

Polycentric Planning  
Models for Local  
Development in  
Territories interested  
by Corridor 5 and its  
TEN-T ramifications



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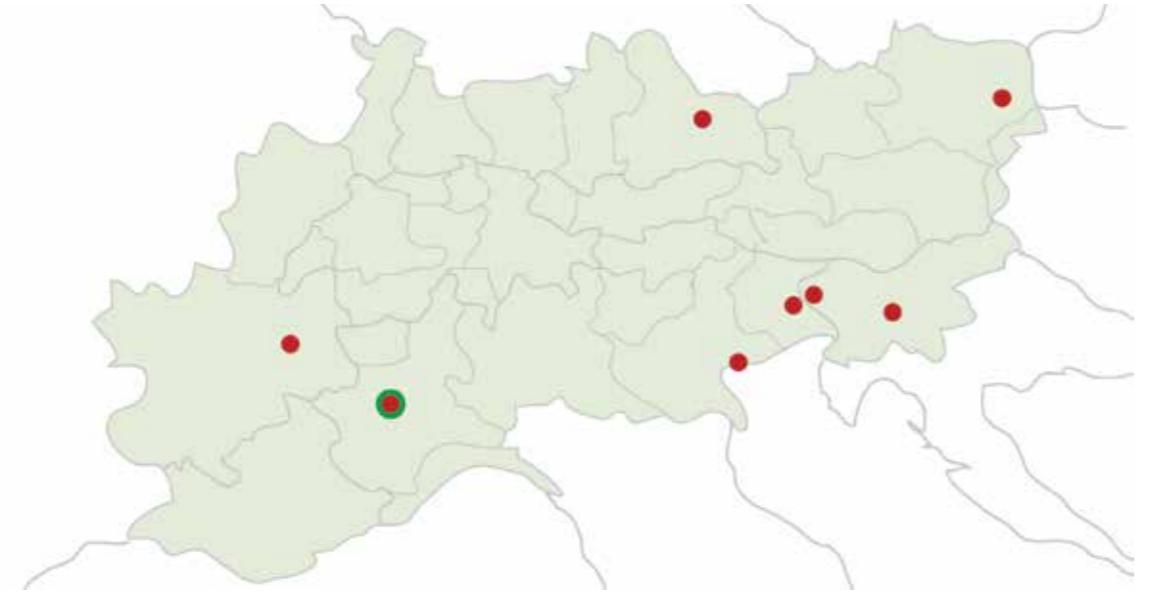




# POLY

## Checking territorial opportunities through Pilot Actions

*Local actions to asses polycentric development opportunities in territories affected by the presence of Major Transport Infrastructures*



**POLY5 - Polycentric Planning Models for Local Development in Territories interested by Corridor 5 and its TEN-T ramifications** is a transnational Project financed through the European Cooperation Programme Alpine Space 2007-2013, under the priority Nr. 2 "Accessibility and Connectivity".

The project involves 10 partners coming from Italy, France, Austria and Slovenia and also 10 observers with the aim of spreading as much as possible its results all over the Alpine Space area.

It is a three years project with a total budget of 1.996.161,00 € of which 1.517.076,00 is co-financed by the European Regional Development Fund (ERDF).

*Photos:* The photos were provided by the authors of each chapter, except the ones on page 4 and 24 which are, respectively, by Andrea Ballarin and Davide Magro.

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Province of Turin - Landscape, Transport and Civil Protection Area

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Regional Development Agency of the Ljubljana Urban Region - Regional Development Department  
Veneto Region - Logistics Section  
Technical University of Munich  
General Board of Savoie  
Promoting Committee for the railway axis Lyon-Turin-Venice-Trieste-Ljubljana "Transpadana"  
Municipality of Šempeter - Vrtojba  
Province of Gorizia  
Vienna University of Technology - Department of Spatial Development, Infrastructure and Environmental Planning Centre of Regional Planning and Regional Development

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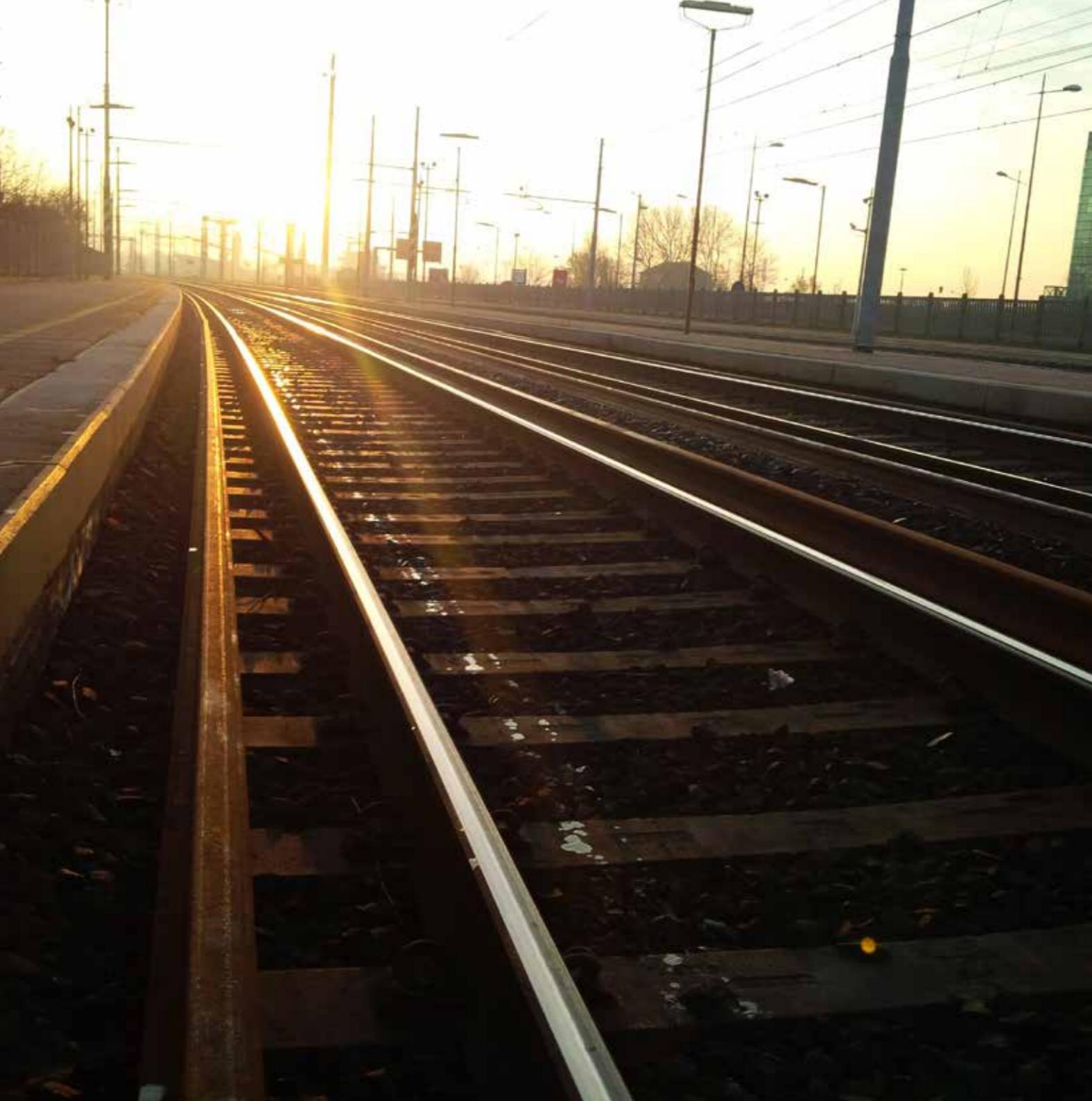
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# POLY

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## Introduction

POLY5 Project has the main objective of enhancing accessibility, connectivity and competitiveness of alpine territories interested by Major Transport Infrastructure (MTI) granting, at transnational level, a balanced and polycentric local development.

This overall project objective is achieved through the implementation of local development models able to take advantage of the opportunities offered by the infrastructure in all phases of its life-cycle: design of the infrastructural project, implementation during its building and management, once the infrastructure is functioning.

The project specifically aims to:

- increase the participation and the influence rate of local communities into the decision making processes (local empowerment);
- provide local administrator with easy-to-manage tools and information able to guide 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.

The main problem addressed by POLY5 is in fact the impoverishment and marginalization that the presence of MTI can cause to peripheral alpine areas. This might affect negatively a balanced and polycentric development of the territorial structure.

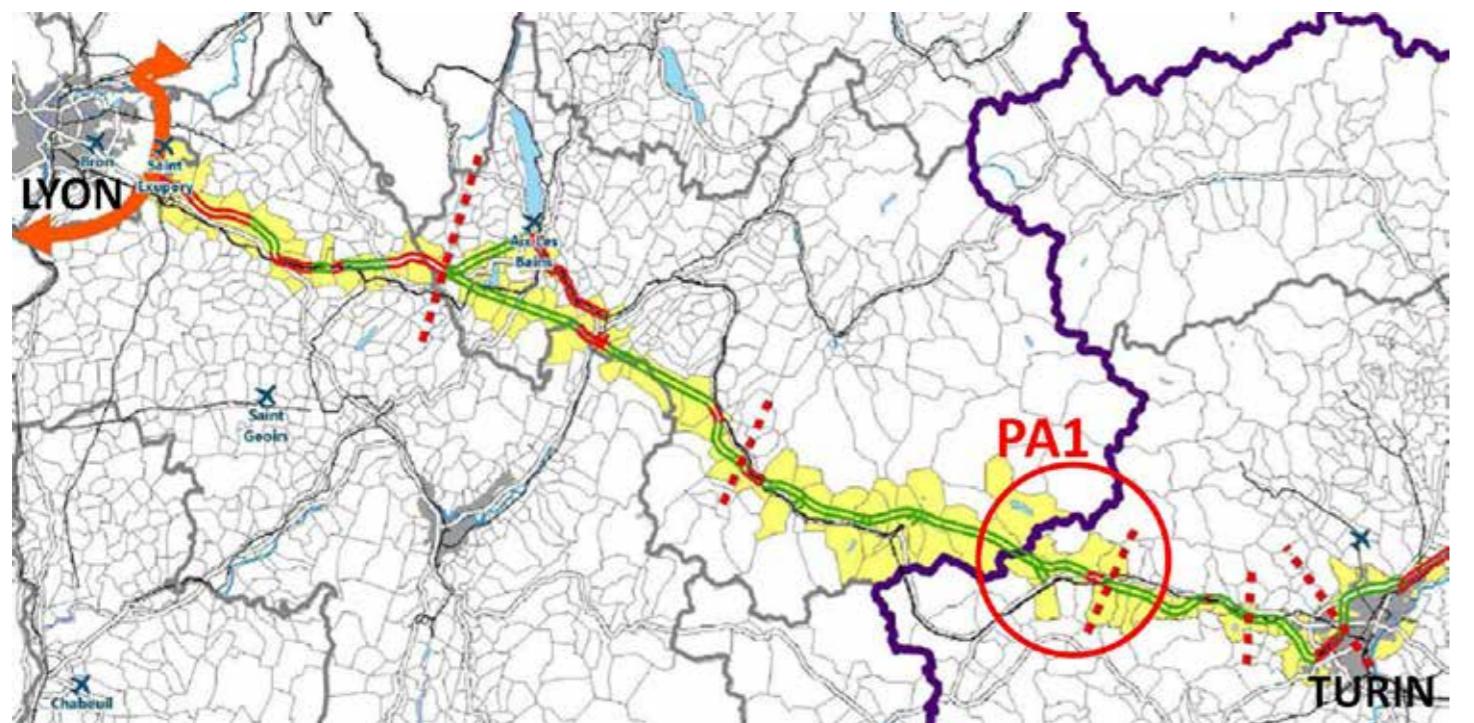
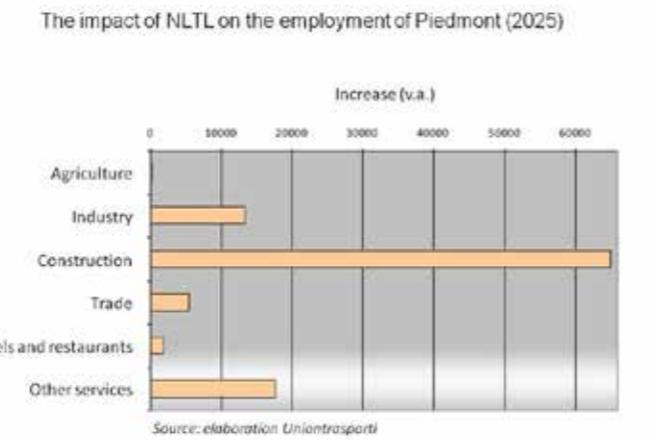
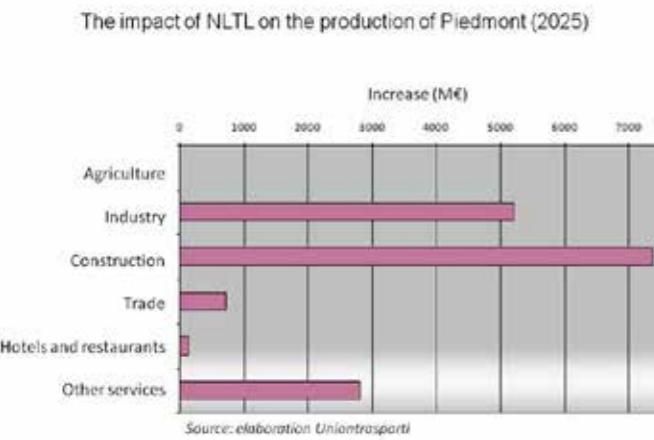
Therefore, POLY5 adopts a methodological path to define a common transnational approach able to guide institutions in managing the overall life-cycle of a MTI.

The expected final result is the transfer to decision makers of tools and methods in order to implement transnational policies for the management of MTIs life-cycle in alpine areas.

The project starts from data collection to define a shared cognitive framework of the territorial resources, values and risks related to the MTI impacting on the partnership area (Work Package 4). Stemming from this first analysis, transnational solutions to common problems are provided, through the definition of specific tools (Work Package 5) for local polycentric development and the implementation of Pilot Actions to test them (Work Package 6).

The last step is the evaluation of the efficacy of the toolkit developed and its generalization and transfer to decision makers at European, National, Regional and local level (Work Package 7).

What has been presented in this booklet are the results of the Pilot Actions carried out by the territorial partners of the POLY5 project and representing the test on the efficacy and functionality of the toolkit for local polycentric development defined in Work Package 5.



# Tutoring and support local SMEs to seize the opportunities offered by the implementation of the Turin-Lyon new high speed railway link

PA1 - Turin area - Italy

## PROVINCE OF TURIN

### Geographical area

Susa Valley, Province of Turin.

### Aim of the Pilot Action

The presence of construction sites spread over the territory of the Susa Valley generates job and income opportunities as well as the demand for goods and services. The aim of the pilot action is to develop and test a methodology enabling companies, enterprises and workers to catch these opportunities when operating on the territories interested by the construction sites of a major work such as the Lyon-Turin new railway link.

The specific objective is to give practical effect to the purposes indicated in the Regional Law n. 4 of 2011 – “Promotion of measures in favor of the territories concerned by the implementation of major infrastructure projects. Construction sites -Development-Territory”. The Piedmont Region law, the first of its kind in Italy, has the main goal of preparing local communities to adapt to the presence of major construction projects so that they can maximize the related economic and social benefits matching national and European Union (involved in the realization of strategic infrastructure) with local interests. In particular, by fostering local employment, training and upgrading of workers and encouraging initiatives in favor of economic and productive activities.

### Achievements/Results

The Pilot Action focused on the definition of workforce needed, in terms of professional roles, skills and competences, primarily to be sought on the territory of the Susa Valley and the Province of Turin, matching them with what is actually available on the territory: it is expected to employ 45-55% of local workers and firms compared to the total required by the construction sites.

Through a direct confrontation with the local socio-economic system, it was possible to discuss the overall impacts generated by the presence of the construction sites and the related needs.

Among these, the necessity of specific funding measures and financial instruments has emerged. The Italian Government and the Piedmont Region have already destined 10 million euros for enterprises and municipalities of the Susa Valley and the Pilot Action provides recommendations and suggestions to establish criteria and procedures for the management of these funds, defining objectives, priorities and intervention tools.

Another aspect emerged, is the relevance of a defined system of trade union and labor relationships, in order to tackle issues such as procedures for the recruitment of workers, safety and health measures, procurement and sub-contracting to local firms. The Pilot Action thus provides a quantitative and qualitative census of enterprises operating in the area, defining accompanying and tutoring measures and a functional analysis aimed at strengthening the training system.

### Outputs

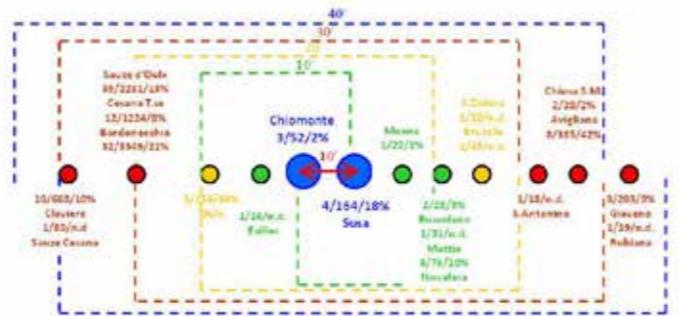
The pilot action will produce:

- two public calls issued by the Piedmont Region, addressed to enterprises active on the territories of the Susa Valley, considered “area of primary interest” in relation to the location of the major construction sites;
- collective and protocol agreements for the regulation of labor relations between the contractors and the representative organizations of workers;
- feasibility study on opportunities and territorial positive impacts that the Lyon-Turin new railway link generate for the competitiveness enhancement of the Susa Valley economy. The output is designed mainly for regional and local decision-makers (Municipalities, Province of Turin, Piedmont Region), small and medium enterprises, trade unions and in general to agencies and entities associated with these target groups.

## PERSONNEL: UNIT DISTRIBUTION OVER TIME

YEAR	CHIOMONTE	LOGISTICS	SUSA	TOTAL
1	5	5	90	100
2	165	10	415	590
3	200	65	465	730
4	200	65	420	685
5	200	65	420	685
6	200	65	420	685
7	210	60	365	635
8	150	5	20	175

HOTEL OFFER IN RELATION TO THE TIME DISTANCE FROM THE CONSTRUCTION SITE (NO. OF STRUCTURES / BEDS / OCCUPATION 2009-11)



The personnel unit distribution overtime and hotel offer time distance from the construction site. Municipalities of Susa Valley at a distance of about 20 minutes from the construction sites

# Study on the potentialities of tourism sector, based on the accommodation needs resulting from the presence of the Lyon-Turin new railway link

## PROVINCE OF TURIN

### Geographical area

Susa Valley.

### Aim of the Pilot Action

The main aim of the pilot action is to propose, identify and implement, through a field work, a set of actions and tools to meet the residential needs of the workers employed in construction sites of the Lyon-Turin new railway link. At the same time, the action tends to favor the recovery and enhancement of the local building heritage to be used for long-term tourism.

The pilot action specifically aims at the definition of residential needs and welfare services of workers, while defining the potentials of the local accommodation system.

The pilot action supports local authorities and policy makers, providing indications and methods to define a plan of territorial offer. The information gathered allow to define the objectives, priorities and actions that can be planned and implemented in the short, medium and long term. For the short and medium term the information gathered relate to the interventions of adaptation and enhancement needed to make the system of territorial offer (accommodation, catering and welfare services) usable by enterprises and workers engaged in construction sites. In the long term the indications relate to the strategies to adapt the so defined territorial offer to the future tourism demand. The intervention focus on the redevelopment and enhancement of the

public and private buildings and to a better utilization of services and resources in the territory of the Susa Valley (tourism, mobility and transport, natural heritage, culture, leisure, etc.).

### Achievements/Results

This pilot action achieved a forecast of staff employed in the construction sites of the international section of the Lyon-Turin new railway link and the related needs for accommodation solutions, as well as an esteem of the current accommodation system of the territory of the Susa Valley and, in particular, in municipalities near the construction sites. This analysis includes a census on existing buildings, leading to the identification of the ones that can be subject to requalification and renovation to meet the needs expressed in terms of number of beds and meals.

The activities have identified a group of seven municipalities considered "area of primary interest" in relation to the location of the construction sites. The accommodation facilities of this area have been grouped and ranked according to their distance from the working site. This made it possible to identify accommodation solutions within a distance of 20 minutes from each site, which is the time considered acceptable for workers to reach the working site form their residence (according to the national legislation).

Finally the Pilot Action deepens the studies on the possibility of re-use of currently unused buildings. A case study is the recovery of the former military building "Caserma Cascino" in Susa, aimed at converting it into a hosting facility for workers of the construction site. The project includes also its future conversion in residential housing when the construction sites will no longer be active.

### Outputs

This Pilot Action achieves the following outputs:  
Study on the potentials of the tourism sector, the accommodation and the tourist hospitality system in the Susa Valley.

The output is mainly addressed to regional and local decision-makers (Municipalities, Province, Region), small and medium enterprises (hotels, bars, restaurants, self-services), trade unions, contractors and enterprises, public and private organizations, potential investors of the project, the military property administration, the Territorial House Agency of the Province of Turin and, in general, to agencies and entities associated with these target groups.

The output takes into account, among others, the two studies already carried out by the Piedmont Region and the Province of Turin:

- analysis of the potential accommodation of the workers in the towns of Bussolengo, Chiomonte, Giaglione, Mattie, Monpantero, Susa and Venaus;
- proposal for the conversion of the Caserma Cascino di Susa.



Drilling operations and the entrance of the construction site of Chiomonte geognostic tunnel

## Study for the economic, commercial and environmental enhancement of excavated materials resulting from the Lyon-Turin new railway link construction site

PA3 - Turin area - Italy

PROVINCE OF TURIN

### Geographical area

Piedmont Region.

### Aim of the Pilot Action

The pilot action focuses on the need to identify a methodology for the correct definition of the economic value "ex yard" of the different lithological classes:

- CL1 (excavated material that is valued as aggregate for concrete);
- CL2 (excavated material that is valued as a material for detected);
- CL3a (excavated material that is used for environmental restoration measures).

The identification of such economic value allows to define the correct price to be included in regional price catalogue (the catalogue contains the reference prices for public works in the Piedmont Region) in order to stimulate the use of alternative materials compared to similar raw materials from the quarry.

### Achievements/Results

The Pilot Action provides the definition of qualitative and quantitative analysis of the extracted material and its flow account from each identified production site.

The Pilot Action also develops a methodology for calculating the value of the different lithological excavated material "ex yard."

Finally a questionnaire is submitted to the sector operators and trade associations to define and investigate the variables that constrain or restrict the activation of a market for excavated materials (for example: distances, transportation costs, short to medium term scenarios related to the execution of works and infrastructure on the territory)

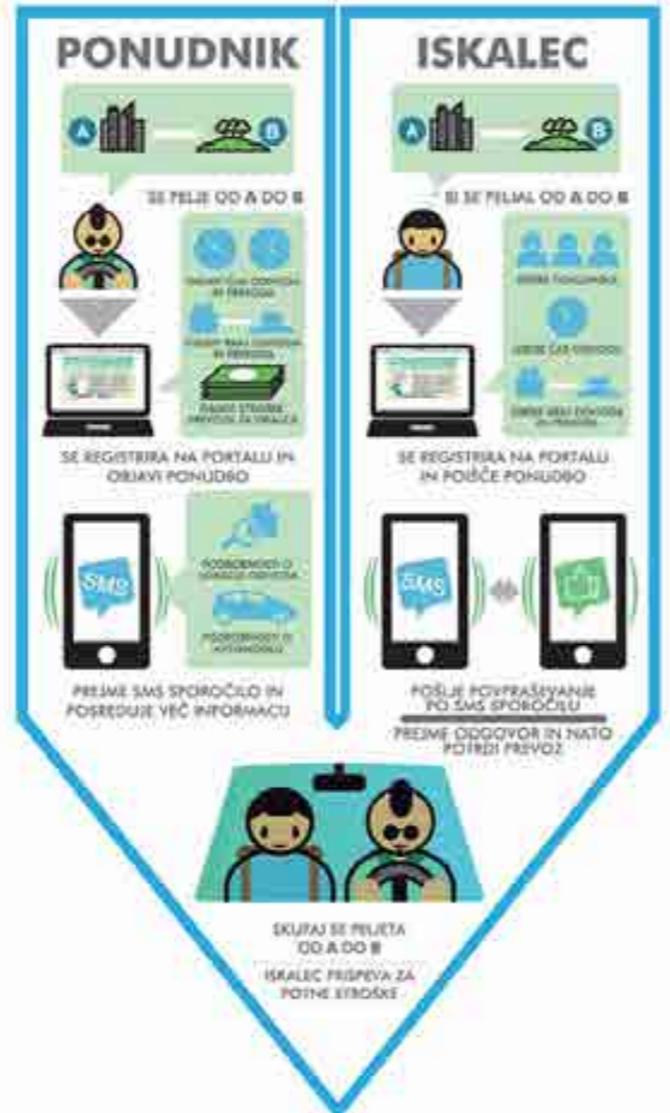
### Outputs

The main output of this Pilot action is the "Study for the economic, commercial and environmental enhancement of excavated materials resulting from the Lyon-Turin new railway link construction site".

The output is intended primarily for policy makers (Region, Province) and the enterprises involved, directly or indirectly, in the construction of the Lyon-Turin new railway link.



# CARPOOLING



The pilot action deals with increasing the accessibility at the fringes of the metropolitan region of Ljubljana, based on the sustainable mobility paradigm and employing soft mobility measures

PA4 - Ljubljana area - Slovenia

## Sustainable accessibility

REGIONAL DEVELOPMENT AGENCY OF THE LJUBLJANA URBAN REGION

### Geographical area

Ljubljana Urban Region.

### Aim of the Pilot Action

The pilot case in the Ljubljana Urban Region deals with providing opportunities for accessibility at the fringes of the metropolitan region of Ljubljana, based on the sustainable mobility paradigm and employing in particular 'soft' mobility measures.

Individual transport causes large internal and external costs, while public transport is not very well developed in Slovenia. Despite of a high degree of motorization, the mobility of people, who are not capable of driving or owning a car (children, youth, elderly), is thus very limited, energy consumption in transport reaches 40% of all end-energy consumption and air pollution is very high. One of the possible solutions for a more sustainable accessibility of MTI in the Ljubljana Urban Region is carpooling. Apart from the social benefits of carpooling, lower transport costs and environmental benefits are most usually considered as key added values of carpooling.

The pilot action upgrades on the existing projects and tools, which are already in use or being developed in the Ljubljana Urban Region.

The pilot action focuses on carpooling at the regional level on daily basis and develops a set of actions to boost its usage. These include for instance upgrade of the web portal, promotional activities and awareness raising activities.

### Achievements/Results

Most important achievements of the pilot action should be sought in raised awareness about the benefits of carpooling in Slovenia, higher level of trust among some key target groups, and improved tools for carpooling.

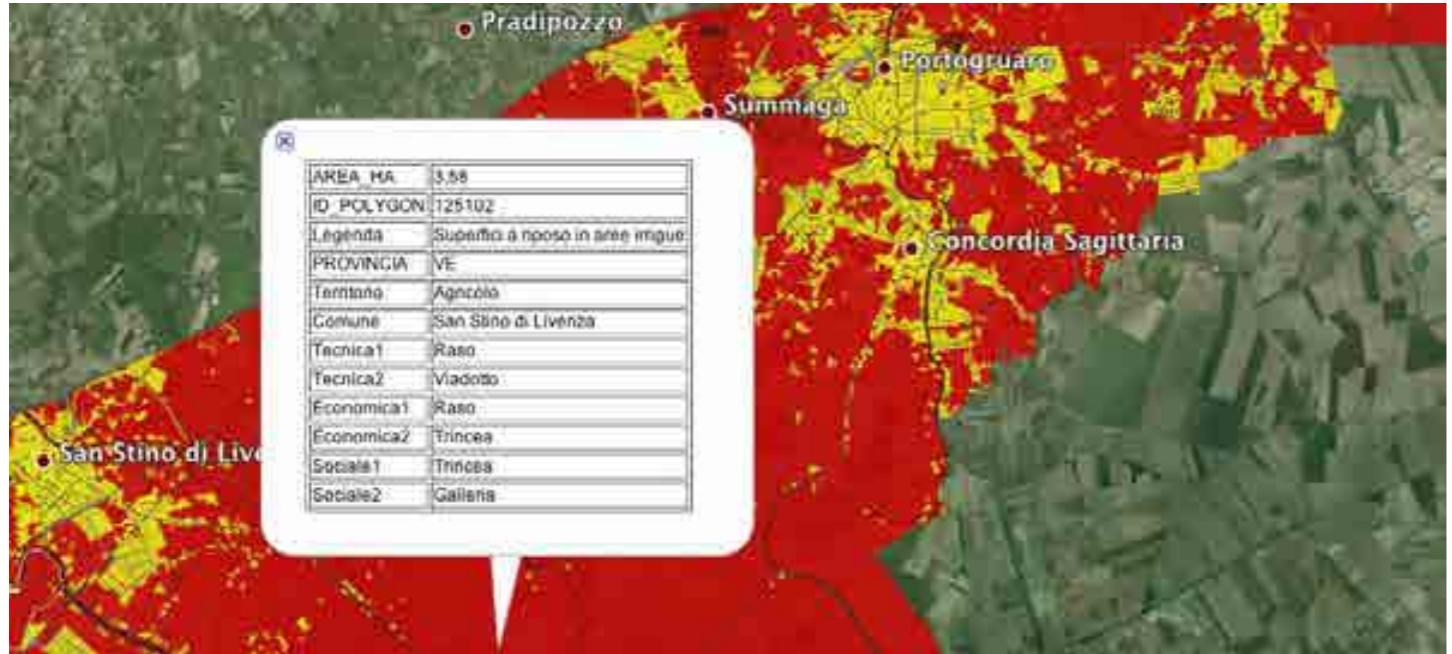
Among the concrete achievements a number of new users of carpooling within the Technology park Ljubljana are expected.

### Outputs

The most popular carpooling web portal in Slovenia (<http://prevoz.org>) is being upgraded, mostly with features promoting carpooling for daily commuting within Ljubljana Urban Region. This targets all daily commuters to Ljubljana, in particular non-school commuters.

A test case for promoting carpooling within an organization is being carried out, targeting employees of companies within the Technology park Ljubljana.

An awareness raising campaign, including a web page dedicated to promoting the benefits of carpooling (<http://sopotnistvo.si>), informational leaflets and promotional gifts, is being carried out as well, aiming at the general public.



Above: Contextualization of the Venice area investigated with the PA  
Below: The optimal solutions indexes obtained by querying the map

# Feasibility study on the best solutions to adopt in order to mitigate the landscape-environmental impacts of large transport infrastructures

## VENETO REGION

### Geographical area

Veneto area, north-east of Italy within the Province of Venice and, in particular, the area potentially interested by the proposed new High Speed/High Capacity (HS/HC) railway.

### Aim of the Pilot Action

Realization of a technical, economic and financial feasibility study of the best solutions to mitigate the landscape-environmental impacts of large transport infrastructures.

This study transposes on the territory the decision making tool supporting public stakeholders in identifying process of the best/optimal mitigation, landscaping and environmental solutions developed within WP5 of the Project.

The above-mentioned study has been developed through a proper sensitivity analysis and takes into account any changes in the socio-economic context in which the infrastructure and associated environmental mitigation will be implemented.

In particular the study consists in the identification of a "Sample Area" potentially crossed by the infrastructure.

Within this area, absolute and relative constraints were identified and carefully geo-referenced in order to underline more or less transformable areas.

The further elaboration of these areas led to the extrapolation of a core set of indicators to be tested in the model and consequently assessed on the basis of the previous decision-making tool results provided by WP5.

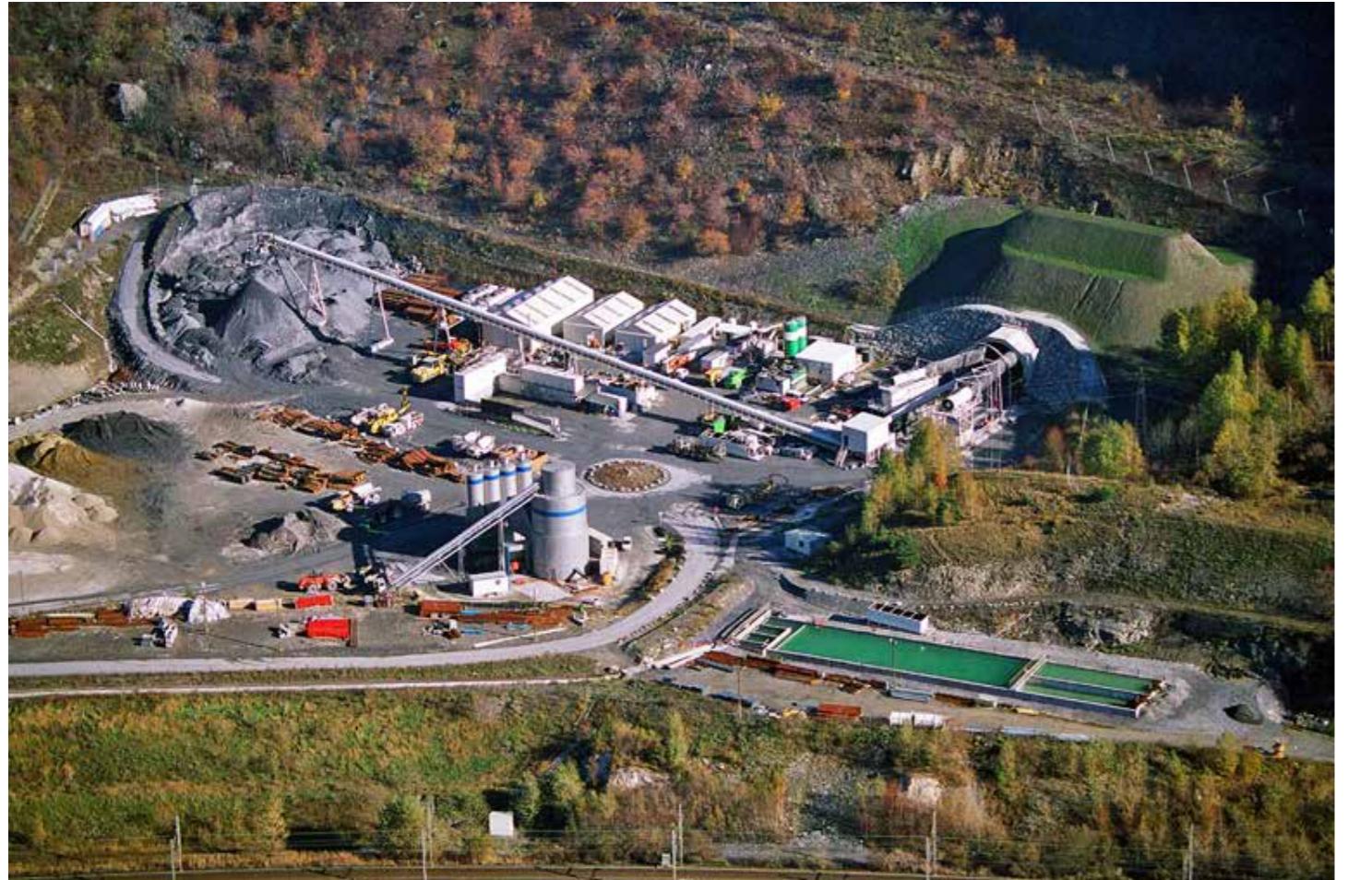
### Achievements/Results

Taking into account that the decision making tool from the WP5 was based on the assumption according to which the infrastructure must be developed and must cross a given area, commensurate sensitivity analysis of the socio-economic-financial context, in which the infrastructure and associated environmental mitigation will be implemented, have been developed through the following steps:

- collection and processing of the data related to the detailed characteristics of the area (starting from the spatial information to complete its characterization);
- evaluation of the critical issues in the focused area overlaying the map of critical points identified by the previous WP5;
- identification of a "mosaic" map of the best options for every solutions (Best Choices);
- integration of the "Second Best Choice" in order to get a map of the territory showing the most feasible and suitable solutions;
- identification of a global and organic solution with redistribution of the results on the basis of the detailed analysis (thus incorporating information about financial, economic and social feasibility).

### Outputs

A publication summarizing the findings of the study and representing the mitigation landscape-environmental solutions to major transport infrastructures identified as more or less feasible, according to the different contexts, with a specific catalogue with schemes of intervention containing information about the financial and social-economic feasibility of the various solutions proposed.



Construction site of the access tunnel completed in July 2010 at Saint-Martin-la-Porte in the Maurienne valley (Photo credit: LTF)

PA6 - Savoie area - France

## Support of the local economy (in particular, small and medium sized enterprises, SMEs) during the implementation of the Lyon-Turin rail link project

GENERAL COUNCIL OF SAVOIE

### Geographical area

Maurienne valley, Savoie, France.

### Aim of the Pilot Action

This pilot action aimed to develop a monitoring mechanism (observatory) to assist local small and medium-sized enterprises in adapting to the presence of the Lyon-Turin high speed railway construction site, for example to help them prepare for and participate in tenders and other opportunities generated by the major transport infrastructure (MTI) construction work (whilst remaining within the national and European regulations on transparency and competitiveness).

The starting point for this pilot action was the analysis carried out in 2009/2010 as part of the French "Démarche Grand Chantier", which provided detailed data on the employment requirements of the construction site. The action, which was carried out as part of the "Observatoire du Grand Chantier" (Observatory of a major infrastructure construction site) had two specific objectives:

1. to identify the relevant indicators and sources of data, and to define the structure and content of a future IT database and monitoring system of the construction site and its economic impacts;
2. to work closely with local business stakeholders to understand how best to facilitate their relationship with and involvement in the construction project.

### Achievements/Results

A detailed analysis was carried out of nine observatories of major construction projects including motorways, railway lines, a nuclear power station and an offshore wind farm, to identify the different approaches to monitoring and evaluating such projects.

The primary aspects to be considered are: the potential local labour supply; the labour requirements of the construction site; comparison of the available labour, in terms of both skills and quantity, with the construction site needs to identify training requirements in the necessary skills and trades. In addition, the economic impacts of the construction project on local enterprises should be measured.

The monitoring system should evolve according to the different phases of the construction project: pre-construction phase; site preparation phase; construction phase; post-construction phase. An in-depth analysis was made of the data required in each phase, resulting in the formulation of 23 detailed indicator data sheets. These define for each indicator the information to be collected, the relevance of that information (what insight it provides into the situation in question at the particular phase of construction), the sources of input data, the possible analysis and presentation of the data and potential uses of the analysis. Many data are available from existing documents required by work and employment regulations. Further information could be obtained by including obligations in tendered contracts for contractors to submit data regularly to the monitoring body.

A series of stakeholder meetings were held with local businesses to understand their expectations and requirements of the observatory and their main concerns regarding the construction project.

### Outputs

Two outputs were produced in the pilot action. The first is a report setting out the proposals for creating a monitoring system to collect and analyse socio-economic data relating to the major construction site, including the detailed indicator data sheets.

The second output is a report on the consultation process with local business stakeholders affected by the major construction site.

The report includes an analysis of an internet-based stakeholder platform set up for another infrastructure project, which could be a useful tool in the context of the Lyon-Turin rail link construction site. The reports are intended to assist the partners of the Lyon-Turin rail link project and the "Démarche Grand Chantier" – notably the French government and the Department of Savoie – in successfully managing this important element of the Lyon-Turin construction project. (They are available in French only).



Vacant residential properties in Saint Jean de Maurienne, the principal town of the Maurienne valley (Photo credit: Pierre Dompnier, PACT Savoie)

## Accommodation of workers of the Lyon-Turin rail link construction site

GENERAL COUNCIL OF SAVOIE

### Geographical area

Maurienne valley, Savoie, France.

### Aim of the Pilot Action

The pilot action aims at making the best use of available housing resources in the local area to host the people employed on the construction site, whilst at the same time respecting the endogenous accommodation needs of the area (accommodation of the local population and tourists). The specific objectives of the action were:

1. to compare the accommodation needs of construction-site personnel and the unoccupied accommodation in the Maurienne valley;
2. to define the technical and financial means to bring the available vacant accommodation to the market;
3. to develop a concrete operational framework to put these proposals into practice.

The questions addressed in the pilot action are highly relevant to the construction of the Lyon-Turin rail link, as they would be to any major infrastructure construction project as such projects involve the influx of large number of external workers which could lead to potential problems such as the destabilisation of the local housing market, the exploitation of local or incoming tenants by unscrupulous landlords or the appearance of 'shanty towns' of temporary shelters without adequate access to water and sanitation services.

### Achievements/Results

The pilot action enabled a detailed evaluation of the vacant housing stock in the Maurienne valley, held by both public (local authority) and private landlords. After allowing for normal turnover in the local housing market and demand for tourist accommodation, the study concluded that the amount of accommodation potentially available exceeds the likely needs of workers on the future Lyon-Turin construction sites. To arrive at this conclusion, the study considered the number of bedrooms of the vacant properties to determine suitability for single tenants, families, etc. It then assessed the condition of vacant properties, evaluated the costs of refurbishment necessary to bring them to the market and estimated the willingness of landlords to carry out the necessary renovation work – a vital condition of the potential accommodation identified.

The second part of the pilot action involved a review and evaluation of the existing financial incentives and other support available to landlords to encourage them to undertake any renovation work and to assist them in making their properties available for rent. These schemes have different criteria which may not be wholly appropriate to the Lyon-Turin construction project, given its very specific nature. The third part of the pilot action therefore involves recommending an operational mechanism to best meet the objectives outlined above, taking into account not only the pre-construction and construction phases of the project, but also, importantly, the post-construction phase, when the economic stimulus comes to an end and the area has to establish a long-term equilibrium. The legal, regulatory and operational aspects of the recommended approach will be provided in detail and the estimated renovation costs will be fine-tuned based on an analysis of sample properties. The methodology for implementation and monitoring of the mechanism will also be provided, explaining how to accompany public and private landlords of vacant properties in their venture to bring their property to the market.

### Outputs

The pilot action output consists of a report covering the three phases of the analysis undertaken: 1) Territorial analysis – evaluation of the existing vacant housing stock in the Maurienne valley; 2) Development of financial and operational mechanisms – a review of existing financial and operational mechanisms and proposals for an appropriate arrangement for the specific situation of the Lyon-Turin rail link construction site; 3) Operational framing – identification of a recommended operational mechanism.

The report is intended to assist the partners of the Lyon-Turin rail link project and the "Démarche Grand Chantier" – notably the French government and the Department of Savoie – in successfully managing this important element of the Lyon-Turin construction project.



As a part of MTI the Logistic node in Vrtojba is connected to the economic flows while it also provides capacity for logistics services to meet the needs of regional economy



## Logistic node as a part of Major Transport Infrastructures

MUNICIPALITY ŠEMPETER-VRTOJBA

### Geographical area

Cross border Vrtojba.

### Aim of the Pilot Action

Pilot project main objective is testing development vision presented as logistic node within area that lies in the vicinity of MTI.

First, how can this area and its corresponding region fit in the logistics systems and operations of a wider spatial scale, given the advantage of the MTI.

This interaction is examined through impacts that logistics systems have on territory, the features of logistic systems, spatial aspects and structure of cargo distribution, land requirements for logistics operations etc.

Moreover, how and if can the area discussed meet the needs of regional companies and their relations with markets in terms of current status of spatial capacities, sufficiency of infrastructure, connections with MTI.

Last but not least, how can this area be spatially organized to fulfill the needs of logistics operations and additional services emerging through the physical connections with cargo flows on the MTI and corresponding regional territory influenced by this infrastructure.

### Achievements/Results

Positive feedback from regional companies (approached with questionnaires) about the possibilities for logistics activities development induced by connection with MTI and their willingness to participate and cooperate in a further development process of such logistic infrastructure.

This process is determined on corresponding theoretical basis for possible investments in logistics services that can be offered in the area discussed, mostly based on relations with MTI and enhanced integration with markets that this infrastructure can provide for regional companies.

Furthermore, with wider scope examined additional advantages of potential logistic node area in relation with MTI emerge, mostly connected with its cargo flows that logistic node can provide added value for, such as formation of an inland port.

All this facts can assure better guidelines for further, more detailed spatial planning of logistic node and its services.

### Outputs

Outputs are divided in three sets.

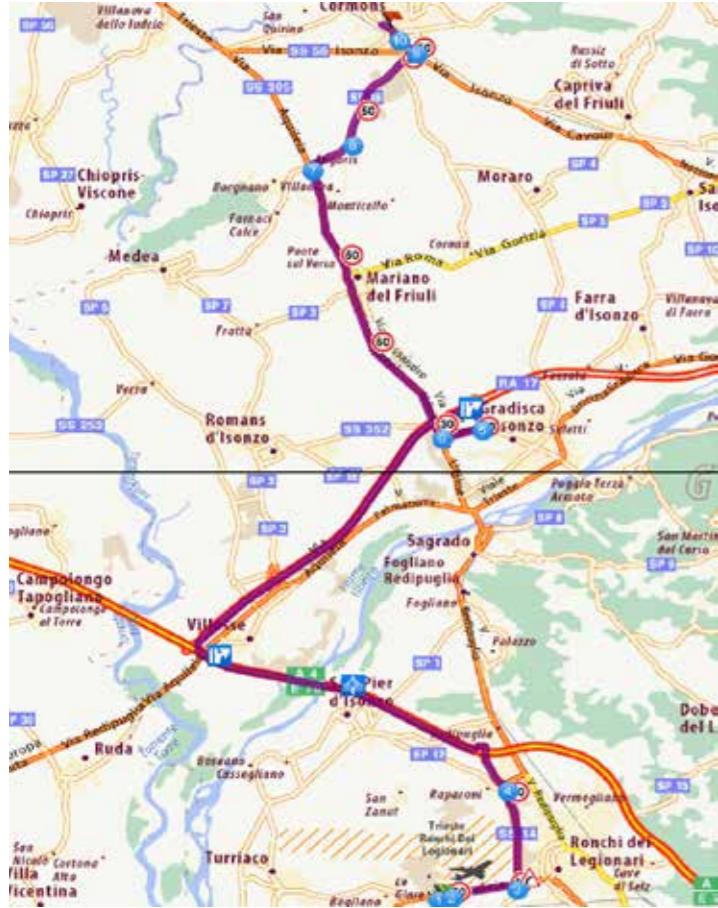
First set consists of theoretical basis on logistics and their spatial effects on corresponding territory.

Second set is defined as spatial analysis within project area of logistic node and serve as an input for the third set of outputs - development of activities and spatial proposals of logistic center with focus on connection with wider region and MTI.

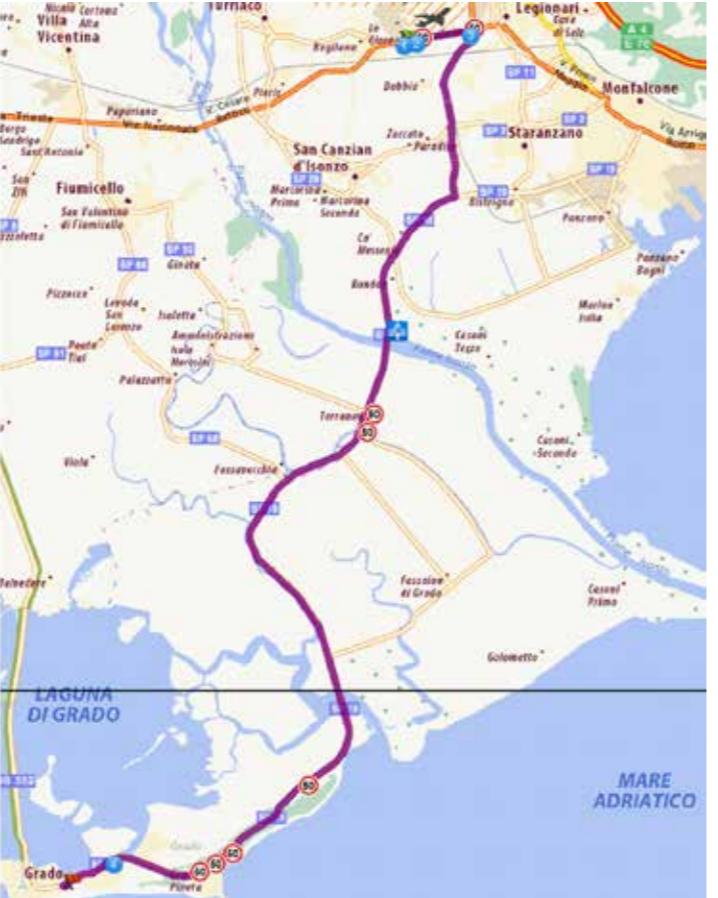
These outputs are addressed to regional companies to inform them about advantages of logistic center with connection to MTI in their vicinity. Second, they are addressed to the wide range of possible investors that can recognize opportunities of logistic infrastructure in the project area.

Outputs also provide an overview of potentials for logistic zone that can help local governments and citizens in consensus building.

Last but not least, spatial and logistics planners can use this pilot project as an input for further development and planning of logistic center.



Above: Examples of Express Line. Ronchi dei Legionari - Cormons / Collio and Ronchi dei Legionari - Grado  
Below: Alternatives of Corridor V in the province of Gorizia



# Solution and guidelines on sustainable mobility

## PROVINCE OF GORIZIA

### Geographical area

Province of Gorizia and adjacent territory of Slovenia.

### Aim of the Pilot Action

The objective is the definition of the actions for integrating the infrastructure of former Corridor V (now Mediterranean) in the territory and in the socio-economic context, making opportunities for sustainable development. The purposes of the actions are the implementation of infrastructures and services on "sustainable mobility", able to attract portions of:

- the mobility generated by former Corridor V railway (passengers on the HS Ronchi L. Station);
- the mobility generated by developments on the most important sub areas of province;
- the actual mobility in the province;

for increasing accessibility to the province with transport modes alternative to private car.

To reach this objective each type of mobility above must find appropriate opportunities of services and infrastructures/equipment. The Pilot Action, starting from the analysis of the characteristics of the different types of mobility, wants to define the "appropriate" interventions for each of them (an intervention is appropriate if it will be successful, so that reaching objectives of a sustainable mobility in an "economic" sustainable way).

### Achievements/Results

Short, medium and long term solutions for enhancing attractiveness of sustainable mobility:

1. direct services for reducing private car use ("express" bus lines; car pooling; bus transport provided by private/public companies to their workers; car sharing);
2. infrastructures and services for increasing bike use (bike lanes; bike parking facilities; bike transport on trains and buses); infomobility equipments.

Some of the 13 "actions" proposed (express lines, firm bus services for workers, tourist transport services) have to be implemented by private companies, the others (carpooling, bike lanes, bike transport facilities, bike parking equipments, bike sharing, car sharing, infomobility equipments, economic supports for buying bus tickets and electric bikes) by public bodies (Province of Gorizia, Municipalities).

Mobility generated from HS/HC can find, at the HS/HC Station, express lines to principal poles of the territory, bike sharing, car sharing, tourist bus services, infomobility equipments.

Mobility internal to province can use new bike lanes, bike transport and parking facilities, express lines to principal poles of the territory, carpooling, firm bus services for workers, tourist bus services, economic supports for buying bus tickets and electric bike, infomobility equipments.

Tourist mobility can use new bike lanes, bike transport and parking facilities, tourist bus services, infomobility equipments.

### Outputs

The outputs produced is a report containing the "guidelines" for implementing each of the 13 actions proposed.

The guide lines for each intervention are presented as a "form" with:

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• description</li> <li>• objectives</li> <li>• correlated interventions</li> <li>• expected results</li> <li>• implementing "body" (private or public)</li> </ul> | <ul style="list-style-type: none"> <li>• "actors" involved</li> <li>• financing options</li> <li>• investment and management costs</li> <li>• procedure for implementation</li> <li>• times for implementation</li> <li>• evaluation indicators</li> </ul> |
|--|--|

The target groups to whom are addressed the actions are:

1. mobility generated from HS/HC railway;
2. mobility internal to the province territory, with extension to adjacent Slovenian territory;
3. tourist mobility.

The outputs (technical report) is available from Province of Gorizia.



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Ten partners one issue: can a major transport infrastructure become a local development opportunity for alpine areas?



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