ESPON

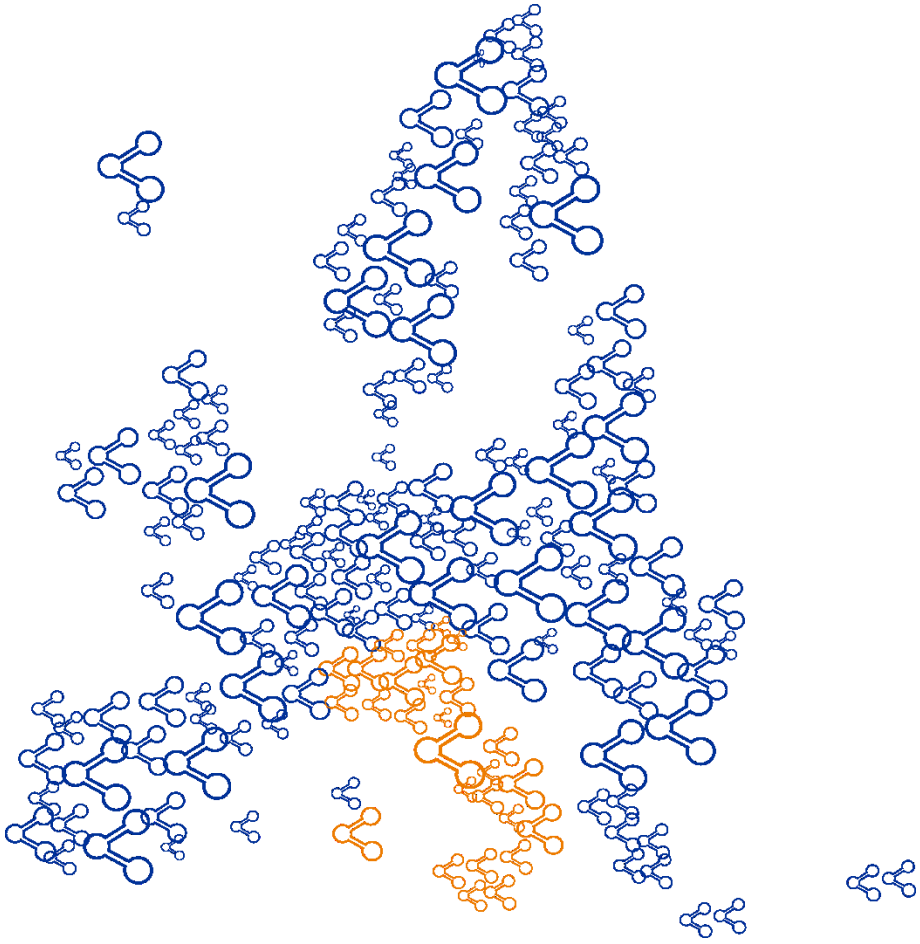
EUROPEAN UNION

Co-financed by the European Regional Development Fund

Inspire Policy Making with Territorial Evidence

Country fiche

Territorial patterns and relations in Italy

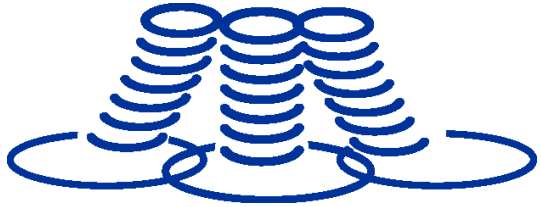


Economy: Green New Deal

Cultural heritage

Spatial Planning

Interactive version: www.espon.eu/italy



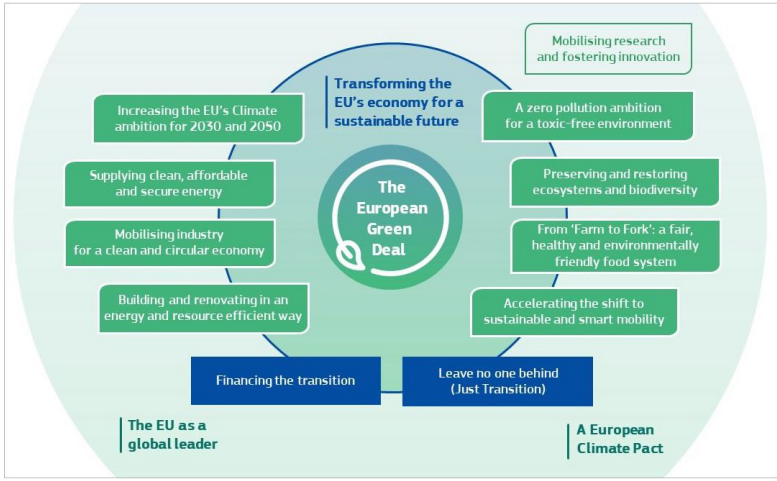
Economy

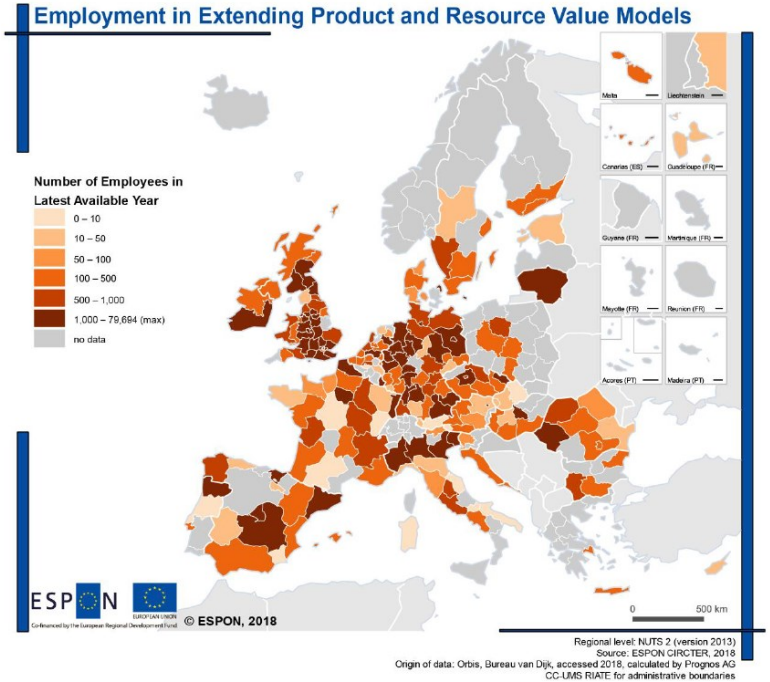
Green New Deal

Circular collaborative economy

Green infrastructures in urban, mountain and protected areas

Supporting transition: New services and youth employment new skills



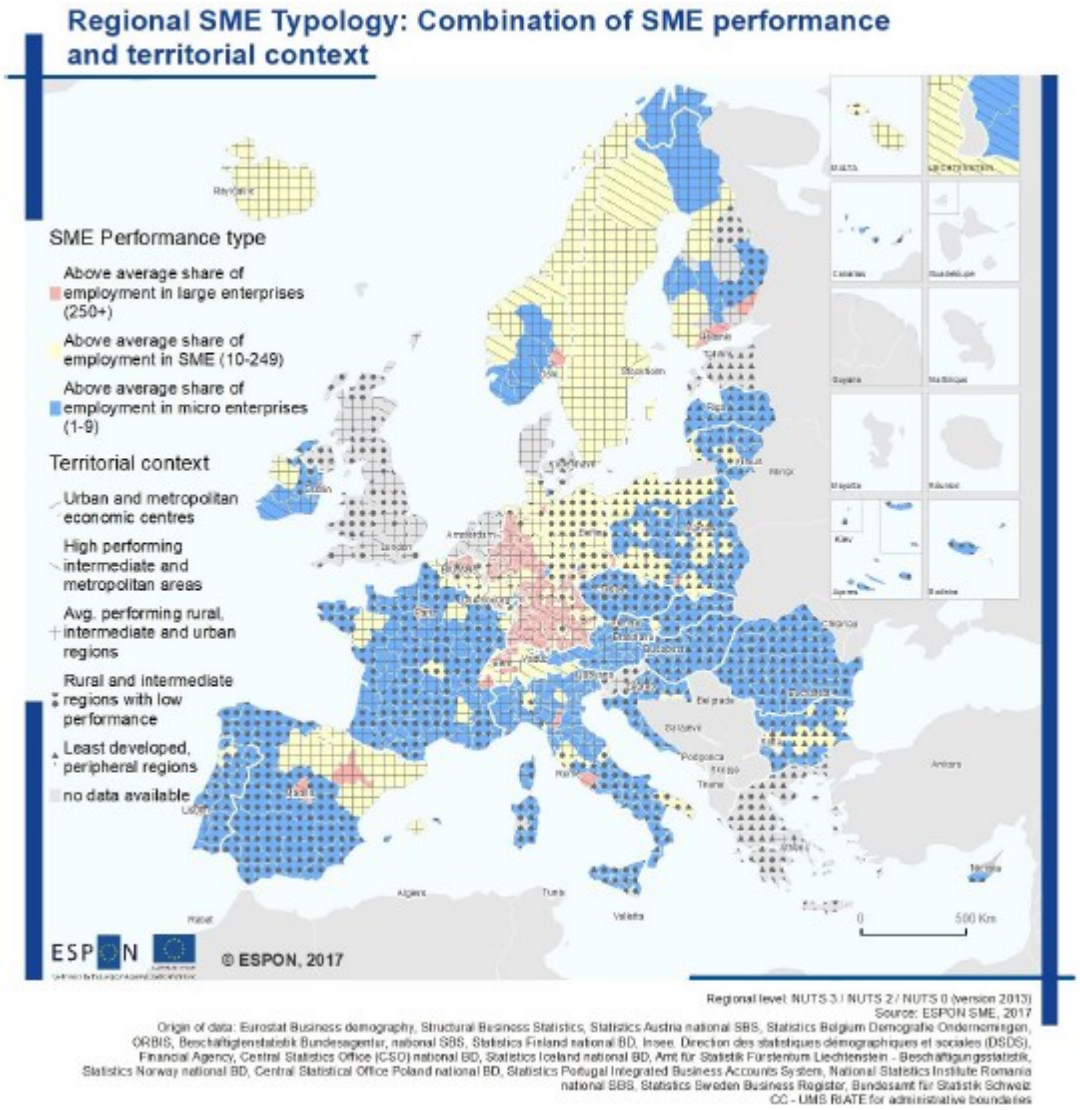


Economy: the European green new deal

The **European Green Deal** strategy (CEC 2019-604 final) has the ambition to pragmatically attain zero greenhouse gas emissions while transforming Europe in the process. It entails 5% GDP annual investments in infrastructure, agriculture and industry, thus creating millions of new jobs and ending the era of austerity, without raising taxes.

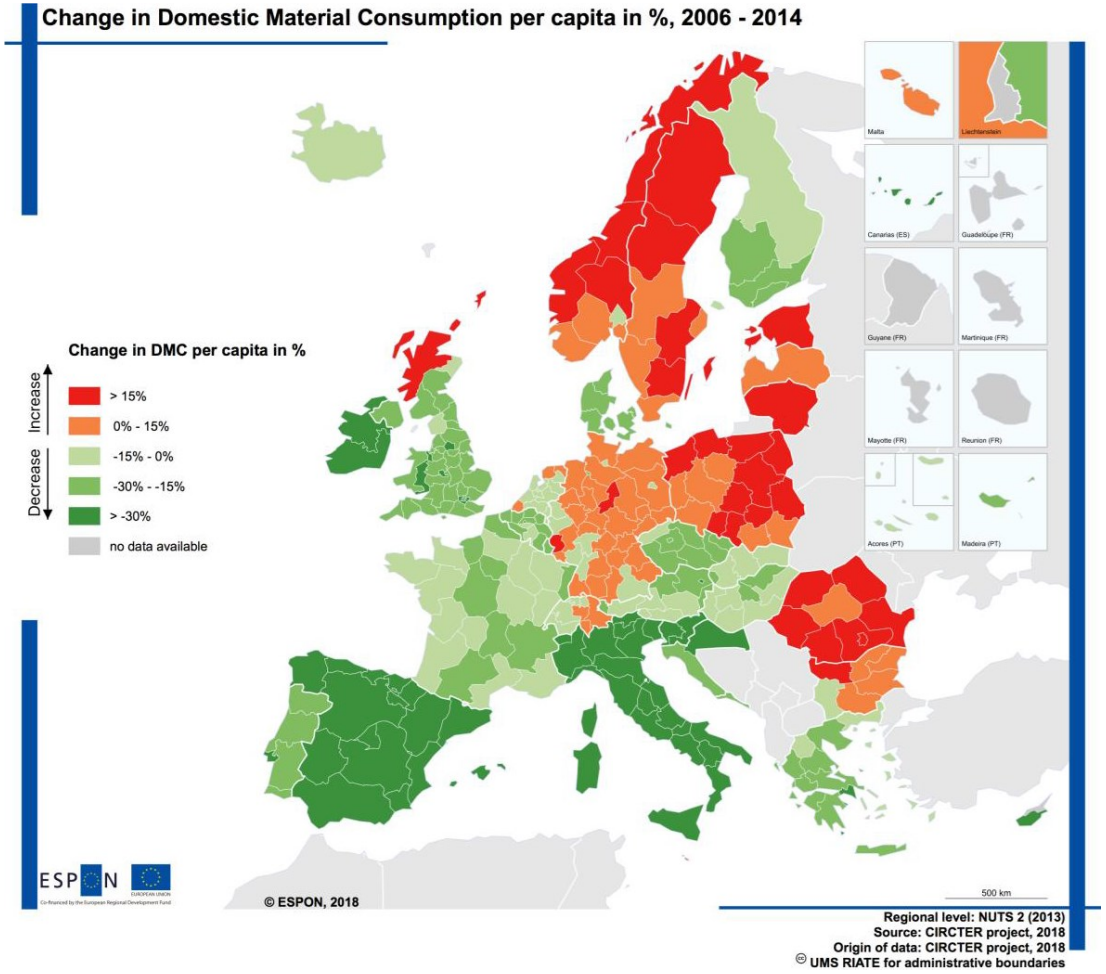
In 2019, the Italian Government launched the document to prepare for the 2021-2027 Partnership Agreement based upon four unifying themes (quality of jobs, land and natural resources for future generations, quality of services for citizens, culture as a vehicle for economic and social cohesion). It also approved an eight-goal 2030 Plan, to concretely launch the EU Green New Deal that could generate about 200 billion euros of new investments and more than 800 thousand jobs in a few years, to tackle the climate crisis, achieving the SDGs objectives and reducing greenhouse gas emissions to around 260 million tonnes by 2030:

- Reduction of greenhouse gases from 37% to 50%; (PNIEC, 2030 Energy and Climate Plan)
- Transition to an efficient and renewable energy system, reaching a reduction of emission of 65% in 2030 in energy industry;



- Transition to a circular economy, with rapid and effective transposition of European Directives as well as and fostering recycling and the market of recycled products;
- Protection of natural capital and development of quality agriculture;
- Urban regeneration according to the green city model;
- Decarbonisation of transport, by investing in public service in cities and increasing sharing mobility;
- Greater commitment to training, research and innovation;
- Tax reform, shifting the levy from labour to greenhouse gases.

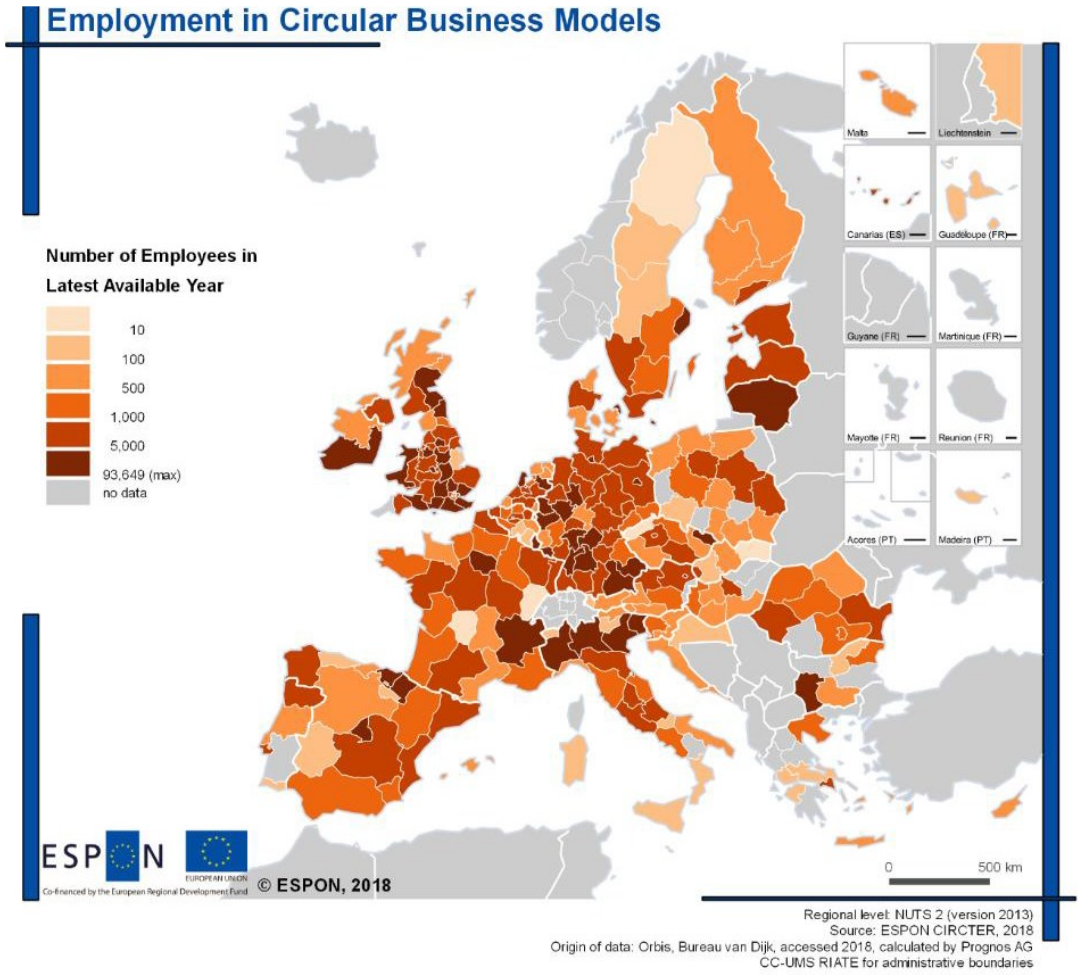
Examples of formal competences at regional level may be found in Italy with the *burden sharing* approach. In order to achieve the national target, State assigned specific targets to regions (as for renewable heat and electricity targets) which are now obligated to contribute through a binding regional renewable energy target (e.g. the region of Friuli-Venezia Giulia, according to CEP-REC).
(*ESPON Locate Territories and low-carbon economy*)



Circular collaborative economy

The EU **Circular Economy Action Plan** (COM 2017/33 final) aims at “stimulating Europe's transition towards global competitiveness, fostering sustainable economic growth and generating new jobs”. It is expected to bring about significant opportunities in creating **new, better-quality jobs** and contributing to more **sustainable economic growth.** It includes broad instruments touching on different sectors and policy areas (resource efficiency, waste management and innovation, the online sale of goods, fertilisers, eco-design, food waste, waste-to-energy and circular economy financing). Some **regions and cities** are pioneers of this transition.

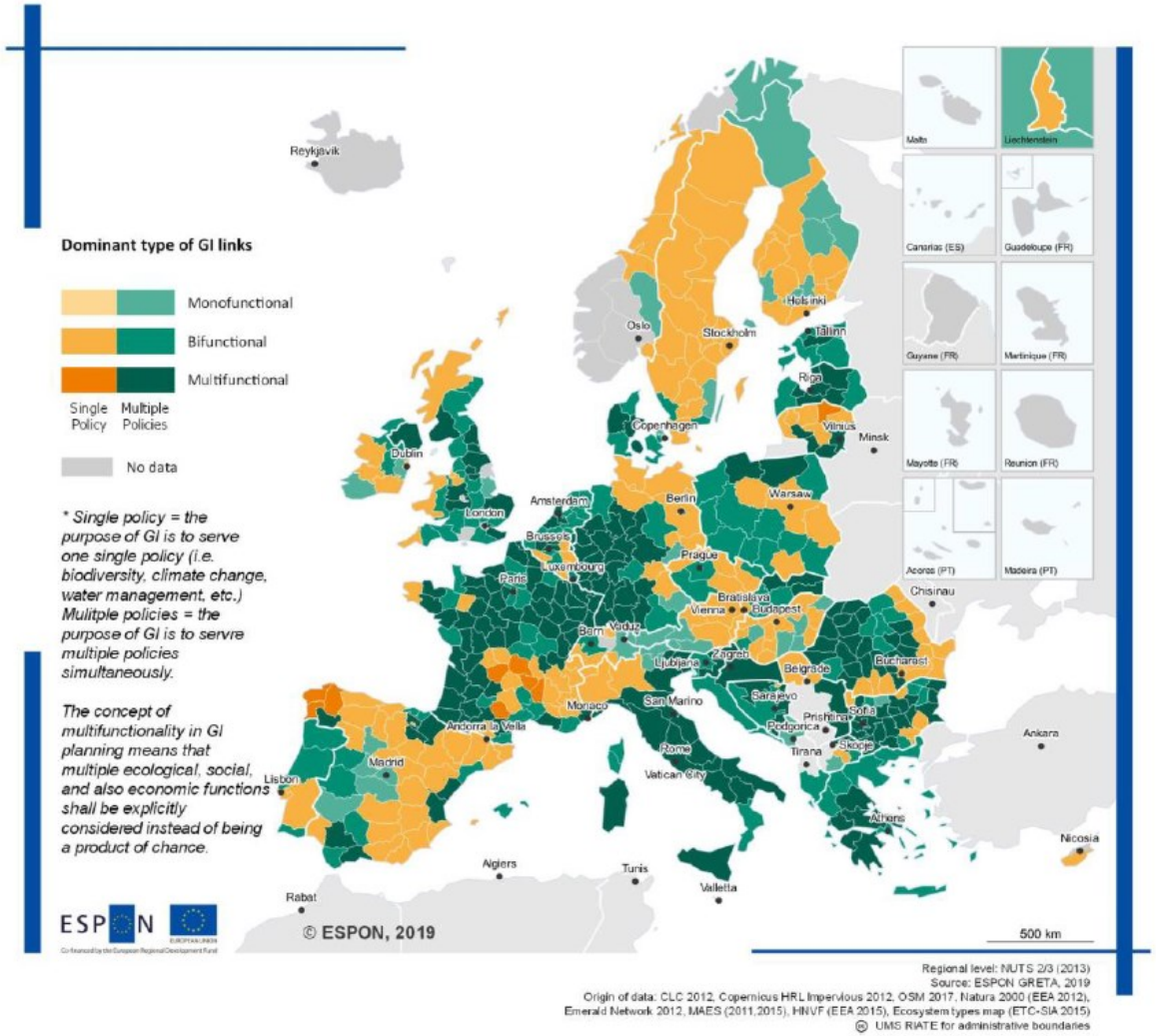
Since 2010, Italian regions and cities have been reducing/eliminating products having a significant negative impact on the environment, by adopting strategies that target **smarter product use and manufacture**. Government bans on the use of **plastic bags** by retailers are in force in Italy as well as in France and Belgium. The region of Rome Capital city was a pioneer. The ENEA Environmental Technologies Technical Unit initiative (SymbioSIS project) tested the potential of industrial symbiosis in Sicily through a complex set of complementary activities. Employment



and SMFs are strongly increased in the Northern cross-border and Central areas. The new government policy is expected to improve sectoral policies in the framework of the EU Green New Deal policy.

ESPON EMPLOYMENT
Case study: Abruzzo less competitive but with potential in KE

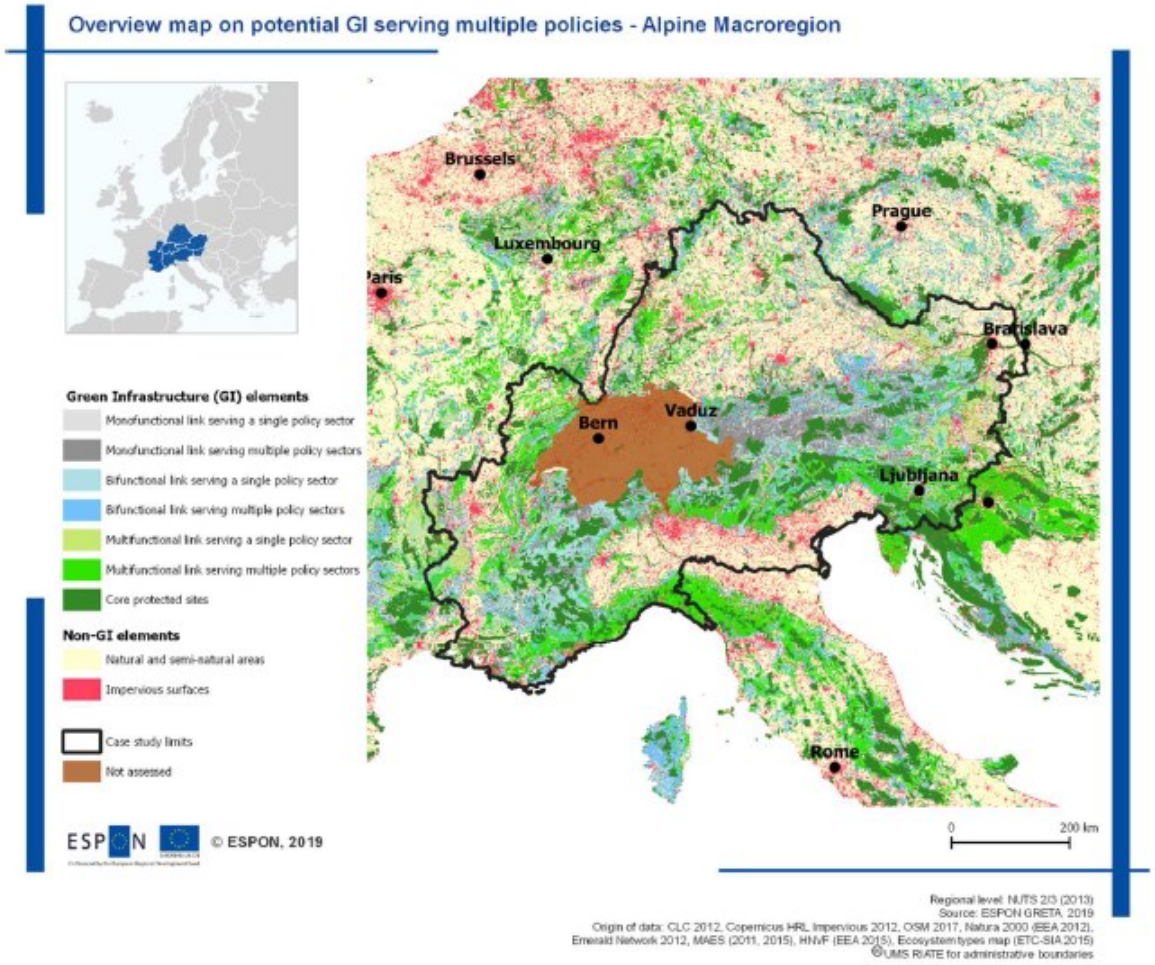
ESPON CIRCTER - Circular Economy and Territorial Consequences
Case study: Sicily - The Industrial Symbiosis Scheme



Green Infrastructure (GI)

Protected Areas are the backbone of **European GI Strategy** within the framework of the Cohesion Policy. Networks such as Natura2000 are intermediate players of their development able to support bio-diversity conservation and Climate Change adaptation across Europe since they respect the specific characteristics of each area and its local identity within the post-2010 policy, SDGs and Equitable Society Policy. Common targets have been identified in European PAs, attracting SMEs and green investments in mountain peripheral areas. They are producing new and no-standardized governance models and spatial planning experiences.

Green Infrastructure shows high multifunctional performance in most Italian regions, namely in Alpine macroregion, as well as in the Mediterranean basin (cooperation macroregions), which are highlighting a common vision and perspective 2030-2050 (spatial planning and integrated MSP, eco-services, mitigation of Climate Change, common use of funds, etc.). New regulatory and financial instruments are required in supporting GI strong role, namely in



Apennine mountain zones. International, cross-borders and regional cooperative networks as Nature 2000, SAPA, ALPARC, Marittime-Mercantur, EUSAIR and ADRION (involving regions from the North-West to the South-Est) proved this crucial role, also permitting to reduce natural risks in Italy.

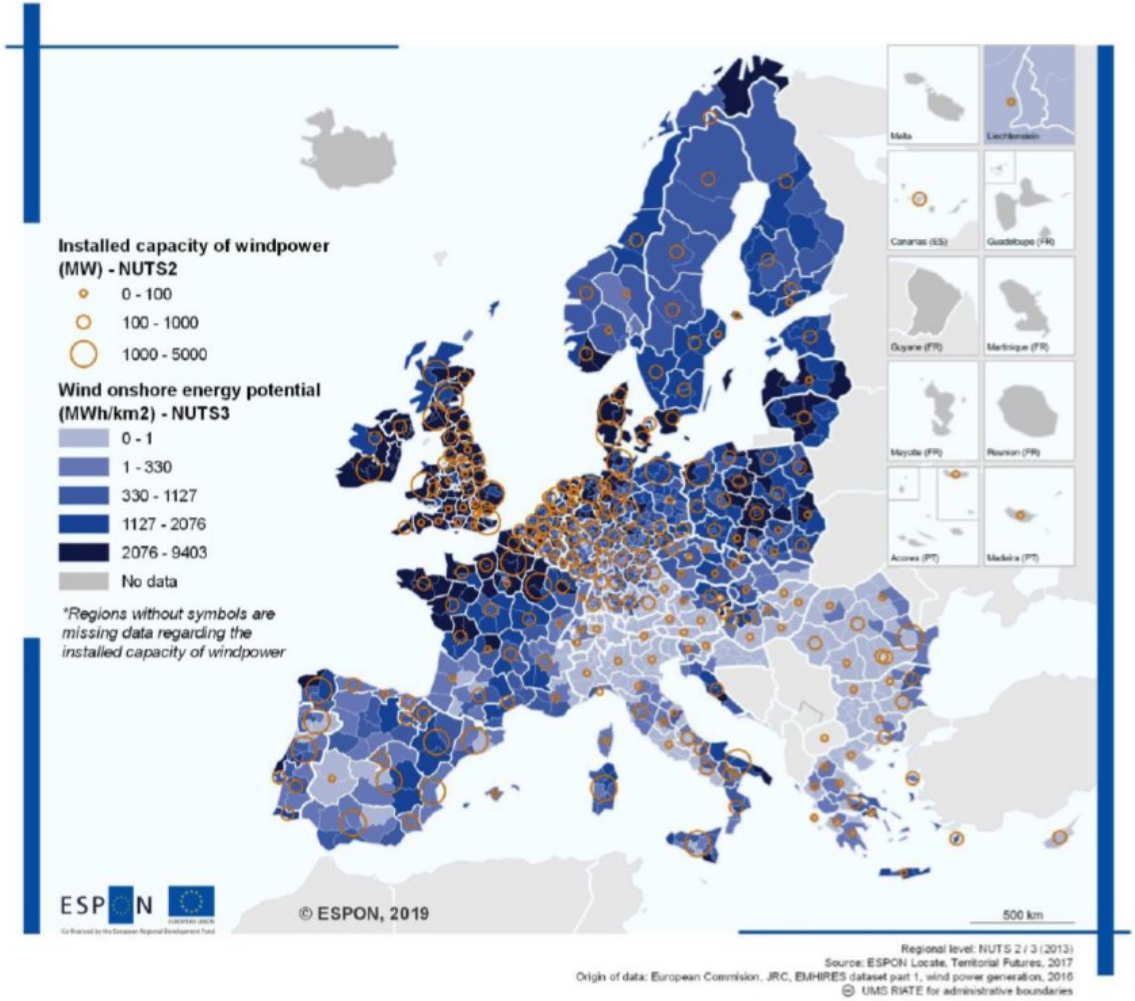
In an interregional institutional cooperation context, specific initiatives have been developed aiming at the multifunctional enhancement of the Po river course, such as the VEN.TO Bike way project.

The role of green infrastructures should inform integrated spatial planning as result of an integrated approach to planning, where development needs and protective demands are reconciled into the same spatial plan applicable at different levels (regional, local/city): the urban level is crucial in Italian context (*Tavolo partenariale Europa più verde*):

GI can contribute for example to improve welfare in urban regions (e.g. by creating or restoring recreational and leisure parks, multiple-use forest) or can affect territorial development effectively investing in ecosystem services.

Many regional or local projects have dealt with implementing GI by considering GI as spatial planning element.

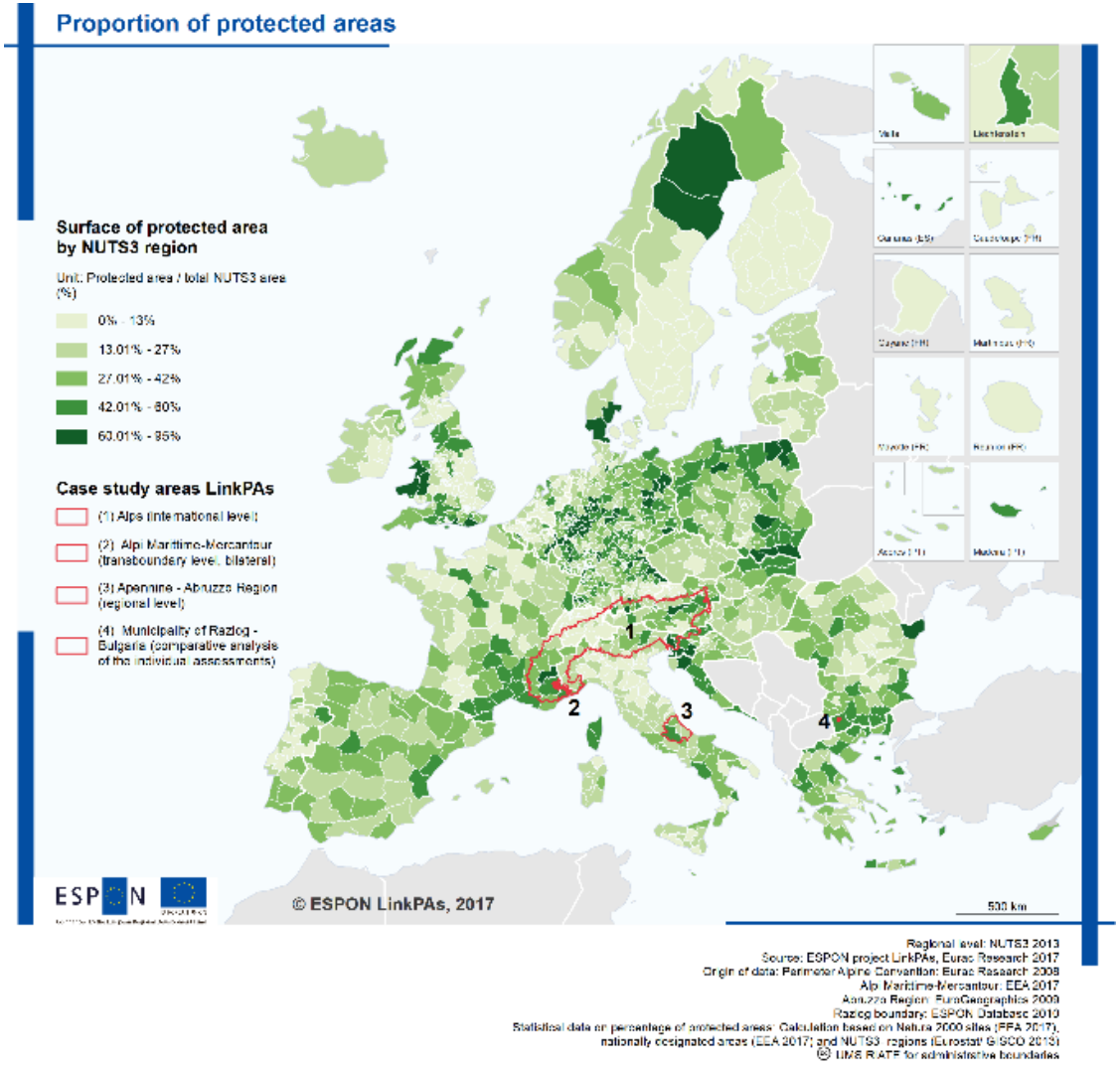
ESPON GRETA Green infrastructure: Enhancing biodiversity and ecosystem services for territorial development,
Case study: Alpine Macroregion



Supporting transition Economy

Successful cities and regions use their **green policy/governance potential** to strongly influence the framework conditions for low carbon energy projects (efficiency, renewable energies). Planning, energy efficiency rulings, knowledge, networks, financial support and partnerships are key words orienting the **transition** complexity – great variance of national regulatory regimes and tariff structures and EU rulings – as well as to which reference supportive frameworks are needed for regions to address the new youth job market.

Innovative regional platforms and processes for promoting the low-carbon economy transition are essential and should be expanded and supported through national and EU policies. At the same time, **public procurement**, understood comprehensively, can become a significant innovation and development instrument towards the low-carbon economy transition after the austerity period. New educational contents need to promote youth employment towards the cross European green job market.



Sectoral and regional policies and developing policy sectors suitable to the local context (Biodiversity; Conservation; Tourism and recreation; Education, Agriculture and Forestry, Investment and employment; Transport; Ecoservices; Ecological connectivity, Communication) have been considered, thus influencing the sustainable regional development and quality of life by sharing cooperative experience in management and use of funds (Abruzzo Region, European Park Alpi Marittime Mercantour, ALPARC). Through cooperative projects, territories demonstrated good and innovative territorial governance mechanisms in managing transition, e.g. within protected areas, and their surroundings, identifying innovative cross-borders solutions (e.g. common public services and good management) and education processes addressed to attract youth employers and SMEs.

Strategies such as low carbon related regional clusters, Technology Districts (D.I.T.N.E) and Smart Specialization Strategies represent other relevant forms of regional partnerships for the implementation of a low carbon economy.

D.I.T.N.E was set up in Brindisi in order to strengthen cooperation between research and industrial institutions, competitiveness of the region, international wide visibility and quantitative growth of business and skills in the field of renewable energy and electricity production.

(*ESPON Locate Territories and low-carbon economy*)

ESPON Financial Instruments and Territorial Cohesion, Case study: Lombardia:

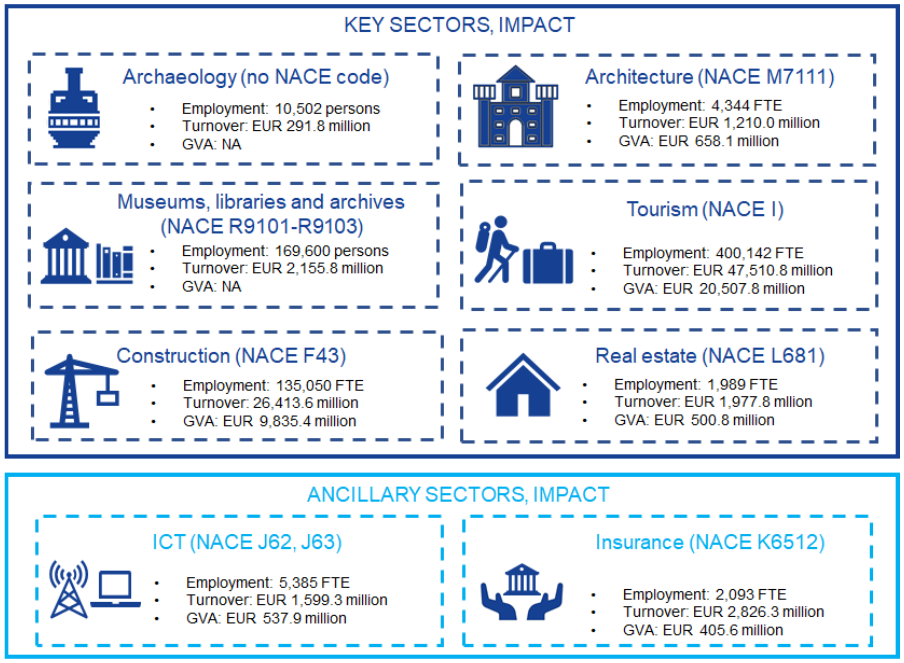
ESPON LinkPas – Linking Networks of Protected Areas to Territorial Development;
Case study – Alparc- Alpine Network of Protected areas; Alpi Marittime Mercantour; Abruzzo

Cultural Heritage

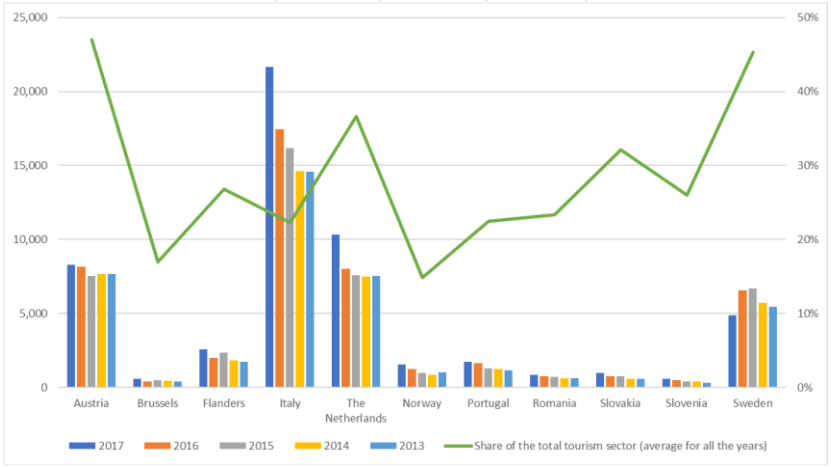
Tourism

Cities and regions regeneration

SMEs and Creative economy



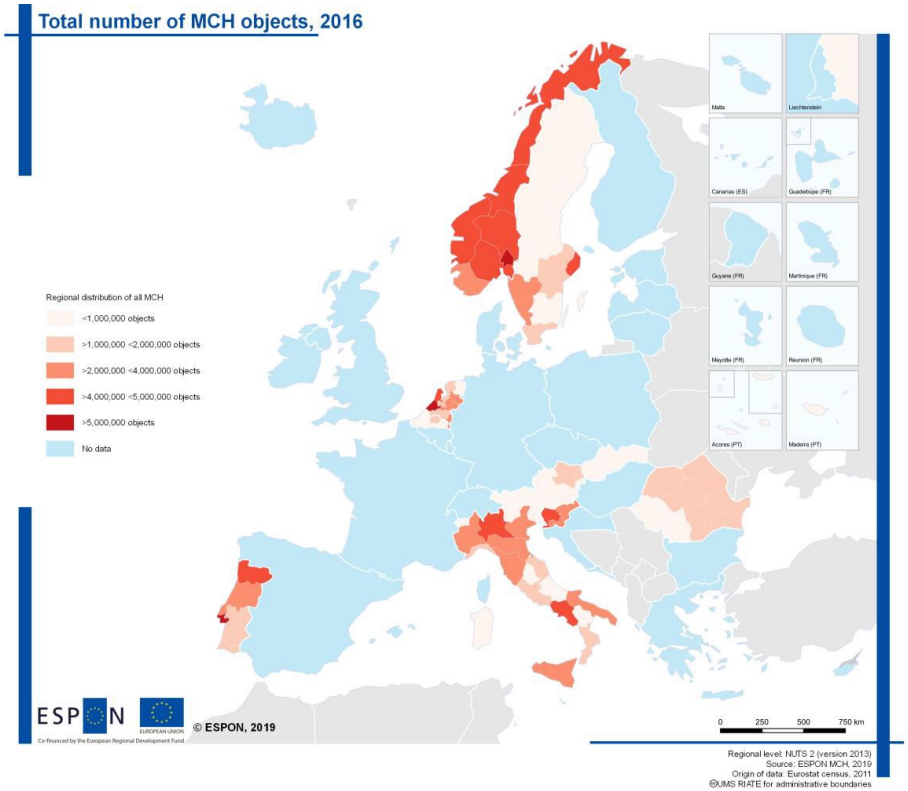
Impacts related to MCH in Austria, Brussels, Flanders, Italy, the Netherlands, Norway, Portugal, Romania, Slovakia, Slovenia, Sweden, 2016



Cultural Heritage (Material and tangible)

The ambitious 'New European Agenda for Culture' (CE, 2018) and recent regional/local experiences measure the impact of Cultural Heritage (material, tangible and immaterial) on societal wellbeing coherently with the evolution of Cohesion Policy towards the post 2020. Economic impact mainly results from access to Material CH (archaeology, architecture, museums, libraries and archives activities) involved in several policy sectors (tourism, construction, real estate, ICT). Travel and tourism accelerated their growth: from 2 trillion U.S. dollars in 2006 to more than 2.50 in 2017. Cultural and creative sectors (CCS) are one of Europe's strategic assets accounting for 4.4% of the EU's GDP, 12 million full-time jobs and €509 billion in value added to GDP.

Since the CH nature and (geographical) diversity are become a real symbol of sustainable economic integration, pan-European methodological approaches are being developed to identify the impact of CH and its associated investments on society and urban communities in the framework of European territorial evidence (stocks). New orientations inspiring the CH valorization are emerging and take into account the dimensions of quality of life, employment, income, leisure and other aspects while considering tools and investments (EU funds) for creative - technological - cultural industry, tourism, adaptive reuse, urban reconversion and regeneration, financial sustainability



Italy shows a huge quantity of Material CH (Mobile and immovable), museums, libraries, archives, pre-1919 dwellings, etc. together with an higher and increasing number of leisure tourists, with an estimated expenditure of 38,960 mil of Euro in 2017. The percentage of employers in the MCH area is very low (0.4) compared to other countries, while the related GVA is the highest in the touristic sector. There is a close relation between MCH and the building and real estate policy sectors and, more recently also between MCH and the Digital one.

Thanks to the “Art For the Blind” project and the virtual initiative “L’ARA COM’ERA” promoted by the Ara Pacis museum in Rome (Italy), visitors – also those with visual impairment or even blindness – can 'get in touch' with the museum collection by experiencing and exploring Rome as an innovative multi-sensory City. Moreover the number of visitors at the National Archaeological Museum of Naples (Italy) dramatically increased after the successful heritage-related video game “Father and Son” publishing. Other innovative projects stem from the partnering of regional stakeholders and private management of sites, as innovative tools to bring new audiences to an archaeological site and to promote contemporary art.
The landscape concept has been given increasing importance and recognition by national legislation.

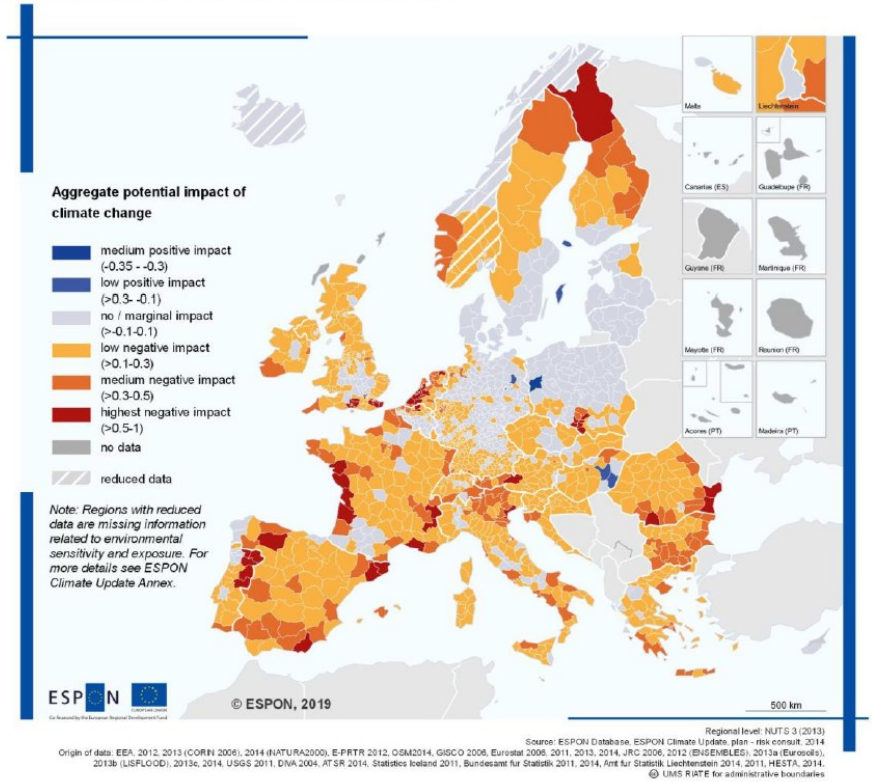
In accordance with the European Landscape Convention of the Council of Europe promoting landscape protection, management, planning and organising international co-operation on landscape issues, the Italian Ministry of Culture and Cultural heritage together with some Regions developed Regional

landscape plans for natural heritage and the landscape protection and enhancement.

Several other legislative acts also refer to groups of immovable properties showing homogeneity and/or integration into the landscape.

(*ESPON Material Cultural Heritage as a Strategic Territorial Development Resource: Mapping Impacts Through a Set of Common European Socio-economic Indicators*)

Map 9 Aggregated potential impact of climate change

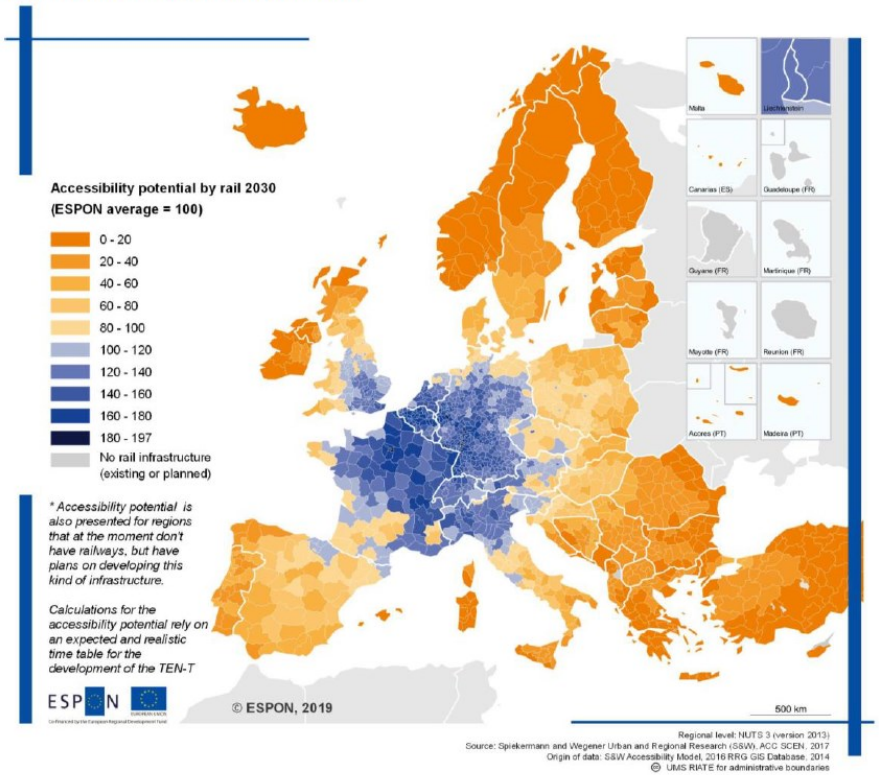


Source: ESPON, 2014. Update on Maps and Related Data on Climate Change

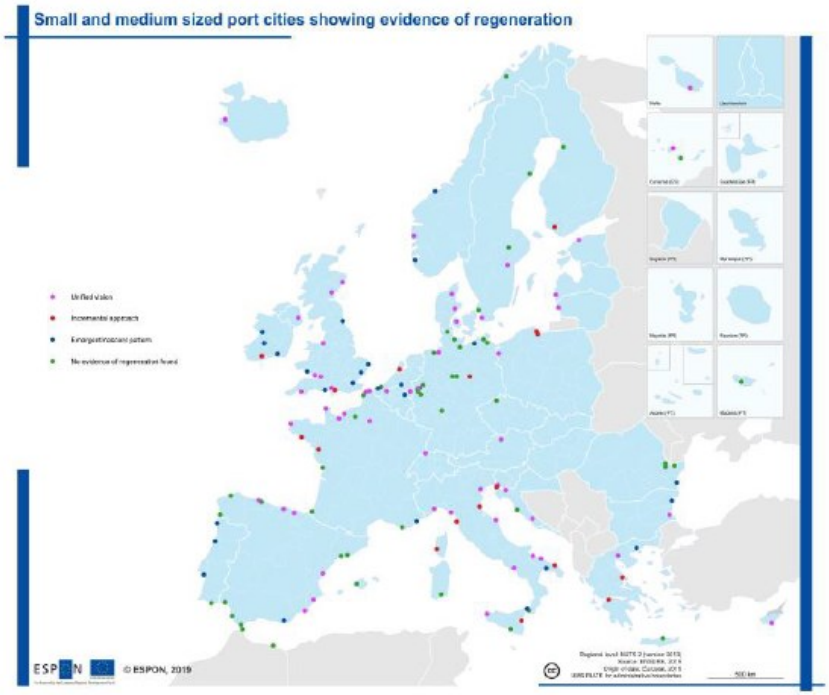
Tourism

Tourism appears as a “youth friendly” cultural/social/inclusive sector in Europe. Currently, specific features are required to reach territorial integrated strategy for a sustainable, competitive and cohesive development beyond seasonality. Thus, Cultural Tourism (CT accounts for 40% of all European tourism; 4 out of 10 tourists choose their destination based on its cultural offering) is acknowledged as a potential driver for territorial regeneration, growth, job and economic development and as an important contributor to the 2030 Agenda for Sustainable Development Goals. The impact of climate change requires adaptation measures across Europe for maintaining an high level of urban and regional attractiveness, namely in European Southern regions. Regions with geographic specific characteristics such as coastal and mountain areas have a high exposure, partly due to economic dependency on seaside tourism (e.g. sea-level rise and extreme risk events). Public transport is a key driver for social touristic development, by ensuring cheap access to workplaces and cultural services. It also plays an important role in the functioning of the local touristic economy, thus making touristic landscape more functional. Tourism potential is still underestimated, especially in peripheral or deindustrialized regional and urban areas, where some forms of CT are possible to be developed according to the territorial diversity. The lack of a shared strategic framework at European level and of an integrated and cross-sectoral approach in the cultural tourism’ management and governance affect the full exploitation of the CT potential at national, regional and urban level.

Map 14 Accessibility potential by rail 2030



In 2017, the Italian tourism sector contributed for 223.2 billion to GDP and is the first sector of the whole cultural chain. All regions are rich of Cultural and Natural Heritage and therefore favourite. Already exacerbated by land consumption, natural hazards, Climate Change impact and envisaged river floods, extended coastal touristic regions bordering the Mediterranean zone are most sensitive to extreme weather events as well as smaller hot spots such as the Po river Valley and Venice. There is an increasing need for qualified workers in tourism. Employment in touristic services might arise most likely in the fields of tourism recovery planning and culture. These include CPS for joint management of cultural heritage or museums, tourism offices and promotion. Other CPS that might be established soon can be expected in innovative education and training because touristic sector appears to be “youth-friendly”, mainly if linked to the environmental management. Concrete implementation actions in touristic functional areas should be enabled, including small-medium towns, to convey to the wider public and young people in particular, the opportunities (carrying capacity) provided by tourism sector in terms of cultural and vocational development. The tourism intensity shows similar values like the green cluster also with some outliers in Italy (e.g. Trento, Venice, Valle d´Aosta). (*Alps2050 – Common Spatial Perspectives for the Alpine Area. Towards a Common Vision*). In Italy, statistics collected by Banca d’Italia define cultural tourists as travellers who visit città d’arte (cities of acknowledged heritage and cultural value). These statistics thus consider activities that are not necessarily linked to the consumption of MCH (such as going to a ballet or a concert). (*ESPON Material Cultural Heritage as a Strategic Territorial Development Resource: Mapping Impacts Through a Set of Common European Socio-economic Indicators*)



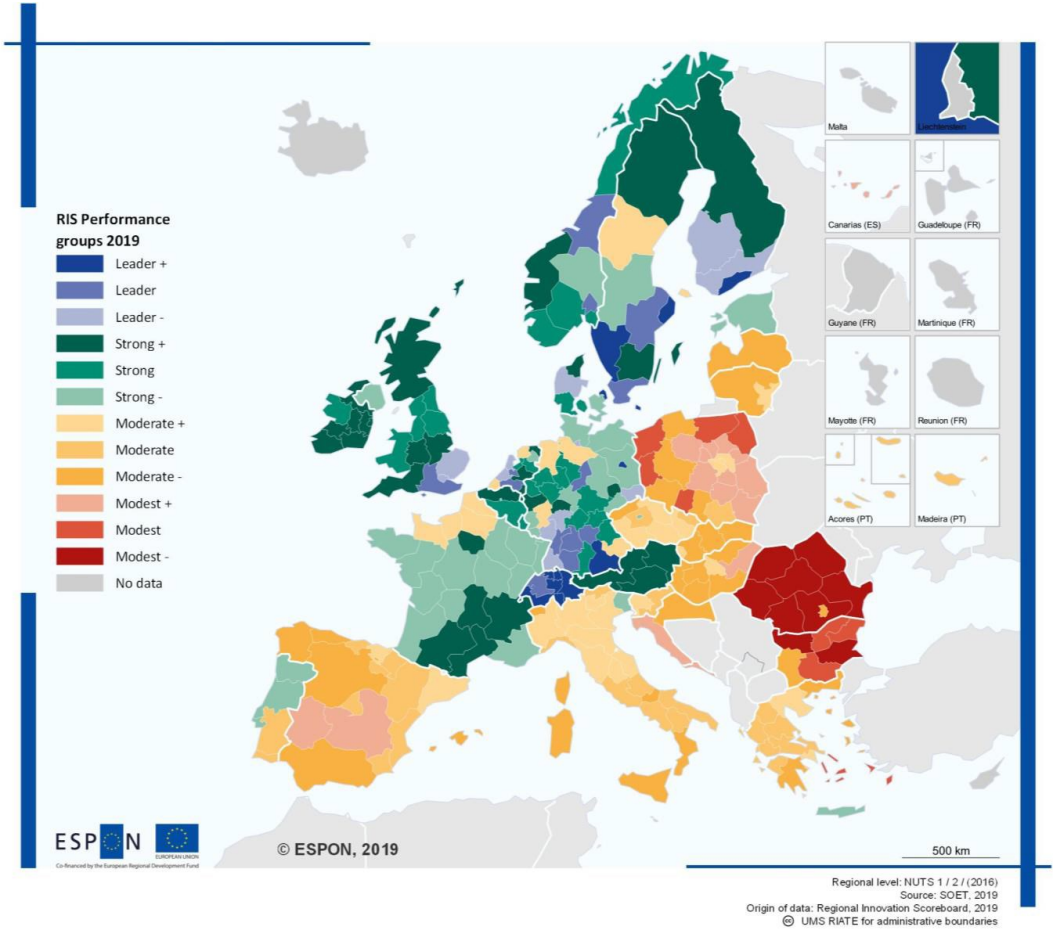
Cities and regions regeneration

Urban regeneration and restoration of cultural heritage sites, as in other production sectors, require an innovative approach to integrate the principles of sustainability into processes, integrating economic functions, circular economy and historical, environmental and societal wellbeing. Public private partnership (PPP) in all sector of regeneration is crucial to this scope. In the framework of Regional Integrated Strategies (RIS), Bruxelles, Birmingham, Turin; Catania, Cork, Aalborg and Brest as city ports; or regions as Randstad (NL), Zealand (DK), Västerbotten (SE) and the West Midlands (UK) demonstrated the compatibility between sectoral and territorial policies and planning within a RIS, using different financing instruments and soft governance models. Switzerland, Spain, Croatia and Italy made this policy as central within national strategy that is reflective of Europe's territorial diversity.

Following the Ports Reform, that focused on 15 port cities that share the same challenges and opportunities of implementing a vision to their port city regeneration, the Italian Document of Economics and Finance generally supports urban regeneration. Collaborative/participative Action Plans and Digital Innovation in Urban environment (smart city projects) are developing in metropolitan and medium cities (Rome, Milan, Turin, Florence, etc.) moved by human-centric & holistic co-creative vision. Other cities as Genoa (Liguria) and Catania (Sicily) faced major challenges in securing regeneration and re-integrating old port areas back into the city identity. Challenges urge the 14 metropolitan cities to preparing planning strategies:

staff resource and capacity building to deliver change; land ownership issues; unlocking necessary investment; coordination of multiple stakeholders; place-making processes; re-functioning of built heritage assets; and creating effective governance models.

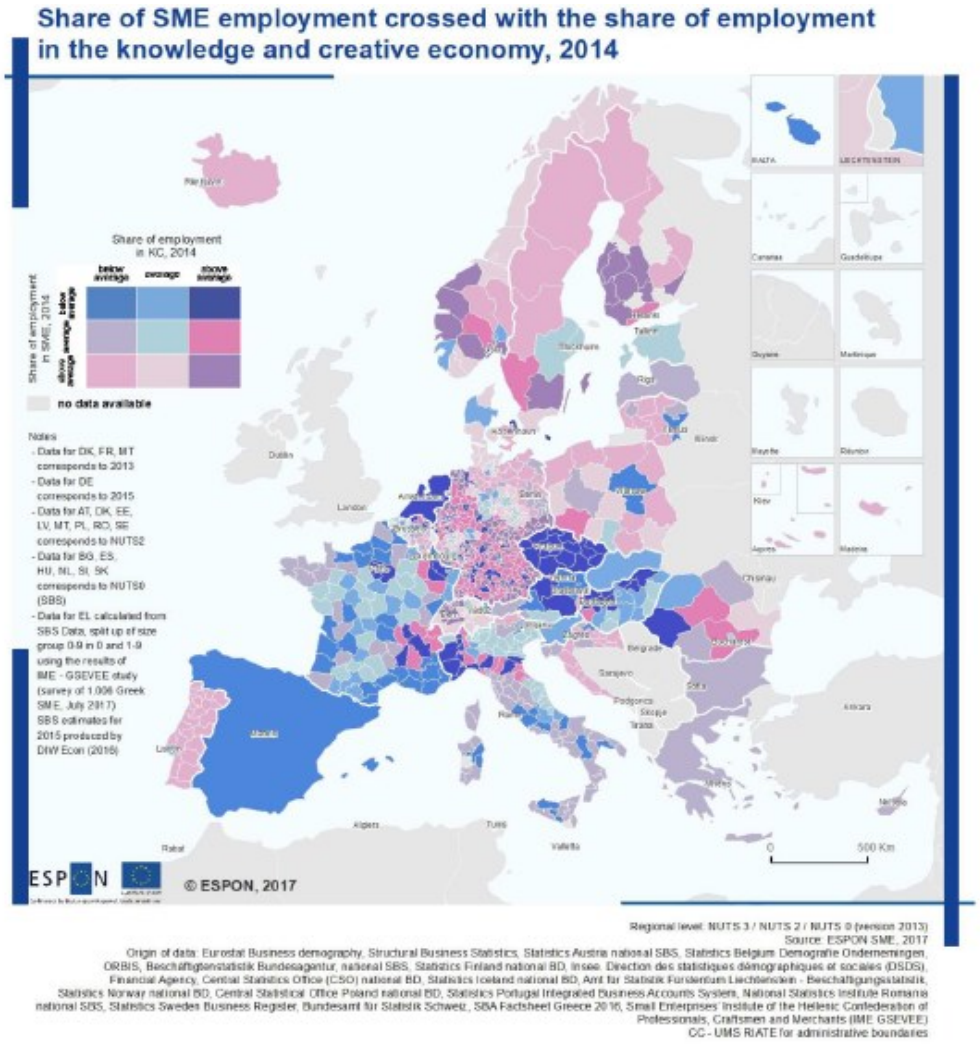
ESPON ENSURE - EuropeaN Sustainable Urbanisation through port city Regeneration - Case study – Catania



SMEs and creative firms

SMEs account for 99% of all businesses in Europe, provide 67% of all employment, and almost 60% of the EU value added. Most SMEs and SME activities are concentrated in the largest EU member states. Spain, France, **Italy**, Germany and the UK account for more than 60% of the total number of SMEs as well as the share of total employment.

A part of these SMEs is active in Cultural and Creative Sectors (CCS), and is one of Europe's strategic assets accounting for 4.4% of the EU's GDP, 12 million full-time jobs and €509 billion in value added to GDP. Clusters of enterprises in creative sectors have also shown they can generate high employment growth rates. Around 6% of all 1,300 regional RIS3 priorities already refer to culture in 90 regions. Industry 4.0 and Digitalization policies funded under the European Structural and Investment Funds (ESIF) to promote regional development and reduce economic and social disparities between regions.



CCSs are increasing in Italy: in 2018 they accounted for 6,1% of the National Added Value (more than €95,8 billion and 1,5 billion of employees). Italian regions are included between the Southern and Eastern European regions as mainly Modest and Moderate innovators. Now, incentives for technological projects, Big and Open data use and entrepreneurship devoted to culture are increasing in order to foster cooperation with actors from outside regions in culture specialised sectors. Capital regions (e.g. Madrid, **Rome**, Helsinki) and other large urban and intermediate regions (Milan, Torino and Bologna) in Italy recorded their **above the average share of employment in creative SMEs** stimulating contemporary art. **Microenterprises** are found in all types of regions, with territorial differences driven by sectoral foci in cultural services, tourism or creative knowledge economy and ICT. Advanced education and new skills provide new employment offers also in peripheral areas, producing spill-over based on Technology Innovation, Business Model Innovation, Creative ('Aesthetic' or 'Soft') Innovation including social innovation.

ESPON SME Small and Medium-Sized Enterprises in European Regions and Cities
Regional Typology: Highest performing region/Economic metropolitan centre: Case study report: Milan

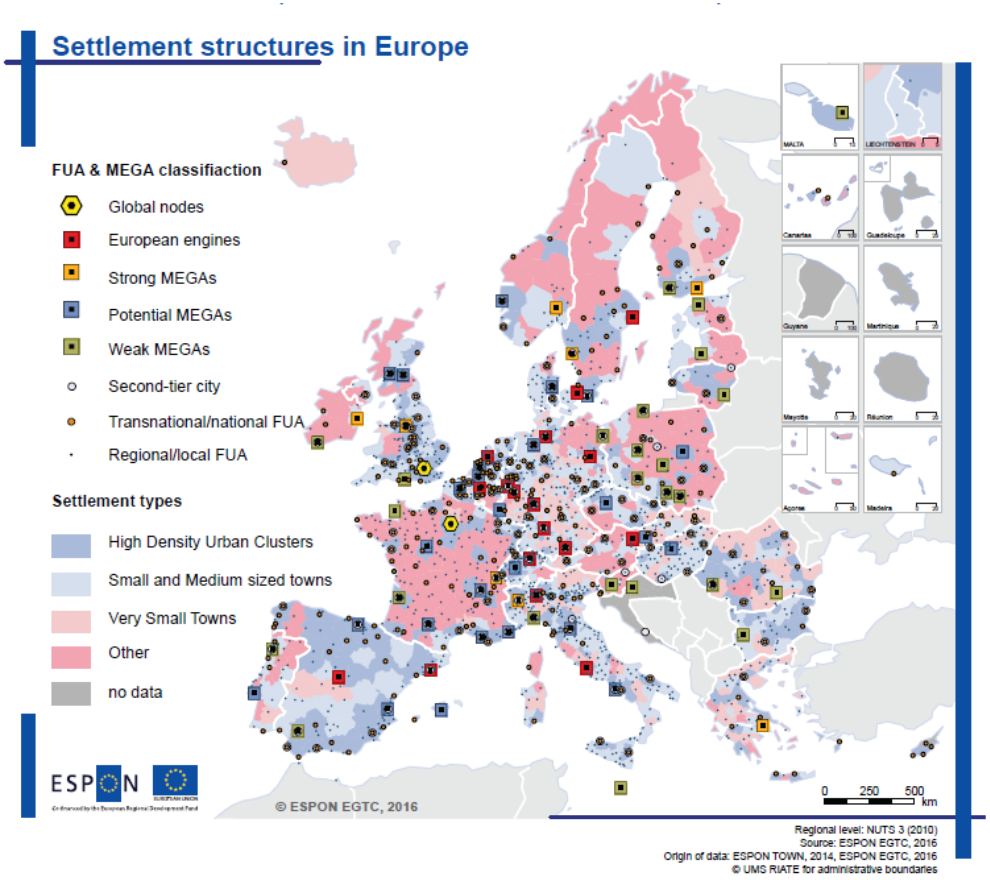
Spatial Development process

Inner Peripheries

Collaborative governance in Metropolitan planning

Maritime Spatial Planning

Connectivity, transport and logistic



Spatial development process

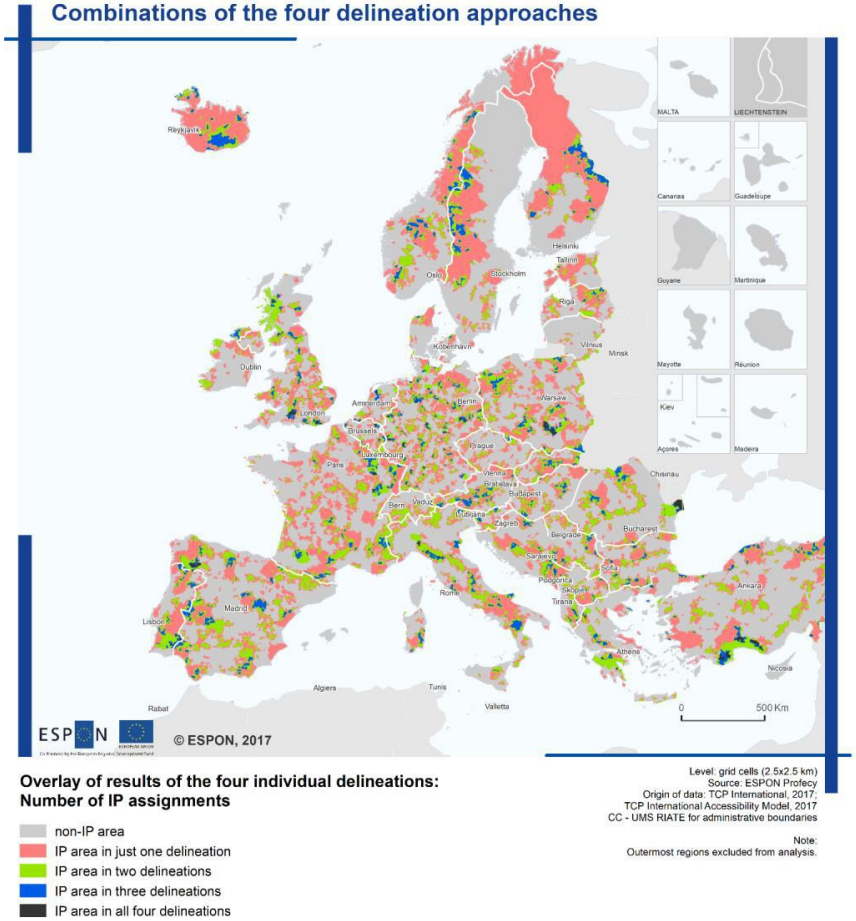
The Urban organisation is prevailing in Europe, mostly composed of relatively small/medium cities compared with global megalopolis:

- More intensive renewal processes linked to the “smart city” vision and the renaturalization of cities.
- Depopulation of sparsely populated areas and old industrial centres (“inner peripheries”).
- Concerns related to people living in “places left behind” at all scales.
- Development of more specialised/premium physical networks, from telecommunications to logistics.
- Redistribution of global gateways, ports and airports because of the geostrategic shift from the Atlantic to the Pacific, as centre of the global economy:
- Uncertain evolution of co-development strategies with neighbouring countries, and border regions.

It needs to reinforce urban networks at all scales: inclusive nature-based solutions for mobility, energy and waste management become cost-effective solutions; risk of spatial segregation/exclusion ha be to limited.

Networks emerge overpass existing territories:

- Many places are affected by policies decided on other territories
- The political geography as “territories of mutually exclusive sovereignty” becomes less efficient and legitimate
- The paramount challenge is “reinventing democracy in the society of networks”
- New governance requires new “functional” areas and new spatial planning models declined as Territorial and Urban Agendas



Inner Peripheries: Not only a question of services

Inner peripheries (IPs) cover 45% of the entire European territory, characterised by:

- Higher travel time to regional centres
- Low economic potential due to low potential accessibility
- Areas of poor access to services of general interest
- Depleting areas (poor demographic basis)

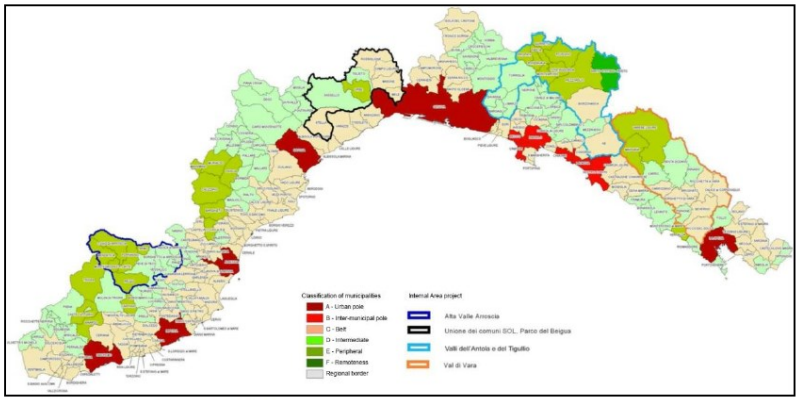
46% of all inner peripheries: Weak economic potential and poor demographic situation

45% of all inner peripheries: Lack of access to centres or services
The most peripheral areas in geographical terms frequently appear as IPs. National as well as regional border areas show a higher incidence of IPs than their non-frontier counterparts. IPs with poor accessibility tend to overlap with intermediate, rural and mountain areas:

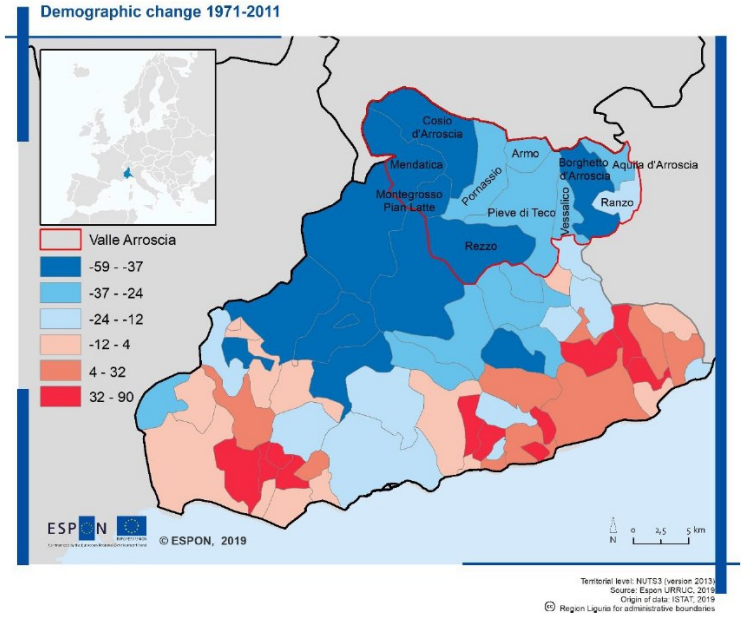
- 80% of the inner peripheries with low economic potential or poor accessibility are located in non-urban regions
- Almost half of poor accessibility IPs are in mountainous regions

Urban Agenda and Territorial Agenda focus on the role of SGI in European urban and territorial regeneration. Cross-border public services can balance the incomparable shortage of domestic public service beyond national borders and private service provision, thus reducing negative externalities within regional boundaries. They can enhance cultural, political and social integration of regions by building on positive externalities (healthcare, transport, civil protection and education) increasing peripheral areas attractiveness for people and consequently businesses and reducing costs. Environmental

Figure 6 - The Municipalities of Liguria Region according to SNAI classification



Source: Regione Liguria, 2018b



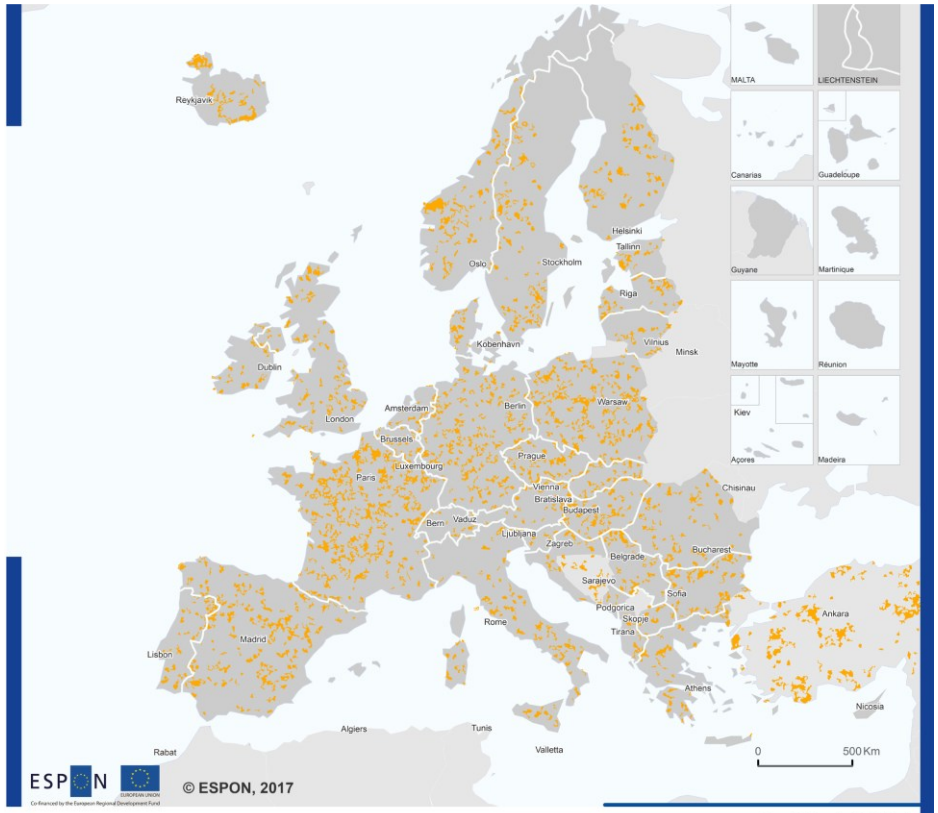
Source: Nordregio elaboration of ISTAT 2017 data

preservation, civil protection and disaster management should be primarily considered in spatial planning, economic development, tourism and culture. Also many cross-border regions explore possibilities to establish SGI dealing with health care and labour market challenges by Interreg projects (feasibility studies, pilot actions and market roll-out, the prototyping and testing of technological solutions). Considering the all the CPS, the French-German, the Dutch-German and the Belgian-Dutch borders account respectively for 11%, 7% and 6.4%, while the German-Swiss and French-Swiss boundaries account for 3.9% and 3.4%.

By identifying “internal areas” in Italy, the inner periphery policy has been related to marginalization and its features:

- Centres with less than 35,000 ab. without services and away from the centre (4,092 municipalities of which 2,191 in peripheral and ultra-peripheral areas)
- Centres which have not undergone spontaneous agglomeration processes for reasons due to market conditions but which have benefited from public support (923 municipalities, 244 of which in peripheral and ultra-peripheral areas);
- Centres which have benefited from public intervention but which are not open to the market (with more than 35,000 inhabitants but without services: 170 municipalities, of which 18 in peripheral and ultra-peripheral areas).

On this basis, the strategy to finance the development of inner peripheries areas through 35 pilot projects was launched (SNIA strategy). To date 72 areas were defined, with 47 Strategies formally approved.



Areas of risk to become inner peripheries: Areas with poor access to three or four SGIs in Delineation 3, but which have not been identified as IP

Areas-of-risk ro become IP in future

Level: Grid cells (2.5x2.5 km)
Source: ESPON Profecy
Origin of data: TCP International, 2017; TCP International Accessibility Model, 2017
CC - UMS RIATE for administrative boundaries

Note:
Outermost regions excluded from analysis.

Additional areas risk becoming inner peripheries in Italy, if service provision further deteriorates in favour of the 14 Metropolitan cities. Some Italian Inner Peripheries common characteristics emerge from case studies:

1. Out-migration of young and high-skilled people
2. Population decrease
3. High old-age dependency ratio
4. Lack of skilled workforce
5. An economic sector often based on traditional activities

Strategic policy response should:

1. Address all aspects related to connectivity
2. Develop interaction capacity supported by a regional actor
3. Pay more political attention to overcome the perception of “being forgotten”
4. Support access to funding through place-based approach and capacity building

Basic Services of General Interest must be increasingly implemented also recurring to digitalisation advantages (e.g. in health and education) and cross-border solutions.

ESPON Inner peripheries
Delineation: Italian Case study Area Grecanica

ESPON URRUC Urban-rural connections in non-metropolitan areas
Case study: Valle Arroscia (Imperia)

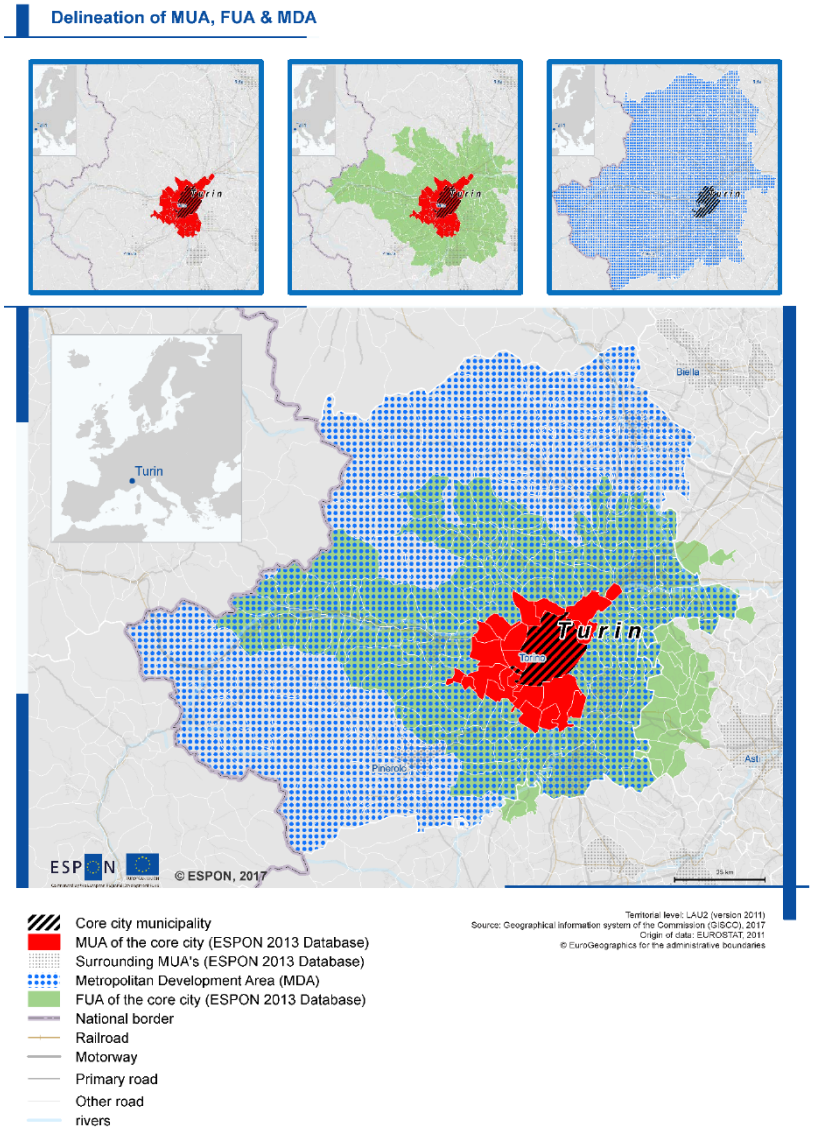
ESPON ReSSI – Regional Strategies for Sustainable and Inclusive Territorial Development: Regional Interplay and EU Dialogue
Case study: Val d’Ossola (Cuneo)

Figure 2.6: The SOEI matrix (example of Turin)

Collaborative governance in Metropolitan planning

Metropolitan development is a challenge for Europe, because it involves territories characterized by close economic and social linkages between their urban and suburban parts that involve several local governments. Very seldom there is a local authority institutionally competent to address, on its own, all challenges in a metropolitan area. Currently, urban policies and governance practices seem to lag addressing these complex challenges for which there is no unified definition or a well-defined competence in spatial planning. Evidence shows that current strategies point out the growing commitment of regional and local authorities about the need for a joint spatial planning effort at the metropolitan scale.

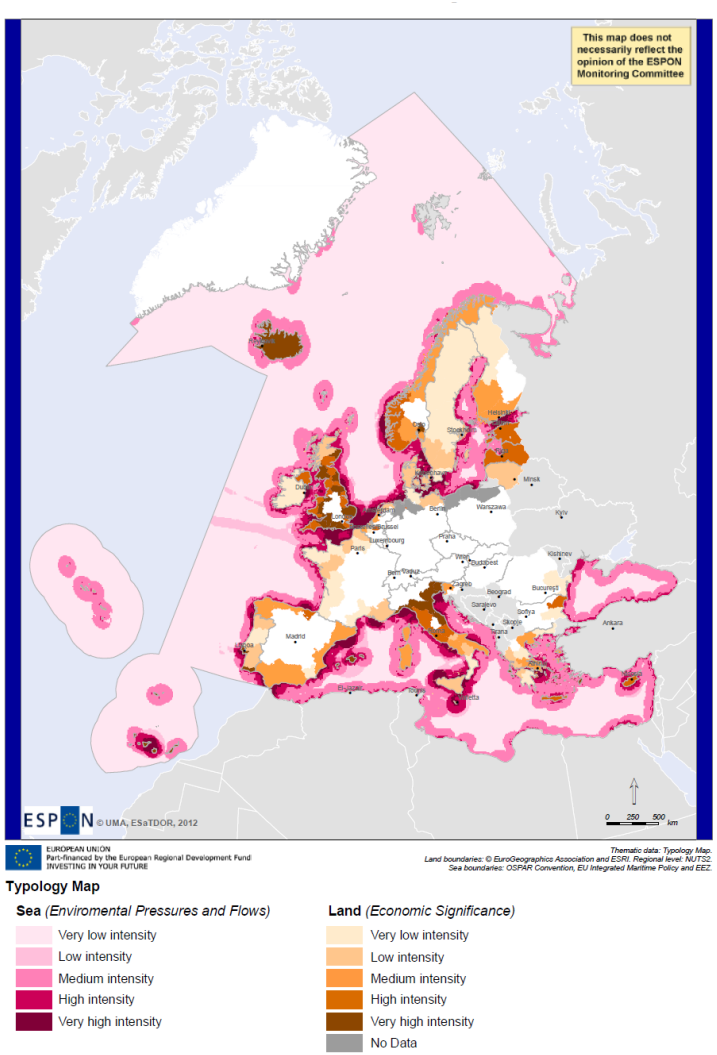
New governance approaches and Metropolitan planning are developing in Europe. Eight action areas allow for a better understanding of the institutional set-up, socioeconomic and geographical diversity, establishing governance process, supporting decision-making about future plans and strategies and being a guide for regional and local policy makers.
Soft territorial cooperation areas produced several examples of how soft governance can overcome the constraints of administratively defined territories that fail to address functional interlinkage as well as the “silo mentality” of traditional sectoral planning and rigid institutional systems. Territorial and Urban Agendas represent the related instruments of this revolution.



In 2014, the Government established 14 metropolitan cities with different commitment among regional and local authorities. The 2013 Partnership Agreement included a National Operational Programme especially devoted to these areas (PON Metro). Turin adopted a strategic, polycentric and multilevel governance model and planning based on: the regeneration challenge, social welfare and cultural issues, the bridge of the gap between urban and mountain rural zones, connectivity, people collaborative participation. The city urbanized area accounts for 7% and a vast increase of sprawl and GDP. The Plan includes specific land use regulation at the metropolitan level or inter-regional level. Its formal area complies and is regulated by national and regional law with a formal Managing Authority (Città Metropolitana di Torino as Intermediate Organism). Both inter-municipal and interregional scales and the cross-border scale of metropolitan development are very relevant (Milan-Bologna metropolitan area).

ESPON SPIMA – Spatial Dynamics and Strategic Planning in Metropolitan Areas
Case study – Turin Metropolitan city

ESPON ReSSI – Regional Strategies for Sustainable and Inclusive Territorial Development: Regional Interplay and EU Dialogue
Case study – Piemonte: Corona Verde Area Metropolitana Torino;



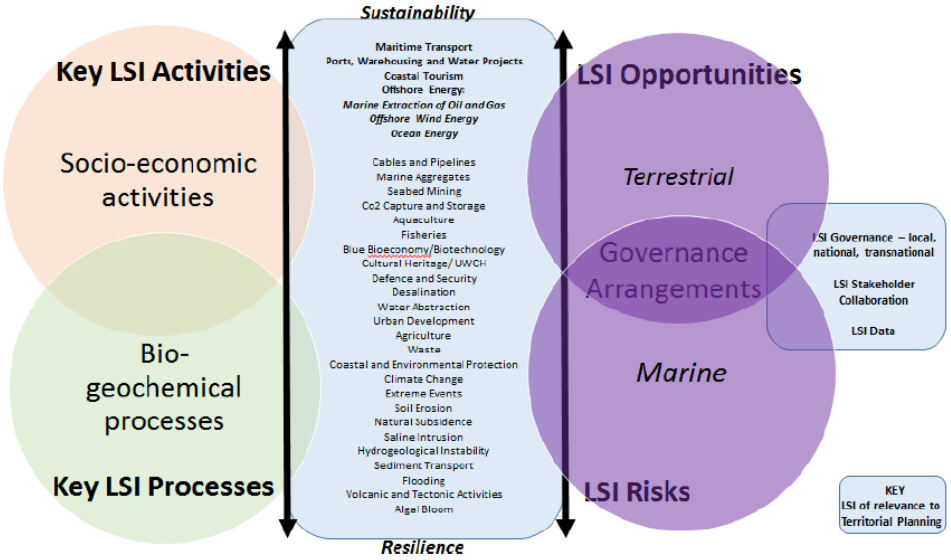
Map 38 Intensity of land-sea interactions across Europe

Maritime Spatial Planning

In the European policy discourse, the focus on MPS tended to be on the promotion and protection of ecosystems integrity, whereas land has been seen as a policy instrument for territorial cohesion. Today, the marine environment is increasingly seen as offering some potential for growth (blue growth) and consolidated experiences in Integrated Coastal Zone Management (ICZM) for interfacing land and sea environments. In matter of energy and flow management, the North and Atlantic Sea are favourite (Rotterdam, Amsterdam, Antwerp, Copenhagen-Malmo), but Mediterranean-Adriatic zone (Greece, Italy, Croatia, Slovenia) is recovering a favourable position in Blue innovation policy sectors (sustainable tourism, aquaculture and fishery, R&I, energy, protection and security) by cooperative MS Plans.

Geographical diversity has influenced national and cross-national cooperation (cultural, economic, environmental) in Italy and understood differences make sectoral approaches weak. Macro-regional Strategies (Adrion, Eusair, etc.) draw their value from developing joint actions to solve issues that cannot ovecome by the national level (tourism, environment, connectivity, cross-border services, etc.) exclusively. Response to issues is a voluntary choice: i.e. acts that could achieve mutual benefits (bottom-up approach driving by demand) to manage Land-Sea Interaction in MSP. This,

Figure 3: MSP-LSI Framework for Considering LSI in Territorial Planning



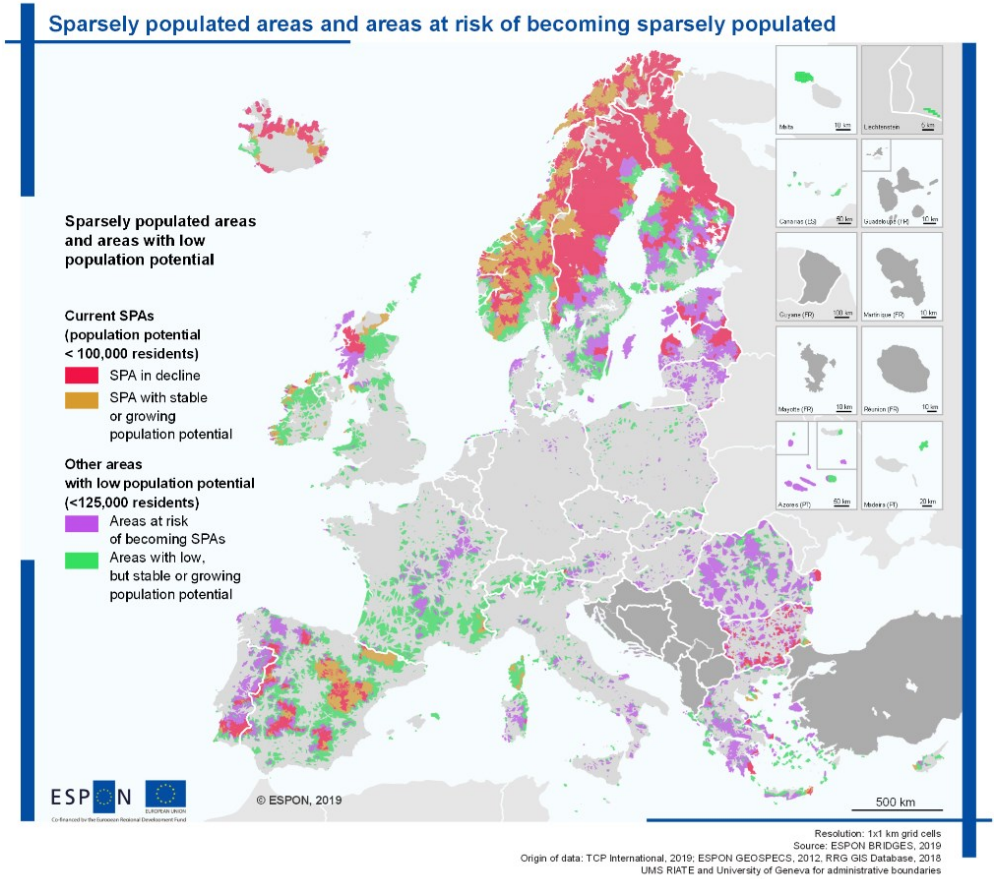
Source: MSP-LSI Project Team

having regard to the particularities of the marine and coastal regions (e.g. differences in administrative structure, policy ambitions, stakeholder structure, value chains etc.), and to further improve sustainable blue and green growth bridging territories with geographical specificity.

In Italy MSP cross-border projects EU-Funding concern the Adriatic and Ionian basins in particular:

- ADRIPLAN - ADRiatic Ionian maritime spatial PLANning (2013-15). Completed: data portal, tools4MSP.

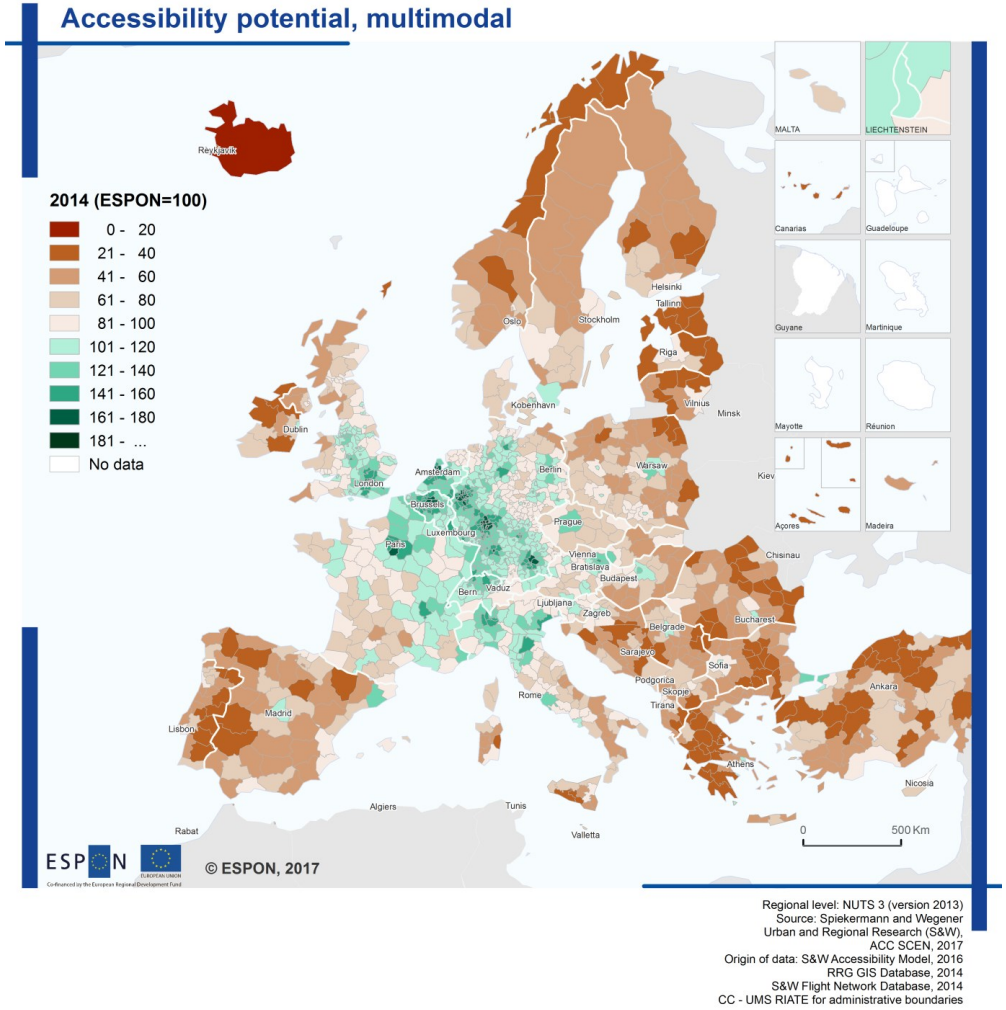
- SUPREME – The project supports the implementation of Maritime Spatial Planning within EU Member States marine waters in the Eastern Mediterranean, including the Adriatic, Ionian, Aegean and Levantine Seas, the launch and implementation of concrete and cross-border MSP initiative between Member States in the Eastern Mediterranean (2017-18).



Connectivity, transport and logistics

Different types of infrastructure are developing in Europe both for physical and virtual connectivity, through the adjustment of roads, rails, air and maritime infrastructures, including inland waterways. Suitable ICT connections are also developing, given their importance for territorial development outside the main urban centres, providing connections among these centres and inner peripheries (core-periphery pattern). Technological progress is supporting this challenge thanks to smart mobility and digitalisation. European ports are considered an alternative to limited inland connectivity and play a fundamental role as hubs for the goods and passengers movement. This policy, concerning ICT connectivity, is essential for innovation, communication and information flows.

European ports, as hubs for goods circulation towards and back from Europe, play an important role in facilitating trade both within and with the rest of the world. Smaller coastal ports in Northwest Europe, as well as along the Mediterranean are important. European ports respond to the lack of inland passenger connectivity. Sea connectivity plays a relevant role in transporting people across Europe. Sea connections and routes can serve as an alternative for places lacking good rail or road connectivity and they can be crucial in connecting peripheral coastal or island regions. There is a high density of ferry routes in coastal regions in northern Europe and the Baltic Sea region, as well as islands and ports all along the Mediterranean.



In 2018, the Italian Government launched the general Sustainable Transport/Logistic Plan 2030, including an ex ante/ex post evaluation process. The reduction of polluting emission on territory and environment is the main objective in the framework of Climate Change adaptation. Concrete examples are in: urban/metropolitan sustainable mobility plans (Bologna); infrastructures reinforcement and maintenance and security; adoption of alternative mobility ways, concerning touristic bike sharing and electric alternative mobility; network innovation (smart mobility) for logistics hubs, airports and ports; adaptation investments, also through the coordination in territorial planning interventions, on green and energy-efficient infrastructures to enhance sustainable mobility at territorial (urban and local) level; regeneration of rolling stocks of railway public transport; enhancement of accessibility to inner peripheries. The Special Transport Plan aims at increasing the South digital connectivity, namely in the established Special Economic Zones; and Trans-European Networks reference to EUSALP and EUSAIR macroregional strategies.

Ports to support local economies: Ferry routes are vital in one of the most touristic regions in the EU, the Adriatic-Ionian region, and contribute to supporting local economies. In the case of the Adriatic-Ionian region, ferry connections help to transport people from outer islands and coastal regions to the mainland and to other islands or coastal regions and vice versa. Especially during the tourist peak season in summer, ferry connections are more frequent and they can serve more passengers across coastal areas and islands, contributing to the development of tourism and thus to local economies. Cross-border and transnational cooperation include the innovative case of Maritime Spatial Planning

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