



Urbanistica n. 129

January-April 2006

Distribution by www.planum.net

Paolo Avarello The image of the urban planning

*edited by Nicolò Savarese
Nicolò Savarese
Izi Spa
Maurizio Carta*

Problems, policies, and research

New infrastructural and transportation scenarios for the Mediterranean
Mediterranean ports: models, functions and outlook
The dynamics of international trade
The Meridian corridor as a connective armature of the productive platforms in Mezzogiorno
Intermodal logistics and motorways of the sea

*edited by Elio Manti
Elio Manti
Mara Cossu*

Europe for the cities
A thematic strategy on the urban environment
The role of the cities in structural funds programmes for 2007-2013

*edited by Andrea Filpa, Michele Talia
Andrea Filpa, Michele Talia
Michele Talia
Andrea Filpa
Valeria Lingua
Valeria Lingua*

Projects and implementation

*Gabriele Comacchio, Paola Loglisci
Claudio Greppi, Paolo Jervis
Carlo Blasi, Vincenzo De Dominicis, Leopoldo Michetti,
Riccardo Copiz, Chiara Centi
Annalisa Cauteruccio, Wladimiro Gasparri
Gianluigi Nigro*

The structural plan of Siena, or prudential innovation
A new paradigm to test
The city concept and strategic vision
The form of the plan and its components
Policies for the historic city
From vasta area policies to SP strategies
The settlement system
The landscape of 'Buongoverno'
The landscape ecology in territorial governance
Structural plan in the Tuscan Regional Law
The SP of Siena and town-planning innovation in Tuscany

Biancamaria Rizzo, Anna Laura Palazzo, Valter Fabietti

San Marino territory. Guideline for settlement

*Mariolina Besio, Daniele Virgilio
Ugo Baldini*

Profiles and practices

Chiara Mazzoleni

Culture and identity in the strategies of a medium-small sized town
Local Agenda's contribution to new provincial planning cycle in regional programming system
Changes undergone by the legal framework of town planning schemes and the evolution of the discipline of town planning. Part II

Marichela Sepe

Methods and tools

Contemporary territories: methods of analysis and tools of representation

Received books

The Meridian Corridor as a connective armature of the productive platforms in Mezzogiorno

Maurizio Carta

When drafting the National Strategic Framework of Development the National Department for Coordination of Spatial Policies (Dicoter), has speeded up the strategic spatial process of the Mezzogiorno as an area where to focus a number of structural choices for the national competitiveness. The operative proposals are driven by a vision that can guide the improvement of innovation, the growth of productive clusters, the connection of territorial platforms, and the recentering of urban areas by a requalification of nodes and the provision of collective services. One of the principals aims is the redefinition of metropolitan functions enhancing the role of global gateways that cities are increasingly playing within the most advanced processes of urban regeneration and global competitiveness, to 'transform' the power generated by flows of social and commercial resources in terms of mobility across the Mediterranean region. Dicoter studies try to extrapolate an image of the Italian territory aimed at creating a national development that goes beyond the traditional split between local and global, geographic level and administrative context, nodes and networks. In fact, a new vision is being proposed. It can integrate institutional levels, intervention sectors, players and interventions, feeding a multilevel governance able to drive an Italy of 'selective interdependencies' as a scenario of competitiveness, cohesion and cooperation within the European and international development context. According to the institutional documents drafted, the

Dicoter vision is built on:

- territorial productive platforms, consisting of emerging districts or clusters that have transformed themselves to access to the large international arena;
- urban hubs, i.e. those city-territory systems that can act as 'switches' between the large European and international flows and local areas, by nature prepared to act as 'innovating environments';
- infrastructure connection bundles, an effective combination of different flow networks to ensure the easy communication by goods and individuals as well as the propagation of intangible services.

Starting from 2010, the challenge of territorial competition that will take place in the Euro-Mediterranean region shall strengthen, consolidate and connect value elements to long networks, to help them survive despite the presence of competitive subjects on the market of territorial supply. In the light of the above, Dicoter has produced an "Implementation Study" for the activation of a Mediterranean east-west intermodal infrastructure called "Meridian Corridor". The new infrastructural corridor shall act as a redistributor of flows, as an activator of new networks and as a local system enhancer, contributing to a more general 'recentering' of the Mediterranean to competitively rebalance the Euro-Mediterranean integrated system. The goal of the study is to generate a new competitiveness scenario where the Southern territorial systems can act, with special reference to the Sicily-Calabria-Basilicata-Puglia system; through the Meridian Corridor, the design of trans- and pan-European corridors, terminals and ports, nodes and connections, strongly focused on the road-train

strengthening of the Central European 'hypercenter', will be rebalanced. The activation of the Meridian Corridor is therefore a real 'territorial device' (not only for transport or trade) leading to the creation of a Mediterranean armature to requalify resources, to develop access and the economy and to promote excellence (cultural, rural and manufactural), within the framework of a Mediterranean Strategic Plan. During the phasing out of 2007-2013 Structural Funds, this latter will help define agreed policies towards common development objectives in the MEDA area, based on the balance and competitive use of local resources. The competitiveness and cohesion principles of the Lisbon Agenda and the Third Report on Cohesion clearly indicate the way to go: promoting and encouraging a 'multicenter based production', by identifying, supporting and increasing new 'peripheral centers' that can become territorial hinges between the European and new armatures in the southern Mediterranean, in the Balkans and the Middle East. A concise analysis of flows across the Mediterranean, with the consequent neighbourhood relations, exchanges and opportunities, allows to understand the goals of talks and agreements in view of a Strategic Plan for the Mediterranean that the coastal countries might start as a deliberate action legitimized by accepting and sharing a common view and agreement on a number of common objectives. The study is strongly based on the potential economic and territorial advantages resulting from the interception of Mediterranean flows, and particularly the possibility to develop high-tech

specializing services or first processing activities that can increase the value added of goods in some sectors. The strategic vision of the feasibility study for the Meridian Corridor, together with other studies put in place by Dicoter, can effectively drive the enhancement plans of port-city-infrastructure-territory integrated systems. The general aim of the strategic spatial policy in the South, within the vision promoted by Dicoter, is therefore a targeted intervention to establish clusters and platform connections, recentering urban areas through the requalification of nodes (railways and ports) and the existence of collective services, and especially through the redefinition of metropolitan functions that can enhance the role of gateways that cities are increasingly playing within the most advanced urban regeneration and territorial competitiveness processes, producing new urban ranks fed by the new territorial economies, acting as 'power transformers', and by new synergies with infrastructure armature. The Meridian Armature project becomes, therefore, a 'Mediterranean strategy', a great development mission and operative option for seaside countries, a federation of demands and needs, as well as of interests, skills and excellence. In the Mediterranean Strategic Plan, the new national planning season of cities and territorial systems, clearly descending by "Progetto 80", is an opportunity to give new impulse to the ESDP mission towards a more polycentric development. Our task is building up a network development through strengthening the connections among the large infrastructure networks and systems of medium cities and through the

connectivity of long
networks with local
systems, as their
'development backbone'.