

Lecture Notes in Networks and Systems 1187

Francesco Calabrò

Livia Madureira

Francesco Carlo Morabito

María José Piñeira Mantiñán *Editors*

Networks, Markets & People

Communities, Institutions and
Enterprises Towards Post-humanism
Epistemologies and AI Challenges,
Volume 5



Springer

Francesco Calabrò · Livia Madureira ·
Francesco Carlo Morabito ·
María José Piñeira Mantiñán
Editors

Networks, Markets & People

Communities, Institutions and Enterprises
Towards Post-humanism Epistemologies and AI
Challenges, Volume 5

Editors

Francesco Calabrò
University of Reggio Calabria
Reggio Calabria, Italy

Francesco Carlo Morabito
University of Reggio Calabria
Reggio Calabria, Italy

Livia Madureira
Scientific coordinator of CETRAD
University of Trás-os-Montes e Alto Douro
Vila Real, Portugal

María José Piñeira Mantiñán
Chair of IGU Urban Geography Commission
University of Santiago de Compostela
Santiago de Compostela, Spain

ISSN 2367-3370

ISSN 2367-3389 (electronic)

Lecture Notes in Networks and Systems

ISBN 978-3-031-74703-8

ISBN 978-3-031-74704-5 (eBook)

<https://doi.org/10.1007/978-3-031-74704-5>

© The Editor(s) (if applicable) and The Author(s), under exclusive license to Springer Nature Switzerland AG 2024

This work is subject to copyright. All rights are solely and exclusively licensed by the Publisher, whether the whole or part of the material is concerned, specifically the rights of translation, reprinting, reuse of illustrations, recitation, broadcasting, reproduction on microfilms or in any other physical way, and transmission or information storage and retrieval, electronic adaptation, computer software, or by similar or dissimilar methodology now known or hereafter developed.

The use of general descriptive names, registered names, trademarks, service marks, etc. in this publication does not imply, even in the absence of a specific statement, that such names are exempt from the relevant protective laws and regulations and therefore free for general use.

The publisher, the authors and the editors are safe to assume that the advice and information in this book are believed to be true and accurate at the date of publication. Neither the publisher nor the authors or the editors give a warranty, expressed or implied, with respect to the material contained herein or for any errors or omissions that may have been made. The publisher remains neutral with regard to jurisdictional claims in published maps and institutional affiliations.

This Springer imprint is published by the registered company Springer Nature Switzerland AG
The registered company address is: Gewerbestrasse 11, 6330 Cham, Switzerland

If disposing of this product, please recycle the paper.

Contents

Policies and Practices of Cohesion and Social Innovation for Inclusive Cities

Sensing Urban Green Spaces Through Portable Photonics-Based Devices: Initial Findings in the Metropolitan Area of Cagliari	3
<i>Francesca Sanfilippo, Lorenza Tuccio, Lucia Cavigli, Francesca Rossi, Giorgio Querzoli, Ivan Blečić, and Paolo Matteini</i>	
Rethinking Landscapes in a Changing Climate: An Experiment from Spain	10
<i>Irene Bianchi, Maria Vitaller del Olmo, Amalia de Götzen, Nicola Morelli, and Grazia Concilio</i>	
Energy Transition and Knowledge Flows in the Border Region of Silesia	20
<i>Francesco Cappellano, Joanna Kurowska-Pysz, and Kamila Ciszewska</i>	
Regional Capabilities to Tackle Climate Change: Setting a Research Agenda for Big Data Driven Tools	30
<i>Levani Bzhalava and Teemu Makkonen</i>	
Effects of Climate Change on the Quality-of-Life Assessment Model in Alexandria, Egypt	38
<i>Hoda El Safty and Aida Nayer</i>	
Collaborative Governance and Planning for Urban Biodiversity Nexus: An Explorative Study	49
<i>Israa H. Mahmoud</i>	
Biodiversity as a Key Relational Value for Cities	62
<i>Luca Lazzarini</i>	
Defining a Peri-Urban Agrarian Space as a Socio-Spatial and Environmental Unit. Lessons from Barcelona's Local Food System	72
<i>Antonio José Salvador</i>	
The Valorisation of Cultural Ecosystem Services in Marginal Territories. The Case Study of Villacidro in Sardinia	84
<i>Anna Maria Colavitti, Alessio Floris, and Sergio Serra</i>	

Urban Living Labs for Socially Inclusive and Cohesive Cities: The Stakeholder Engagement Practices in Ljubljana and Thessaloniki	93
<i>Spela Zalokar, Joanna Karas, Alberto Gotti, Eleni Feleki, David Kocman, Davor Kontić, Janja Snoj Tratnik, Rok Novak, Maria Alejandra Rubio Rojas, and Dimosthenis Sarigiannis</i>	
“Social Impact” Assessment in the New Farm Welfare Model	105
<i>Alessandro Scuderi, Luisa Sturiale, Giovanni La Via, Gaetano Chinnici, and Carla Zarba</i>	
The Role of Land Use Diversity and Vitality in the Urban Systems Organization. The Case Study of Baghdad Al - Karkh	117
<i>Sara Abdul Aalie Rasheed and Wahda Shuker Mahmoud</i>	
Change Management in Urban Landscape	128
<i>Neda Khalil Ibrahim Al-Arab and Rawaa Fawzi Naom Abbawi</i>	
City Reputation: A Comparative Analysis of Baghdad and Tokyo	137
<i>Shireen K. Zedan and Asmaa M. H. Al-Moqaram</i>	
The Impact of Safe Pedestrian Environment on the Competitiveness of Contemporary Residential Districts: Case Study - Al-Amal Residential Neighborhood in Basra City	147
<i>Sabaa Mujtaba Abdulwahid, Safaaaldeen Hussein Ali, and Mohammed Salih Alquraishi</i>	
Architecture as a Mirror of Social Relations: An Analytical Study of Community-Architect Relationships and Sustainable Development	159
<i>Noorah Nasif Jasim and Basim Hasan Al-Majidi</i>	
Meliorating Interactivity in Urban Landscape by Using Public Art	169
<i>A. M. Al Khafaji Ibtisam, Zahraa S. Al-Shamaa, and Ghasan J. Al Basry</i>	
Using Digital Fabrication for Enhancing Spatial Experiences of Small Inner Spaces	180
<i>Ann Samari Ibrahim</i>	
The Visual Journey Through Urban Streets	191
<i>Maha Haki Ismael, Zainab Hayder Mohammed Ali, and Dania Luay Abdulridha</i>	
Reintegration of Slums by Employing the Concept of Rhizome	202
<i>Sudaff Mohammed, Wahda Shuker Al-Hinkawi, and Nada Abdulmueen Hasan</i>	

Designing Interactive Space by Using Smart Technology in Tahrir Square 212
Fatima Abdullah Shuhaib and Hajer Bakr Alomary

The Role of Communication Strategy in Branding the Historic City
of Baghdad 226
Shireen K. Zedan and Asmaa M. H. Al-Moqaram

Urban Competiveness and the Transformation of Cities Identity 236
*Seemon Matte Aboo Bolise, Marwah Jabbar Hamzah Hasan,
and Ibtisam Abdulelah Mohammed Al Khafaj*

Temporary Architecture: A Strategy to Enhance the Light Competitive
Image 245
Mahmood Hussein Al-Musawi and Safaaaldeen Hussein Ali

A Performativist Take on Resilience in Infrastructure Maintenance 258
Rasmus Gahrn-Andersen

Seismic Performance of Reinforced Concrete Moment Resisting Frames
Through Reliability Analysis 267
Elena Miceli and Gaetano Alfano

Organizational Analysis to Improve Safety Planning of Road Networks 278
Roberta Troisi, Marianela Ripani, Elena Miceli, and Paolo Castaldo

Safety Evaluation of an Existing PRC Bridge Beam: Preliminary
Outcomes of In-Situ Test 286
Diego Gino, Luca Giordano, and Paolo Castaldo

Cost Estimation in the Implementation of New Technologies: The Case
of Green Hydrogen 294
Roberta Troisi and Massimiliano De Iuliis

Environmental Strategies: Insights into Local and Non-Local Business
Practices and Innovation 304
Gaetano Alfano, María Pache Durán, and Rocío Blanco Gregory

The Italian Regionalism Grappling with Climate Change: A Further Turn
Towards Unequal Asymmetry 314
Antonietta D’Elia and Marcello Giuseppe Feola

Remote Sensing Data and GIS Technology to Analyze the Land Use
and Land Cover Changes: A Case Study in Sicily 324
Michele Mangiameli, Marcantonio Bentivegna, and Giuseppe Mussumeci

A Modeling Approach for Estimating the Attractive Capacity of Walking	335
<i>Gattuso Domenico, Gattuso Caterina, Pellicanò Domenica Savia, and Rubino Gaetana</i>	
How Hull Shape Reduction Can Produce Energy Savings	346
<i>Davide Caccavaro, Bonaventura Tagliaferro, Corrado Altomare, Alessio Caravella, Gianluca Bilotta, Roberto Gaudio, and Agostino Lauria</i>	
Fair-Sustainable Mobility and Indicators of Equity in Transport	355
<i>Domenico Gattuso, Domenica Savia Pellicanò, and Gaetana Rubino</i>	
A Possible Model of Resilient and Environment-Friendly Transport: Assessment of Users' Propensity Towards Demand Responsive Transit (DRT) Service	365
<i>Luisa Sturiale, Vincenza Torrisi, Elena Cocuzza, and Matteo Ignaccolo</i>	
Sky's No Limit for Women: Achieving Gender Equity in Aviation	376
<i>Maria Vittoria Corazza</i>	
The Integrated Design Approach for Cultural Heritage and Landscape in the Territories of Southern Italy: Significant Experiences for Possible Applications in Calabria	386
<i>Chiara Corazzieri and Vincenzo Gioffrè</i>	
Tourism Policies in the Regional Operational Programmes in Calabria from 2000 to 2020	395
<i>Chiara Corazzieri</i>	
Assessments and Reflections on Integrated Territorial Planning in Calabria in the 2000–2020 Programming Period. From the Experimental Phase to the Consolidated Method of Cooperation Between Territories	405
<i>Maria Grazia Buffon</i>	
Socio-Territorial Inequalities and Integrated Programming: 20 Years of Cohesion Policy in Basilicata	416
<i>Emanuela Chiodo</i>	
Institutions, Social Capital and Distributive Dynamics in Development Policies in Calabria	426
<i>Antonio Russo</i>	
Gioia Tauro: From Transshipment to Intermodal Logistics Hub. The Role of Local Action	436
<i>Giuseppe Fera</i>	


The European Cohesion Policy as an «Agent of Change». The Institutional
Impact of the Regional Operational Programmes in Calabria (2000–2020) 446
Flavia Martinelli

Author Index 457

**Policies and Practices of Cohesion
and Social Innovation for Inclusive
Cities**



Gioia Tauro: From Transshipment to Intermodal Logistics Hub. The Role of Local Action

Giuseppe Fera^(✉) 

Arte Department, Mediterranea University, Reggio Calabria, Italy
gfera@unirc.it

Abstract. The article reconstructs the history of the port of Gioia Tauro, the largest transshipment port in Italy and one of the largest in the Mediterranean, and in particular the role played by the local communities of the plain of Gioia Tauro (the Piana) to make this infrastructure an engine for the development of the entire territory. To do this, it was necessary to overcome the mono functionality of transshipment and build an intermodal logistics hub. A goal largely achieved in 2021 with the entry into operation of the railway gateway, thanks to a multi-level governance that involved the Port Authority, the National Government, the Calabria Region and local communities. A second objective was to create the City of the Port, since it was born in an area with a predominantly agricultural economy and without an urban system of such dimensions as to be able to support the development of the port with adequate commercial, financial, accommodation services, etc. This objective has only been minimally achieved, since its implementation has been entrusted to three small municipalities that do not have the necessary technical and management resources. The last objective, to promote the development of productive activities, is now closely linked to the creation of the Special Economic Zone of Calabria and it can only be achieved through a strong multi-level partnership between public institutions and private companies.

Keywords: Port of Gioia Tauro · logistics · governance · special economic zones

1 Origins and Development

The port of Gioia Tauro was born at the beginning of the 80s as an infrastructure to serve a Steel center that was never built (Bettini et al. 1984). A few years later, Contship, a leading logistics company, began the transformation of the port into a large transshipment center, whose commercial management was entrusted to an ad hoc company, MCT (Medcenter Container Terminal). The choice proved to be absolutely successful and within a few years the Port of Gioia Tauro established itself as one of the largest container ports in the Mediterranean, going from 572,000 TEUs in 1996 to 3 million TEUs in 2002. As a

This paper was developed in the context of the Italian National Research Project - PRIN 2017 'Regional Policies, Institutions and Cohesion in the South of Italy' (Project code 2017-4BE543; website www.prin2017-mezzogiorno.unirc.it), financed by the Italian Ministry of Education, University and Scientific Research from 2020 to 2023.

result, the port was classified as being of international economic relevance and with the D.P.R. 16.07.1998 the Port Authority of Gioia Tauro was established with jurisdiction over all Calabrian ports.¹

In 2008 the peak of traffic was reached with almost 3.5 million TEUs, but following the global economic crisis of that same year, a phase of decline began for the port that reached the minimum value in 2008 with only 2,300,000 TEUs. After a period of ups and downs, traffic returned to growth in 2019 and in 2022 has reached 3,4 millions TEUs, close to the record of 2008 (Fig. 1).

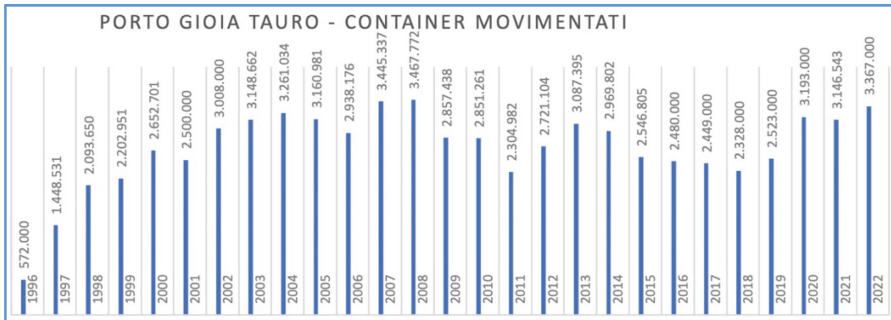


Fig. 1. Number of containers transhipped in the port of Gioia Tauro, 1996–2022

2 The Governance of the Port and the Actors Involved

The policies implemented to promote the development of the port of Gioia Tauro and its possible and desirable economic and social repercussions on the territory of the Piana, have required an extremely complex and articulated governance, because of the different institutional bodies and actors involved, positioned from the international scale of the large maritime transport multinationals (MSC, Maersk, etc.) to that of small-scale local communities.

Within this pyramid, the national level (National Government and Gioia Tauro Port Authority) has certainly been the most relevant, being entrusted, to a large extent, with the most important part of the decisions concerning the development of the port and its physical and functional characteristics.

At the regional level, the Calabria Region has been involved with several departments, while another important regional institution involved in the process has certainly been the consortium of the Industrial Development Areas of Reggio Calabria (Asireg), which deals with the management of the industrial areas behind the port.

¹ The interested ports along with Gioia Tauro were originally: Reggio Calabria, Villa San Giovanni, Palmi, Vibo Valentia, Crotona and Corigliano. With the 2016 n.169 act, the ports of Reggio Calabria and Villa San Giovanni have been separated from the Calabrian system to create with Messina, the Port System Authority of the Strait.

Finally, at the local level, public institutions, primarily Municipal administrations, but also business organizations, trade unions, non-profit associations, etc., have played an active role in defending the interests of the territory and promoting its socioeconomic development.

Within such a complex and articulated decision-making system, due to the presence of very different needs and purposes, it is possible to imagine that not all actors have participated in the same way, with the same modalities and the same decision-making powers in the entire process. On the contrary, the latter was carried out according to the different issues to be addressed and the different objectives to be achieved, and consequently with different forms of participation from time to time by the different stakeholders. Therefore, in order to understand the role of the different actors, and in particular the local ones, it is necessary to articulate the overall governance process in relation to the different themes or objectives.

3 The Port: Strengths and Weaknesses

The main strength of the port of Gioia Tauro is its geographical position in the middle of the Mediterranean, at the crossroads of two important Trans-European Transport Networks (TENT), the Meridian Corridor, which crosses the entire length of the Mediterranean from east to west, and the Malta—Helsinki corridor.² In an article published in *Il Sole 24 Ore*, Massimo Deandreis (2017) highlighted the new economic and commercial centrality that the Mediterranean has acquired in recent decades, in relation to the development of Eastern economies, mainly China and India.

In the face of this positive aspect, an obvious limitation (weak point) emerged, represented by the fact that the port was linked exclusively to transshipment; a condition of mono functionality that did not allow the economic benefits to be extended to the surrounding area, since the entire activity of the ships that unload and load containers was limited and enclosed within the port area.

Another major critical issue that emerged from the debate of those years was represented by the weakness of the urban system of the plain of Gioia Tauro, and of the functions and services performed, which earned the port the nickname of “port without a city” (Fera and De Paoli 2013).

From the analysis of the positive and negative aspects described above, three strategic objectives have emerged in recent years between the local communities of the plain of Gioia and the institutions responsible for the management of the port, aimed at changing the role of the port itself and with it the development prospects of the entire Piana:

- strengthen the role of the port as a Mediterranean transshipment hub, enhancing its technical characteristics and infrastructural equipment and increasing its functionality through the creation of an intermodal logistics platform;

² The current corridor Malta—Helsinki derives from the original project of the Berlin-Palermo corridor which has undergone alternating vicissitudes also linked to the construction of the Bridge over the Strait. On the topic of TENT you can visit the related site: <https://eur-lex.europa.eu/IT/legal-content/glossary/trans-european-networks-tens.html>.

- create the City of the Port, i.e. to organize the territory with infrastructures, services and activities that can adequately support and encourage the development of port activities and make it more competitive on the international chessboard;
- through the opportunity offered by the Special Economic Zone, to make the port and back-port area a place of first transformation and assembly of goods in order to extend the benefits of the port to the entire territory of the Piana and make it an engine of the regional economy.

According to the strategies just outlined and in relation to the different objectives, we will try to highlight what was the role of the different actors within the governance process, how and if this actually worked, and what were the results obtained in relation to the objectives that the different actors proposed.

4 Goal 1: Create the Intermodal Logistics Platform

Thanks to its strategic geographical position in the middle of the Mediterranean, the port of Gioia Tauro has been able to boast from the beginning a series of technical and functional characteristics (width of the yards, depth of the seabed, length of the piers, etc.) that have made it competitive with other Mediterranean ports, especially those on the North African coast, more competitive, on the other hand, from the point of view of labour costs and taxation. Consequently, in recent years, in order to further strengthen competitiveness, a considerable part of the resources employed in Gioia Tauro has been allocated to improving mooring and handling performance, through the construction of increasingly long docks, deep seabeds, the use of the latest generation cranes, etc.³

The other fundamental objective was to overcome the mono functionality of the port and create a logistics hub that would take advantage from a full inter modality, sea, road and rail. Therefore, this second objective focused essentially on the creation of an Integrated Logistics Area (ALI) (Port Authority of Gioia Tauro 2012), which had as a precondition the construction of a railway gateway, which would allow an efficient connection with the national and therefore European railway network.

A leading role in the construction of the logistics hub was played by the Port Authority, which had the task of using the funds made available by the national government, providing in advance for the programming of the funds themselves, through its own plans, and subsequently for the construction and management of the planned works. It must be acknowledged, despite its ups and downs, that it has acted effectively and efficiently, identifying from time to time what needed to be done and then providing for the implementation of the planned works, often in absolutely virtuous times.

The national government, especially through the Ministry of Infrastructure and Transport, has intervened with various program instruments, especially related to the use of funds from the Community Framework of European Support. However, it has acted substantially in an extremely prudent manner, careful not to harm the interests of the large ports of the North (Trieste, Genoa, etc.) which have never looked favor-ably on

³ Who wants to learn more about the technical characteristics of the port may visit the website of the Port Authority: <https://www.portodigioiatauro.it/i-porti/gioia-tauro/mission-values/#:~:text=Ha%20una%20superficie%20complessiva%20di,5%20e%20meno%2018%20metri.>

the competition represented by the port of Gioia Tauro. To a large extent, we can say that the government has guaranteed the minimum due, within an overall framework characterized by the substantial absence of a policy aimed at the development of the South. In any case, the Government has produced planning documents and related projects to be financed and implemented, which have guaranteed to Gioia Tauro the necessary economic support.⁴

The Calabria Region, with its numerous planning and programming documents for the use of European funds, has also strongly supported the goal of transforming the transshipment hub into an intermodal logistics hub, often ahead of national planning. Using a territorial vision, the Calabria Region conceived the port of Gioia Tauro as the heart of a broader logistics system that involved the entire region and its ports. This reflection was developed through two fundamental instruments that were launched in that period: the *Regional Operational Program of Calabria 2000–2006* (which was followed by the subsequent 2007–2013) and the *Regional Urban Planning Law of 2002* which provided for the drafting of the QTR, *the Regional Territorial Framework*.⁵ The latter provided for the creation of a regional logistics platform, with Gioia Tauro at the center, and including the various regional ports, the airport hub of Lamezia Terme and a regional railway system connecting the different poles.

With regard to this first objective, the role of local communities has obviously been limited, as they have little or no decision-making power. However, it should be noted that both municipalities and private organizations have been committed to raising awareness in the community and urging the government and the Region.

We can say that the objectives that were set have largely been achieved. The intermodality of the logistics hub was implemented and in January 2021 the rail gateway, which connects the port with the national railway network, through which 900 trains passed in 2022, came into operation.⁶ The first interventions have started for the *High Capacity Railway* in the Villa San Giovanni—Salerno—Naples section, which will connect Gioia Tauro with the interports of Nola and Marcianise. The planned *Inte-grated Logistics Area (ALI)* has also been created, occupying a total area of 332,000 square meters, with a covered space of 10,000 square meters for the treatment of bulk.

Thanks to the considerable size of the interventions already carried out, the port of Gioia Tauro today has a first-level infrastructural characteristics, that make it highly competitive with other ports in the Mediterranean: sea beds between 14.50 and 18 m that allow the docking of super container ships; an evolutionary basin of 450 m in diameter;

⁴ Among the programs drawn up at national level are: The National Operative Programs 2000–2006 and 2007–2013; The National Strategic Plan for Ports and Logistics of August 2015; The 2015 Strategic Infrastructure Program; The NOPs Infrastructure and Networks 2014–2020, all from the Ministry of Infrastructures and Transport. The latter financed the construction of the rail gateway.

⁵ The QTR/P (The Regional Territorial and Landscape Framework) was drawn up between 2007 and 2010 by the Loiero center left regional government but was blocked by the next center—right government. After that, all territorial forecasts were abandoned in order to focus exclusively on landscape aspects. On QTR events and its summary see: Fera, Ziparo (2014).

⁶ The Gateway has a total length of 3825 m of railway tracks, and auctions of 825 m each, which allow the leaving of convoys of 750 m, the international standard of competitiveness of the railway cargo system.

5130 m of quays; 1.8 million square meters of yards, in addition to the supply of 27 quay cranes.

It should be absolutely emphasized that what happened and was achieved in Gioia Tauro contrasts with the image of a South and Calabria incapable of acting efficiently and effectively and in a relatively short time. What needed to be done was thought out and planned, and what was thought and planned was finally accomplished to a large extent. And it should also be emphasized that between the Port Authority and the Calabria Region there has been a community of intent and synergy that has allowed the achievement of the set objectives.

5 The Making of the City of the Port

The port of Gioia Tauro, born almost by chance, has become one of the largest ports in the Mediterranean, not having a real city behind it to relate to (Fera and De Paoli 2013), since the entire plain of Gioia is a territorial reality that historically has drawn its wealth almost exclusively from agriculture and, as a consequence, today it is not able to provide the services necessary for the proper functioning and future development of the port: commercial agencies, banks, insurance companies, accommodation, etc.). Hence the goal has raised of creating a Port City, i.e. a system capable of providing the necessary services. Three different ideas have been put forward on this issue:

- the City of the Port is the entire plain of Gioia Tauro;
- the City of the Port coincides with the cities that are in physical contact with it: Gioia Tauro, Rosarno, San Ferdinando
- the City of the port is a hub of advanced services to be built within the port itself, a business center or a World Trade Center.

The contribution and commitment of the local communities were fully focused on this objective, since in this case they were able to play a primary role in the decision-making process, since these are issues related to the development of their territory. In particular, local communities have identified the following objectives:

- to promote the development of the port through the creation of a series of dual-functional services, i.e., useful both to the activities of the port and to port operators, as well as to local citizens;
- to safeguard environmental conditions from the possible impacts of port activities, also reducing the risks that could arise from them;
- to ensure that the large port infrastructure does not become an element of territorial imbalance, stripping the rest of the territory of its resources, but on the contrary protecting and enhancing typical agricultural and agri-food activities and promoting the development of tourism and production activities.

The first approach, which imagined that the city of the port should be the entire plain of Gioia Tauro, was defined in the QTR (Regional Landscape and Territorial Framework), that identified the plain of Gioia as one of the 16 Regional Development Territories (TRS)

into which Calabria was divided,⁷ and within one of the first local planning documents, the Integrated Territorial Project (PIT) n 19 Piana di Gioia Tauro.⁸

The second approach, which limited the City of the Port to the municipalities in direct contact with it, Gioia Tauro, Rosarno and San Ferdinando, was developed within the framework of the ROP 2007–2013, through the implementation of Integrated Urban Development Projects (PISU). The PISU “Città del porto” essentially envisaged: (1) the development and requalification and of the seafront of the Cities of Gioia Tauro and San Ferdinando, with spaces equipped for leisure, sport, seaside activities, culture and social; (2) the implementation of redevelopment and functionalization of urban settlements on the edge of the port, with the aim of equipping the area with modern service facilities for people and businesses (accommodation, facilities, refreshment points, modal interchange nodes, equipped green areas, commercial spaces, etc.).

The third approach, i.e., the creation of a hub of advanced management services, was proposed by the Calabria Region with a project included in the APQ 2010 and concerned the construction of a World Trade Center, for which a feasibility project was drawn up in 2014 by the Department of Architecture and Territory of the Mediterranean University of Reggio Calabria.⁹

As far as this second goal is concerned, the results obtained appear to be rather modest and far from the objective that was set to be achieved. The causes of the failure lie in the naivety of thinking that a city with advanced services to support a large international port could be created by transforming three rural municipalities with a total of 32,000 inhabitants into a tertiary urban center in a few years. Perhaps the idea of imagining this role entrusted to the entire plain of Gioia and, for some services, to the cities of Reggio Calabria and Messina too (Fera and De Paoli 2017), as envisaged by the QTR, was more concrete, a hypothesis that never materialized (see note 5).

6 Goal 3: The Promotion of Productive Activities and the Special Economic Zone

The last objective, i.e., how to maximize the economic benefits due to the presence of the port, is linked to the ability to transfer within the port and backport areas a series of productive activities of partial transformation of goods or complete production

⁷ TRS7 covers 33 municipalities with a total population of about 140,000; the main urban centers, with a population ranging from 12 to 20 thousand inhabitants, are Palmi and Gioia Tauro, along the coast and Taurianova and Polistena in the inland area. Its economy has historically been founded in some agricultural leading activities like olives, oranges and different fruits. The productive activity of the area was historically limited to the processing of agricultural products (olive oil) while the tertiary managerial functions were at a medium-low level.

⁸ The PIT n 19 “Piana di Gioia Tauro” was born from the spontaneous aggregation of 10 municipalities, which have a total of 86,562 inhabitants.

⁹ The WTC was designed to supply a set of basic services to companies and economic operators in general (offices, commercial spaces, showrooms, etc.). At the same time, however, the feasibility study identified a series of complementary services to link the WTC to the plain of Gioia Tauro, partly compensating for the lack of high-ranking services within the area (conference rooms, hotels, restaurants, sports plants, etc.).

cycles. On this objective, for obvious reasons, various actors are involved, to a greater or lesser extent, who are placed on a hierarchical scale, both in the public (State, Region, Municipalities) and private (companies) spheres, and each with the power to influence, even significantly, with their decisions, the process and the out-comes. Today, at the center of the regional debate on this issue is the Special Economic Zone and its ability to trigger the process of relationship between the port and the activities of the territory, which has not occurred so far.

Special Economic Zones were born as a tool to promote the development of the Mezzogiorno,¹⁰ but not all opinions agree on the idea that they represent a real opportunity for development and, in the face of those who believe that they are a very positive tool to be exploited, there are critical positions, that tend to highlight the current limits of conception and the current difficulties in making SEZ truly operational (D'Amico 2020). A position that is based on the fact that, eight years after their establishment, the Special Economic Zones have not actually taken off and there has not been the much-desired investment of capital, neither national nor international. The examination of the causes is rather complex and varies from region to region, considering that some regions have moved adequately and others, such as Calabria, have remained substantially at a standstill. We can briefly try to summarize these causes as follows:¹¹

- the regulatory regime adopted appears to be inadequate, subject to frequent amendments and additions, and conceived without an organic law regulating the entire lot;¹²
- the governance system soon appeared incongruous and unsuitable for acting efficiently and effectively, so much so that, after numerous commissioners, it was decided to establish a single SEZ for the whole Mezzogiorno;
- it has been discovered that the infrastructure and services that should have been available within the SEZ, in many cases had not yet been built or were inadequate and in a state of decay;
- even simplified procedures for the development of business activities, such as the customs single office, turned out not to be really properly working, so much so that it was necessary to intervene several times to revise the procedures;
- finally, and perhaps most importantly, the granting of a tax credit of up to a maximum of € 50 million does not seem to have attracted the attention of companies,

¹⁰ From the numerous texts that have dealt with the theme of SEZ with particular reference to the South of Italy, we can suggest: Berlinguer (2016), D'Amico (2020).

¹¹ Special Economic Zones in fact, offer some advantages for the companies namely: access to the infrastructure services made available by the strategic plan of the SEZ; simplified procedures for the development of business activities such as customs single window, etc.; the allocation of a tax credit, commensurate with the share of the total cost of the assets up to a maximum of € 50 million for each investment project; a 50% reduction in income tax for income deriving from the performance of the activity in the SEZ for companies undertaking a new initiative, a measure introduced only recently with the 2021 Budget Law.

¹² Italy is the only country in the world that, in introducing the Special Economic Zones (SEZ) on its territory, instead of proceeding with the enactment of an organic law dedicated to the complete regulation of these instruments, has adopted an unjustifiably minimal approach, dedicating ad hoc only two articles as a fundamental corpus, inserted in a broader regulatory text having a different object (the economic growth of the South). See: D'Amico (2020).

especially the larger ones, for which the application of the 10% quota would involve an investment of half a billion euros.

The success of the Calabria SEZ will depend on the choices that the Region and local entrepreneurs will make, regarding to many aspects ranging from the choice of production sectors on which to focus, to the actual infrastructural offer and the services that can be provided, to the location choices that entrepreneurs will decide on the basis of legitimate economic conveniences. In 2017, the Calabria Region drafted, in compliance with the provisions of the law, its own Strategic Plan of the SEZ (Calabria Region 2017), a complex and articulated document that outlines different possible scenarios and indicates strategies to be followed, focusing above all on the agri-food chain and metalworking activities.

7 Final Remarks

In this last part of our contribution, we intend to make some brief final remarks, focusing on the role that local communities have played in the whole affair. Obviously, in the framework that we have just outlined, in relation to the objective of the creation of the Integrated Logistics Area, as we have already said, the local communities did not have an important role in the decision-making process, but they nevertheless intervened in the debate in an active and positive way, supporting and sometimes criticizing the choices that were made by the national government or the Region.

On the contrary, the role of the local communities in relation to the objective of the construction of the Port City has been quite different; this objective has been achieved only in a very limited and marginal way, on the one hand due to the evident inadequacy of the financial resources involved, and on the other because they have been badly planned, dispersed in small interventions among the three municipalities (Gioia Tauro, Rosarno, San Ferdinando), to create urban services that are certainly very useful (some pocket parks, some parking lots, etc.), but very far from achieving the objective of supporting and promoting the role of the port. In addition, in the subsequent implementation phase of the programs, the chronic management inadequacies of the municipalities emerged and even today the planned works have only been partially carried out and, in some cases, completed and never used.

Finally, with regard to the development of productive activities in the area, based on the opportunities deriving from the port and the SEZ, it is necessary to consider the serious delay accumulated in the region in the implementation of the SEZ, since to date only one new company has been located in the regional SEZ, in Lamezia Terme. In this negative context, even in Gioia Tauro, the implementation of the SEZ is struggling to get off the ground. We have already mentioned the shortcomings in the relevant legislation and the uncertainties at national government level; we can say that the local communities of the Piana, the municipal administrations and private individuals, do not seem to have acted adequately so far, on the one hand because they have not fully grasped the scope of the opportunity that the SEZ can represent, and on the other hand because of the lack of a culture of cooperation between companies and public-private partnerships. Judging by the experience we have studied, it seems to us that there are a number of issues that need to be addressed:

- Multi-level governance has been best achieved when the different levels (national, regional, local) have cooperated with each other and acted in synchrony.
- We must overcome the mistake of considering the conception of a pro-programme and its financing as a separate moment from its implementation. A number of interesting and well-thought-out initiatives have stalled or suffered enormous delays in the implementation and realization of the works.
- The State and the Region must not think that they have exhausted their task with the allocation of funds to local communities, but it is necessary that they are “accompanied” and supported, especially technically, in the planning and implementation phase of projects.

References

- Berlinguer, A.: Porti, retroporti e Zone economiche speciali, Giappichelli publisher (2016). eBook <https://www.giappichelli.it/porti-retroporti-e-zone-economiche-speciali-9788892114319>, last accessed 2023/11/22
- Bettini, V., Campeol, G., Ziparo, A.: Una centrale senza pianificazione, F. Angeli ed., Milano – Roma (1984)
- Daamen, T.: Sustainable Development of the European Port – City Interface, paper presented to the International Conference of ENHR (European Network for Housing Research) Sustainable Urban Areas, Rotterdam, 25–28 of June 2007. <http://www.enhr2007rotterdam.nl/documents/W19paperDaamen.pdf>, last accessed 2023/11/03
- D’Amico, M.: Perché in Italia non decollano le Zes. (2020). <https://formiche.net/2020/02/zes-damico-zone-economiche-speciali/>, last accessed 2023/11/03
- Deandreis, M.: La nuova centralità del Mediterraneo, Il Sole 24 ore, 26/09/2017 (2017)
- Fera, G., De Paoli, R.: Gioia Tauro: the Harbour without a city port. In: Portusplus, vol. 26, RETE Publisher, Venice (2013)
- Fera, G., De Paoli, R.: Il porto di Gioia Tauro e l’ Area Metropolitana dello Stretto: dinamiche di sviluppo integrato. In: Urbanistica, n. 159, INU ed., Roma (2017)
- Fera, G., Ziparo, A.: (eds.): Pianificazione territoriale paesaggistica e sostenibilità dello sviluppo. Studi per il quadro territoriale regionale della Calabria, Franco Angeli ed., Milano (2014)
- Regione Calabria: Piano di sviluppo strategico della Zona economica speciale della Calabria, Catanzaro (2017). <https://www.agenziacoesione.gov.it/wp-content/uploads/2019/09/Piano-Strategico-Calabria.pdf>, last accessed 2023/11/17