

POLY5 Newsletter



WHAT IS POLY5?

POLY5 is a transnational project under the framework of the European Cooperation Programme **Alpine Space** 2007-2013, priority 2 "Accessibility and Connectivity".

Cooperation among project partners is based on each one's previous experience in addressing issues related to Major Transport Infrastructure (MTI) impacts in the past years. This experience has matured at different administrative levels and is the expression of different instances at local, regional and national level.

The project Lead Partner, **Province of Turin**, developed a Strategic Plan for the areas interested by Lyon-Turin HS/HC line (high speed and high capacity railway) and, together with the **Province of Gorizia**, who has cross-border experience in projects dealing with MTIs, express the administrative link between regional and local needs. **Regione Veneto** and **Regional Development Agency of the Ljubljana Urban Region** act as regional actuators of national decisions and they have addressed issues linked to MTIs and how they impact locally. **Transpadana** is in constant contact with homologues organizations in France and Slovenia and with the UE General Directorate for Transports and operates an every-day monitoring on TEN-T corridors in Northern Italy to facilitate their implementation.



POLY5 TRANSNATIONAL EVENTS

Support measures for major infrastructure projects in Alpine areas

Aiton Fort, France - 15 November 2012

Starting from the presentation of the project to the audience of French engineers, with the reports of Jean – Michel DOIGE - *Deputy Director General Town & Country Planning, Savoie General Council*, Giannicola MARENCO - *Poly 5 Lead Partner - Head of Transport Planning Department Province of Turin*, Prof. Sandro FABBRO and Prof. Igor JOGAN - *University of Udine, DICA* and Susanne NILSSON - *Poly 5 Project Manager*, Poly 5 meeting in Chambéry was an opportunity to compare some practical experience of planning, approval, management of major infrastructure on the territory.

After the technical session, were presented in the morning the report **Managing major infrastructures in complex territories: Pedemontana highway case study** and **Matching environmental sustainability with major infrastructures: the MO.SE project in the Venetian Lagoon** by the representative of *Venice Region*.

In the afternoon was given space to an interesting panel discussion on the same issues.

Jean-Marie GUILLOT – *Director Mission Développement Prospective* finally spoke about **Initial lessons drawn from the case studies**.

ROUND TABLE

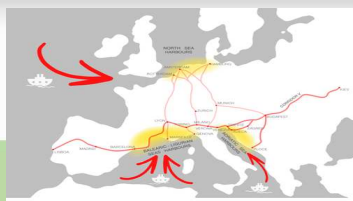
"What best practice measures for supporting major rail infrastructure projects in alpine areas?"

Moderator: Pierre OSTIAN, journalist

Eric JALON, *French state representative for Savoie*
Jean-Pierre VIAL, *Senator, Vice-president of the Savoie General Council*
Mario VIRANO, *President of the Italian delegation of the Lyon-Turin Intergovernmental Commission*
François VUILLEUMIER, *Project leader, Lötschberg Base Tunnel (Switzerland)*



POLY5 Newsletter



The **General Board of Savoie** is an active member of steering committee of *Demarche Grand Chantier* for Lyon-Turin HS/HC line, which is a set of actions supporting the implementation of the French section of Corridor 5. **The Municipality of Šempeter - Vrtojba** represents local community instances and has cooperated at cross border level on transport and connectivity issues.

Universities bring a high level scientific perspective into partnership, providing the technical link to public actors: **University of Udine**, **Department for Civil Engineering and Architecture** studies the issue of integration of EU corridors into surrounding areas since many years and provides consultancy at Ministerial level, while **Vienna University of Technology - Department of Spatial Development, Infrastructure and Environmental Planning** has experience in complex territorial visioning and **Technical University of Munich** has experience in spatial planning.

Objectives. The main project objective is to **enhance accessibility, connectivity and competitiveness of alpine territories** interested by Major Transport Infrastructure (MTI) granting, at transnational level, a balanced and polycentric local development. The project specifically aims to: provide local administrator of easy-to-manage tools and information able to drive their choices at territorial level; improve alpine areas competitiveness through a tutoring of local SMEs (Small and Medium Enterprises) and a perspective sustainable management of MTIs, also in order to attract investors.



Smart Spatial Planning for Mega Transport Infrastructures

University of Udine - 28 February 2013



Interview to Prof. FABBRO
*Workpackage 4 Leader -
University of Udine, DICA*

What about the meeting?

The scientific objective of the meeting was to put the basis for a "Project Protocol" to deal with the current criticalities of the infrastructure projects.

During the meeting, we have discussed and demonstrated that **knowledge bases, scenarios, visions, and spatial strategies** are fundamental

tools to support the spatial project of mega infrastructures.

Now we will try to show how these project tools could be integrated, in the same platform, in order to support a new Project Protocol.

What about the "scenarios" issue?

There are two scenarios normally observed in these years:

1. The scenario exclusively based on maximizing opportunities, risks to fall in the "optimistic bias" (i.e. overestimation of the future transport demand);
2. The scenario based only on the preservation of the existing situation or preventing future threats, risks to lead to "do nothing" (i.e. excessive emphasis on the existing transport demand).

The inevitable consequence is the impasse if not a radical conflict.

But, if we take into consideration different perspectives and learn from combinations of different situations (in time and space), it can be possible to generate new **unexpected project scenarios** and offer solutions to the impasse (see the Turin-Lyon Project and, on another level, the Adria A project).

What's the difference between vision and visioneering?

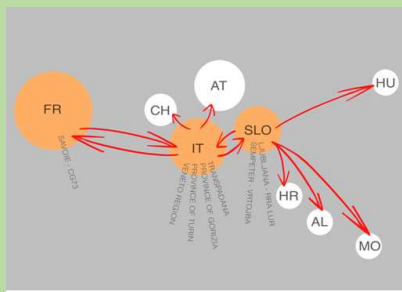
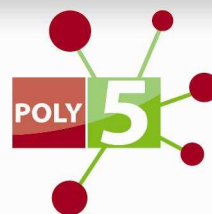
Visioning can be considered the starting point of a planning process.

According to the colleagues of the Vienna University of Technology, visioneering is a particular methodology of visioning.

It is a tool to explore the future: it helps planners, politics and local people to put themselves in the position of a possible future; moreover it picks up people where they live. Additionally it could be a useful tool, whenever in process a push of creativity and broader communication is needed.



POLY5 Newsletter



WORK PACKAGES (WP) and Responsible partners

WP 1 "Project preparation" and

WP 2 "Project management"

Provincia di Torino

WP 3 "Information and Publicity"

Provincia di Torino

WP 4 "Contexts, scenarios, visions"

University of Udine, DICA

WP 5 "PolycentricDevelopmentToolkit"

Provincia di Torino

WP 6 "Pilot actions"

Regione Veneto

Pilot action 1 - Support to local economy (in particular Small and Medium Enterprises -SMEs)

Pilot action 2 - Accommodation of workers engaged in the working site

Pilot action 3 - Exploitation of the materials produced by the building site

Pilot action 4 – Sustainable mobility paradigm and tools of mobility management

Pilot action 5 – Toolkit test and feasibility study

Pilot action 6 – Airport intermodal hub

Pilot action 7 – Tutoring and support to local economy

Pilot action 8 - Tourist, hospitality and accommodation economic sector linked to the presence of workers of the building site

Pilot action 9 – Exploitation of extracted material

Pilot action 10 – the intermodal node of "MMP Vrtojba"

WP 7 "TransnationalToolkit Transfer"

Technische Universität Wien



What's spatial strategy role?

Scenarios and Visioneering are tools to explore possible futures; a spatial strategy deals with possible futures too, but, according to the colleagues of the University of Munich that are working on this topic, it is more analysis-oriented and so the planned future is more footed in reality. If people plan a possible future, spatial strategy can provide the needed interventions to reach the desired future.

The stakeholder workshops in Turin and Chambéry demonstrated that spatial strategy is a method to stimulate a more practical discourse about the future of alpine regions; the spatial strategy is easy to explain and a starting point for creative debates and therefore appropriate to deal with prospective developments like a new railroad.

Spatial strategy can be designed by local people as a discursive process and enhanced by the integration of external experts; thus the local view can be extended by an external view.

Spatial strategy can be used as a tool by politicians and local and regional stakeholders to think about the impact of MTI and how to integrate the impact in their spatial development planning;

You've talked about some "learned lessons"...

That's correct. Let me say:

- ★ Comprehensive and inspiring pictures of the regions in order to stimulate the political, public and professional discourse
- ★ Visualization of regional facts, connections and visions/portraits
- ★ Visioneering within the planning cycle of main transport infrastructure
- ★ Involving regional partners and stakeholders
- ★ Identifying and focusing on challenges for planning "main infrastructure"
- ★ Additional information away from planning knowledge
- ★ Connecting new planning instrument with scenarios and strategic planning

