



EUROPEAN UNION  
EUROPEAN REGIONAL  
DEVELOPMENT FUND

This project is implemented through the CENTRAL EUROPE Programme co-financed by the ERDF.

## Master Class - Technical meeting Bologna, 12th February, 2014

Work in progress - Some considerations about  
regional integrated polycentric development plans

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# PREVIOUS RDCB MEETING

## **FIRST TABLE with local stakeholders, June 11, 2013: "Italian airport system: issues, regulation and role of planning"**

The regulation's role and national and regional planning, the potential regional airport infrastructure;

The Territorial Agreement for the Functional Pole of the Bologna Airport. The relations with the territory, also in consideration how the increasing development of the traditional and innovative "non-aeronautical" trades transform the business airport model.

## **SECOND TABLE with stakeholders, 18 June 2013: "The Airport System: liberalization and the role of the market"**

The evolutionary process from an airport system tightly regulated, but little planned, to a liberalized system where powerful market logics keep to grant at the planning airport only an accessory role;

Analysis of the main dynamics that govern the airport system and air transport, socioeconomic impact of airports with the territory, on how to reconcile the local development, the economic interests and a balanced spatial planning.

## **THIRD TABLE with stakeholders, 23 September 2013: "The Regional Airport System: focus on the role of the Bologna Airport"**

Sharing of the collected data regarding the Bologna Airport;

First comparisons with the European context.



## NEXT RDCB MEETING

**4° TABLE with local stakeholders, 24 FEBRUARY, 2014:**

**“Air-transportable goods and production system: the point of view of the **airport operator** ”**

Focus on goods transported by air and those *that would be possible* to carry, but now traveling by truck

**5°TABLE with stakeholders, MARCH 2014:**

**" Air-transportable goods and production system: the point of view of the **logistic operator** "**

What **services** industry needs? Focus on logistics services

### **Freight (data 2005), Emilia-Romagna Region**

Total road + railway freight	= 343,0 Mln ton/yr
Total freight on logistic platform	= 13,0 Mln ton /yr
Total air-cargo freight	= 0,04 Mln ton/yr

**At national level**, according to some studies AICAI (Italian Association of International Air Couriers), the goods by air is 3% of the total weight, **but the value is greater than 35%.**



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# Air-transportable goods and production system

**Types of freights** subdivided into groups, depending on the different **types of logistic services** required:

- seasonal goods, ie goods with a limited sales windows: fashion, Christmas items, some kind of wine;
- perishable goods, require temperature-controlled transportation and quick delivery: flowers, fruits, fish, ...
- strategic goods, typically high value, which must be delivered at certain times, placed in production processes such as “just-in-time”; Bio-Medical products
- Automotive and spares fundamental;
- Mail and international shipments



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**" Air-transportable goods and production system: the point of view of the **logistic** operator "**

What *services* industry needs? focus on logistics services

**6° TABLE with stakeholders, MAY 2014:**

**"The Regional Airport System and the territorial marketing”**

Promotion of the integrated system of the Emilia-Romagna Region

**7° TABLE with stakeholders, MAY 2014:**

**“Final analysis and Recommendation for Development plan!”**



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## The Regional Territorial Plan 2010 (Il Piano Territoriale Regionale - PTR 2010)

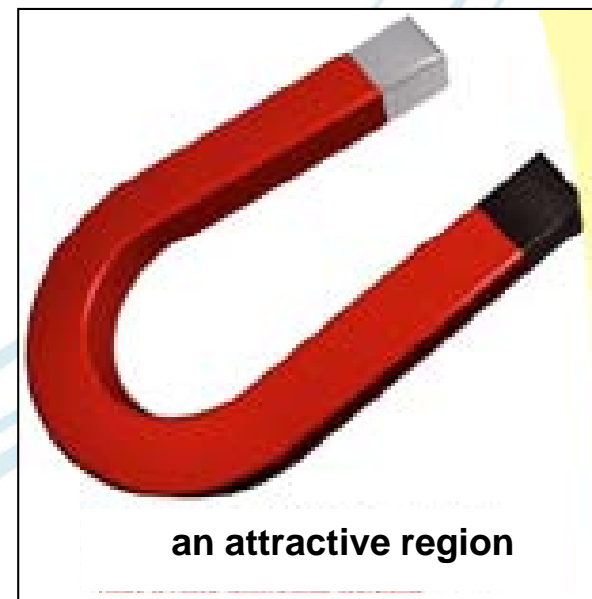
In 2010, the Region defined the PTR as the **main instrument of government**

This plan defines some **key strategies**, and in particular seeks to leverage:

The **cognitive capital** for society and the knowledge economy.  
Systems of education, training and research of high quality;  
Attraction and retention of knowledge in the territories.

**The social capital:**  
Welfare of the population and high quality of life;  
Social equity;

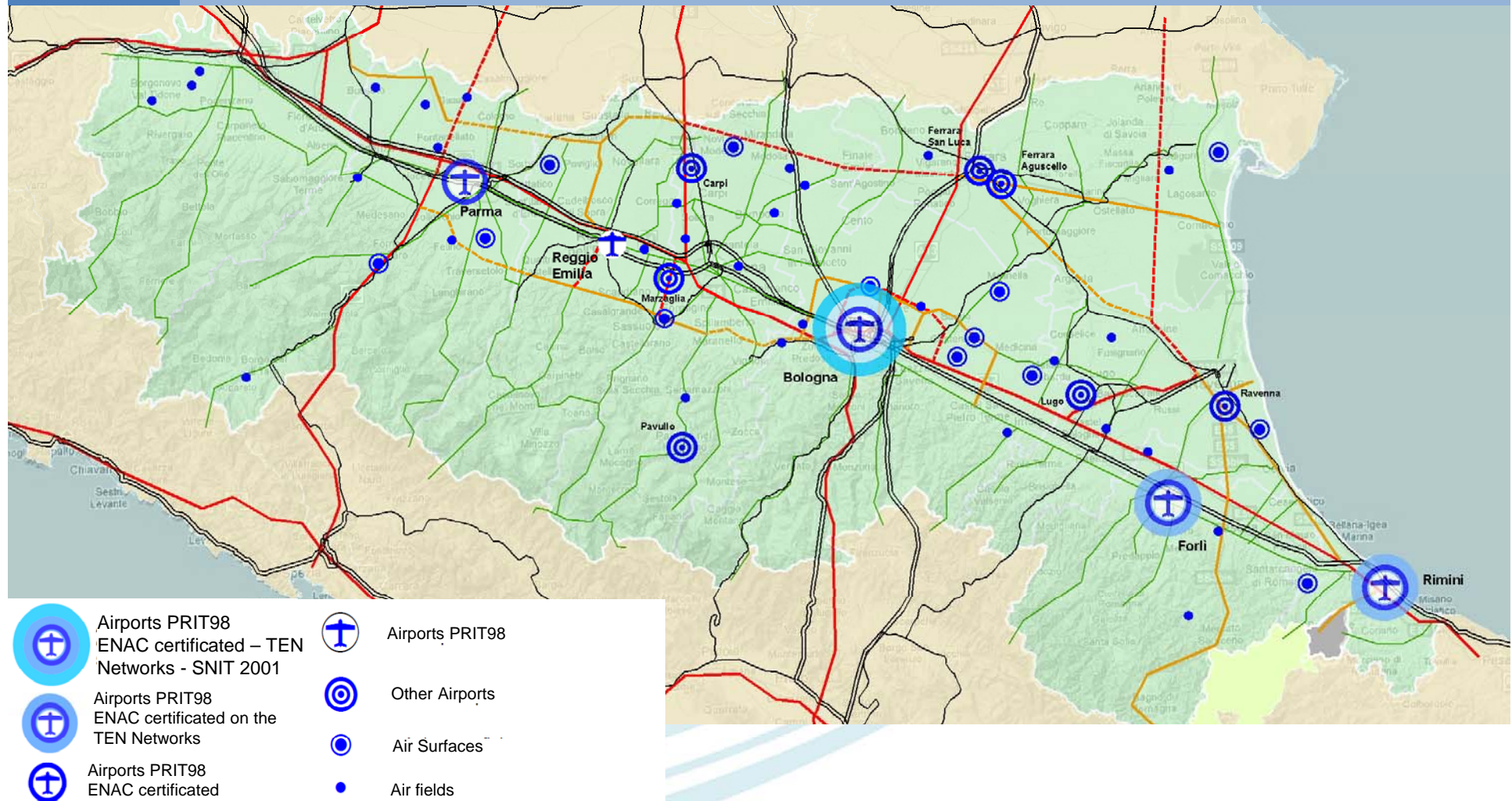
**The Urban and Infrastructure capital:**  
Quality and efficiency of settlement;  
Attraction, Intermodal and wireless networks;  
Territorial marketing.



*These are the general objectives which must be met and developed in the Development Plan.*



# Regional airport areas (2012)

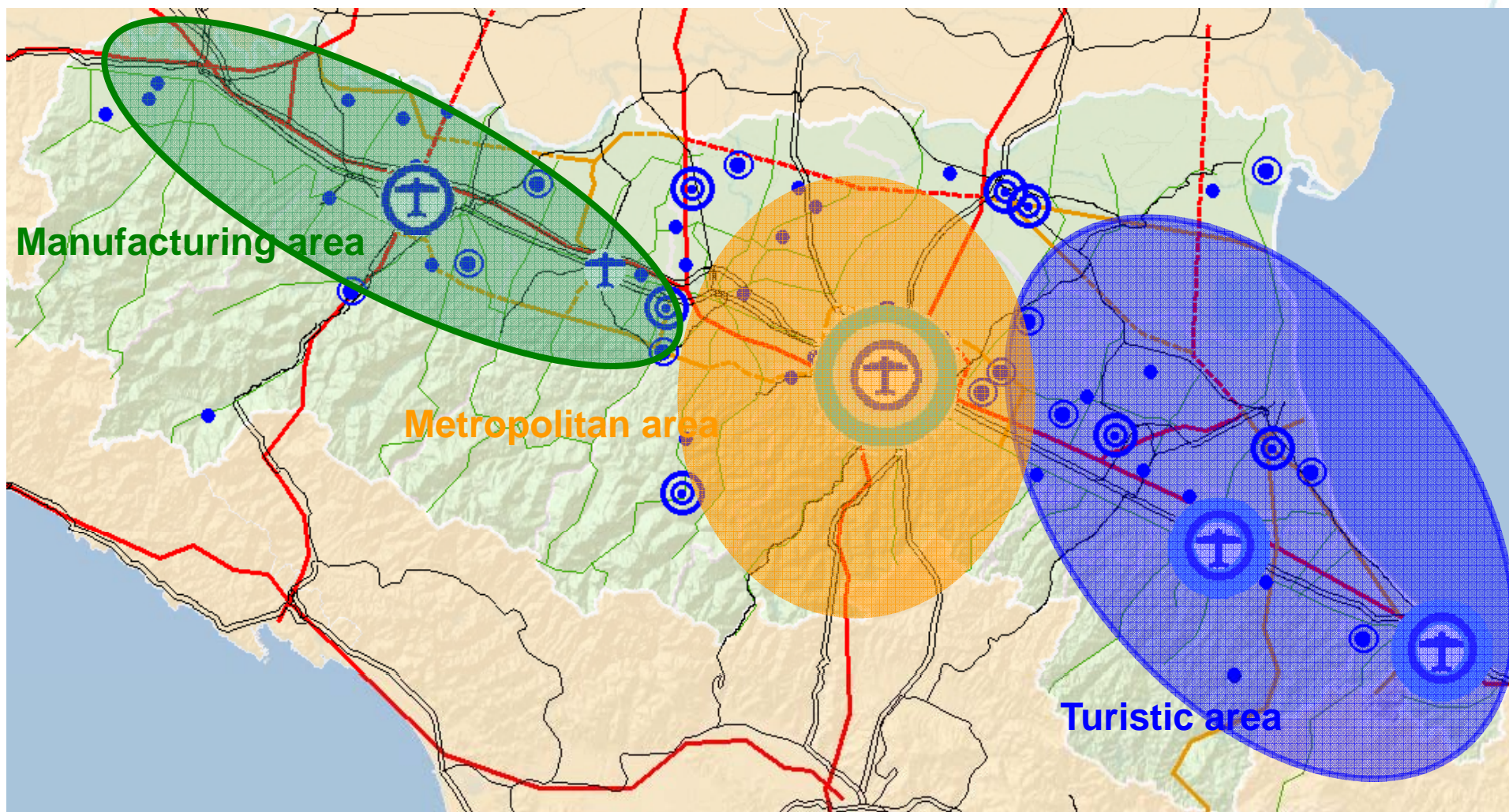


Region efforts are aimed at achieving a coordinated regional system, depending on the characteristics of the territory in which the airports are located.



# TERRITORIAL PECULIARITIES

Important territorial peculiarities that can improve the integration among airports and the surrounding areas.



## RISKS TO AVOID

The ongoing processes of economic growth worldwide pose important challenges for the territories and the local economies.

- the internationalization of financial markets,
- highly competitive macro-economic policies
- the completion of a real European single market,
- concentration of capital and technology and relocation of production processes

Risk of forms of "no-territoriality" of development: → **places become all equals**



# NEW AIRPORT NATIONAL PLAN 2012



## National airport network classification:

- strategic:**  
large catchment areas, high levels of service offered and high degree of accessibility – Bologna airport
- complementary or service:**  
regional traffic and point to point service - Parma, Forli and Rimini



# MATRIX OLL

Emilia-Romagna Region (PP9)	Transport and Logistics	Spatial development	Business and investment development
<b>Thematic positioning related to airLED</b>	<ol style="list-style-type: none"> <li>1. In-depth analysis on freight sector (current and potential freight, current and potential services, road-air transportation on others hub).</li> <li>2. Accessibility and relations airport-others regional centre.</li> <li>3. Accessibility and relations airport-functional/attraction centre (for passengers sector).</li> </ol>	<ol style="list-style-type: none"> <li>1. Planning for Cargo and logistics areas, linked to the airport.</li> <li>2. Functional and set-up relations to others regional poles (fairs, districts, universities, coast...).</li> <li>3. Non-aeronautical airport areas.</li> </ol>	<ol style="list-style-type: none"> <li>1. Region as brand.</li> <li>2. Communication like to value the territory, throughout the development of current places rather than to building new works.</li> <li>3. Attraction of public and private investments, and also for non-aeronautical services and business.</li> </ol>
<b>Expected results</b>	<ol style="list-style-type: none"> <li>1. Survey on freight sector (data and results, i.e.: the road-air transportation is generated by less information or services?)</li> <li>2. Technical assessment on services possible for freight and logistic sectors (implementation and their revenue-generating).</li> <li>3. Survey on touristic impact linked to the airport (incoming/outgoing, final destinations, how long time...).</li> </ol>	<ol style="list-style-type: none"> <li>1. Assessment of experiences and best practices about planning and agreements in others countries.</li> <li>2. Comparison on development plans, linked to airport area.</li> </ol>	<ol style="list-style-type: none"> <li>1. Integration of the current amount supply on territory to increase the attractiveness (for persons and economic businesses).</li> </ol>
<b>Input on experiences Vs other partner case</b>	<ol style="list-style-type: none"> <li>1. Transport integrated planning (PRIT).</li> <li>2. Assessment and internalisation of external costs of transport</li> </ol>	<ol style="list-style-type: none"> <li>1. Territorial strategic planning (PTR).</li> <li>2. Provincial territorial planning (PTCP)</li> </ol>	<ol style="list-style-type: none"> <li>1. Help desk for the internationalization</li> <li>2. Touristic promotion Agency</li> <li>3. ERVET Surveys</li> </ol>



# *Thank you for your attention*

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