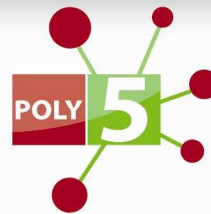


POLY5 Newsletter



POLY5 - STATE of the ART

POLY5 has now reached its first important goal: a cognitive framework to plan large scale transport infrastructure with specific reference on how to appraise the value of a territory with and without an infrastructure, and on how to build strategies and visions in Alpine areas.

Starting from this analysis the project is now focusing on building a polycentric development toolkit. The work currently undertaken focuses on the elaboration of studies, measures, approaches and tools to address the integration of a major transport infrastructure in local territories. Each partner, according to the present state of implementation of the Mediterranean Corridor, is taking into account a specific topic: consensus building, support to local economies during the building phase, touristic opportunities deriving from the presence of the infrastructure, mobility, connectivity and accessibility of local areas when integrated to transnational corridors and logistic and intermodal systems.

The cognitive framework to plan large scale infrastructure includes the description of different approaches adopted by the scientific project partners. From the spatial strategy design on St. Jean de Maurienne in France and Susa in Italy, to the visions for the future of the Slovenian Ljubljana urban region and how its mobility will develop within a 20/30 years, to the scenario building on the Italian Veneto Region defining how different infrastructural solutions could impact on the area. POLY5 has also organized two transnational meetings. In November 2012, in the venue of the Aiton Fort in France, the project has been presented to a wide audience who attended also the round table where the future of the Lyon-Turin railway link has been discussed among relevant Italian and French decision makers. In February 2013, in Udine, achieved project results have been presented during a conference where different points of view gave life to a lively exchange.

LOCAL EVENT

Spatial Impact of High-Speed Rail

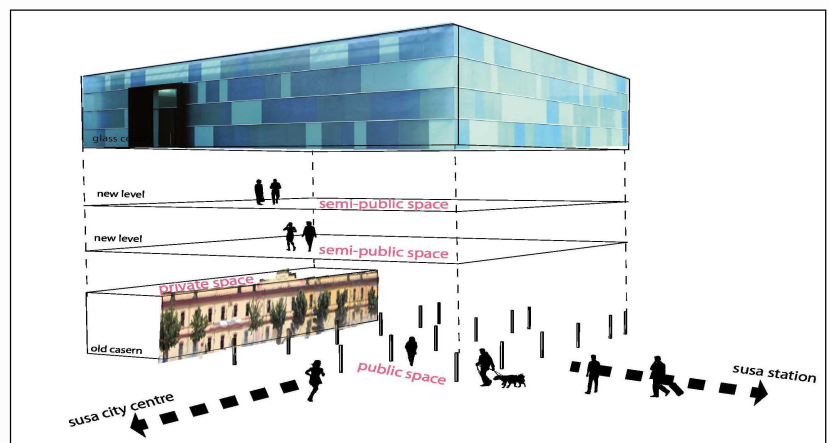
TUM Technische Universitaet Muenchen — Munich, 24 June 2013

The European high speed rail links, the impact of the TEN transport infrastructure and the spatial impact of high speed rail were the main event topics discussed by **Harry Seybert**, Bavarian Ministry of Economy, Infrastructure, Transportation and Technology, assistant director of the Department for International Transportation, **Georg-Friedrich Koppen**, City of Munich, Planning Department, head of the Department for Mobility, **Kristina Erhard**, Chair for Urban Development, Technische Universitaet Muenchen, research assistant.

Mobility forecasts for Bavaria indicate that it will grow above the German average. Furthermore, travel distances undertaken are forecasted to get longer. Therefore the importance of high speed rail is growing in Bavaria. Additionally, there is an increasing need to reduce CO₂ trough shifting traffic from highways to rail. The goal is to reduce greenhouse gases and to shift road cargo to rail. Expanding air traffic is also of importance. Instead of travel by air on short haul passengers should use high speed rail.

Two EU-corridors are important for Bavaria: the Helsinki-Valetta and Paris-Danube corridors. The EU corridor Paris-Budapest is of great importance. It would develop an area where 34 Million people live, which is nine percent of the EU population. The corridor will strengthen accessibility to the city of Munich and thereby its position in the global competition of attractive cities. In addition the attractiveness of the vicinity of Munich main station and nearby parts of the city would be enhanced.

Concerning the alpine area, the most crucial is the railway track from Munich to the Brenner Pass. While upgraded to high speed tracks on the Austrian side, the German part of the track is not even in the planning stage. Notwithstanding this issue, the poor financial situation in most European countries would make substantial improvements to the network unlikely in the short to medium term. Even in Germany there is a shortfall of money for improvements to the alpine railway network.



Detail of spatial strategy for Città di Susa, Kristina Erhard/Hannah Veit

POLY5 Newsletter

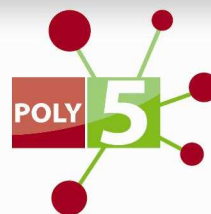


Photo: Tomo Jeseničnik/Slovenia.info

The next POLY5 INTERNATIONAL MEETING will take place in...

Ljubljana

Wednesday 16th October –
from 15.00 to 18.30 ca.

Thursday 17th October –
from 9.30 to 18.00 ca.

WP5 "Polycentric Development Toolkit" results: planning, design, implementation of MTI — Major Transport Infrastructure in alpine areas.

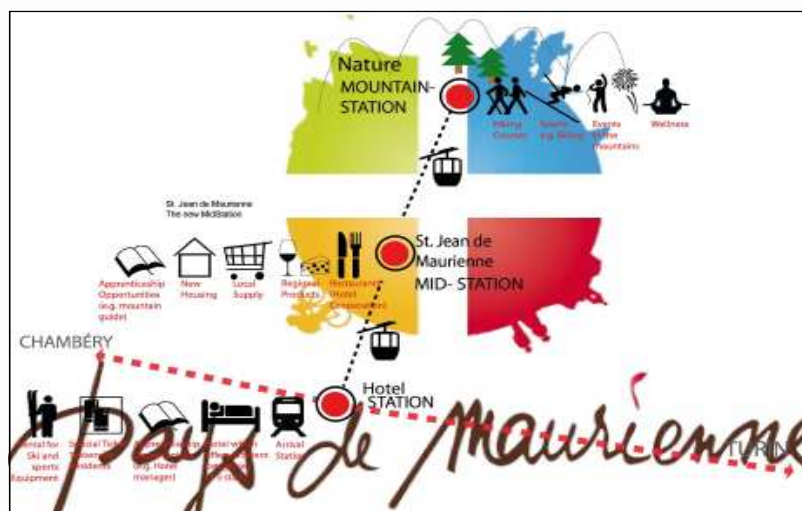
More details soon on www.poly5.eu !

The spatial impact of high speed rail was demonstrated by the TEN corridor Lyon-Ljubljana and especially by the example Città di Susa. The spatial impact of high speed rail model indicates improved accessibility as the most important impact. Improved accessibility allows firms to expand their economies of scale and scope, and allows the local population to reach destinations such as universities which were previously unreachable. The spatial impact analysis managed by the POLY 5-team at the Chair for Urban Development reveals also strengths and weaknesses of the small city of Susa for which a high speed station is planned. Spatial strategy encompasses impact oriented spatial interventions geared to designing a positive and evidence-based future alternative for a designated area. The spatial strategy is based on improved accessibility especially for the City of Turin. Therefore the alternative future focuses on a congress center, which can be used either for international congresses hosted by the Politecnico di Torino or other institutions or regional events such as concerts or regional fairs.

Events conclusions:

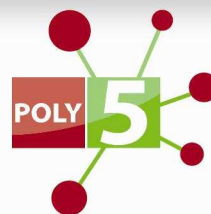
1. The necessity for extending the high speed rail network in alpine space is twofold. Firstly, there is a growing demand for long distance transportation of freight and passengers and secondly the road network cannot be extended. Furthermore, the reduction of greenhouse gases requires the usage of rail transport instead of road transport.
2. The Bavarian high speed rail network is not able to provide the needed capacity although there are major benefits deriving from growing accessibility.
3. The benefits of growing accessibility can be demonstrated with spatial strategies that reveal possible futures for locations with high speed rail access, as seen in the case of the Città di Susa.

Spatial strategies might help to foster the expansion of the high speed rail network, because they demonstrate how local and regional stakeholders can deploy the impacts of growing accessibility.



Detail of spatial strategy for St.-Jean-de-Maurienne, Kristina Erhard/Jasmin Ostermeier

POLY5 Newsletter



LOCAL EVENT

Friuli Venezia Giulia as “region-port” between Mediterranean and Central Europe: Scenarios & Strategies

University of Udine, 18 June 2013

A project for the entire territory of Friuli Venezia Giulia with its potential impact in transport, urban, industrial, commercial and environmental field.. The project has been developed by the students of the course "Technical urban planning" of the degree in Civil Engineering from the University of Udine, coordinated by Professor **Sandro Fabbro**. The workshop presented the results of the student works concerning:

- International traffics that could invest the region in the near future;
- Ports of Trieste and Monfalcone: what development is necessary to handle increasing traffics?
- European Corridors: the framework under which to prioritize investments;
- Railways: residual capacity would allow growth scenarios in the short period;
- Highways: critical bottlenecks requiring investments;
- Intermodal hubs could act as territorial interface between transport infrastructure and industrial districts;
- Productive sectors could add value to goods in transit thanks to regional vocations;
- Area of Trieste, Gorizia and Monfalcone: cooperation is the key to transformation;
- Area of Palmanova, Cervignano and S. Giorgio Nogaro: holds great development potentialities;
- Area of Udine: a major role to play at the regional and at the European level;
- Area of Pordenone: a rich hub of relations, especially with Veneto;
- Environmental aspects and recommendations.

Urban planners and experts in transport and logistics, commented on the students' work. In particular, they pointed out that there is need for a timely rethinking of the organizing and governance model of the Friuli Venezia Giulia assets before the advantage of existing infrastructure (e.g. the Pontebbana railway) could be fully exploited. The challenge stakes high with several lobbying interests at play and the risk of flows bypassing the region.

To conclude, the moderator Professor **Maurizio Maresca**, called on a new transport policy more strategic in its responses and far from political intercropping to produce efficient services for the whole of the region and capable of supporting the demands of neighbours, such as Austria and Bavaria.



Upcoming LOCAL EVENT organized by project partner TRANSPADANA



Photo: Ondrej Zvacek

"Baltic-Adriatic and Mediterranean Corridors: a necessary synergy"

TRIESTE — Chamber of Commerce
Piazza Borsa 14

20 september 2013 – 11.00 h