorphological, economic development, social and cultural motivations in order to integrate the two areas of Reggio Calabria¹ and Messina with in-depth *excursus* on the covered topics .

The area of the Strait is not, as illustrated, a policy of "territorial extension", which involves two contiguous areas, but governed by different legal regulations; but it represents an articulation of an international nature, and a challenge which comes out from the local and national connotations, to strengthen the innovation capacity of urban realities which insist on this territory.



The Province of Reggio Calabria, which I preside at and the Province of Messina in 2013, as part of the activities of territorial cooperation and exchange of good practices dictated by the project Nostra, have signed a Memorandum of Understanding, which seals a shared plan of joint initiatives aimed at influencing the economic and tourism development, transport, logistics and environmental safeguard, in the awareness that the inclusive strategy will be *condicio sine qua non* to support the development of the integrated Strait Area.

The aims of the Interreg IV C plan of improving the effectiveness of regional development policies

¹ We want to remember that the Law no. 56/2014 procedural guideline of the art. 1, clause 18, the metropolitan city of Reggio Calabria.

in the areas of innovation, the economy of knowledge, the environment and risk prevention, has been realized with the plan experience Nostra, *Network of Straits*, created by Ente Province as a partner, which is now coming to a conclusion.

The experiences exchange and the sharing of good practices, reached by local and regional authorities interested in the path, is an heritage of contributions aimed at the modernization and competitiveness of Europe. For us, in particular, it is an impulse to build and strengthen synergies with contiguous territories.

The work done so far, for which I thank the Executives Amelia Laura Crucitti, planning and economic development expert, which has made the coordination of the activities of the working group and she edited with the Presidency this publication, and Domenica Catalfamo, transport expert, which has contributed to the drafting of the text, is a starting point to reflect on strategic goals, which affect the action of the Province of Reggio Calabria.

The process, started as a result of the implementation of Law no. 56/2014 at national level, has prompted the opening of a debate at local level, to systematize the strategies and the guidelines aimed at bridging the critical issues, which, in action, involves the existence of areas with strong economic and social poverty.

You should consider just a few of the disadvantage factors, which are recorded within the province of Reggio Calabria:

1. lack of infrastructure;
2. lack of fast connection roads between the Tyrrhenian and Ionian area.

The synergy between the interested institutions of the two provincial areas of Reggio Calabria and Messina has given rise to a kind of permanent Observatory, which records the requests of citizens and combines the revealed requirements with what will be the strategic objectives of the Integrated Strait Area, in order to make the two competitive zones with high rate of variability and globalization markets. The conscious and proactive approach to the creation of a conurbation between the two shores, leads to a rethinking of the development policies, which today must relate essentially to sustainable growth, based on feasible and shared choices. It is obvious that the path will not be easy. It is to put aside local interests, to give substance to a integrated territorial laboratory, which produces social inclusion and efficiency of services and an innovative process of transformation of the urban centres.

The experts, who have contributed, have highlighted the instruments which provides the cycle of Structural Funds 2014 - 2020 plan, such as the Integrated Territorial Investments and the local participatory Development.

They are practicable solutions to support integrated actions which implement a cross-cutting strategy for cooperation among different areas and which "encourage local communities to develop integrated approaches from below in cases where it would be necessary to respond to regional and local challenges which require a structural change²». These instruments have the undeniable advantage of encouraging a territorial development plan, promoting the joint management.

The *governance* to be built is a network model of local communities involvement, able to overcome geographical boundaries and institutional assets, with flexibility and directed to improve the quality of activities in the territories.

The network *policy* should promote the economic growth and social organizations of the area, employability and diffusion of technological innovations, through the sharing of paths, the ease of access to information, the ability to build relationships in the territory and the recognition of mutual interests. The idea/guide will be a trade - off of balance among rules, good practices and behaviours suitably 'virtuous', which looks to this collaboration among contiguous territories as an opportunity and an added value.

²European Commission, Development of local participatory, 2013 The *Community-led local development* (CLLD), which is a participatory local development, is an instrument controlled by community regulations to achieve objectives of integrated local development on a sub-regional scale with the primary contribution of local forces. THE CLLD is based on a plan and management of interventions for the development by local actors who come together in a partnership of mixed (public-private) and rely on an operational role (managerial and administrative) to the Local Action Group, which must develop a Local Action Plan to translate the goals and strategies into concrete actions through its technical structure

