

Metrex 10th anniversary

Looking back /Looking forward

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Emilia-Romagna Region in Italy



The town- centre of Bologna



Some statistical data

- 9 provinces
- 341 municipalities
- Population: 4.151.369;
- 7% of the Italian population
- +1,2% annual variation thanks to immigration
- High elderly tax: regional elderly index is 192,9 while national index is 131,4.
- Area: 22.000 square km;
- Enterprises: 300.000 of which 150.000 artisan;
- GDP: 100 billion euro.

Economic system features

- Developed and consolidated “production districts”: the original "Emilia-Romagna Model", characterised by a widespread and highly active system of small and medium-size businesses;
- Co-operation and mediation, developed over the years, between representatives of Local Authorities and private business operators, represented by trade and business associations;
- Important economic activities in tourism, culture, leisure, entertainment and media;
- 4 fairs centres of which the most important, Bologna, is the second in Italy and the fifth in Europe.

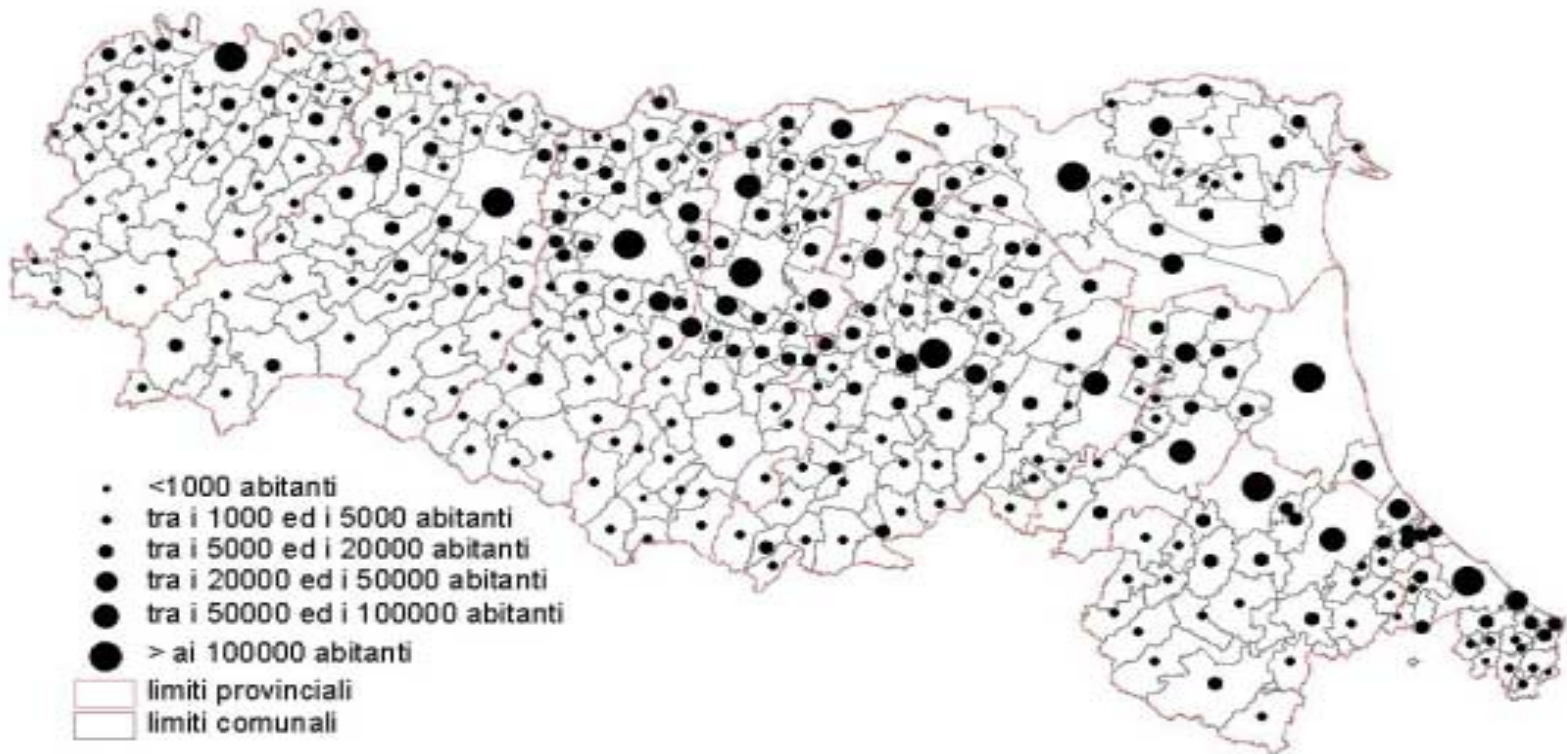
Production system

- Point of excellence both in agricultural and industrial clusters
- Advanced R&D in motor and mechanics (Ferrari, Ducati, Maserati, Lamborghini, etc...)
- Related production and service clusters
- High quality agriculture and agro-industry in the whole region
- High level of export rate
- Low rate of unemployment

Seven features of Emilia-Romagna

- A polycentric network of historical towns
- A bridge between Western Europe and the South East Mediterranean Sea
- A good quality of life
- A strong economy based on SME's and services
- A tradition of open culture and civic values
- Many and qualified universities and research institutes
- A tradition of taste and hospitality

Polycentrism in Emilia-Romagna



Land planning system in Emilia-Romagna

- Regional landscape and heritage plan (1990)
- Regional spatial plan (1990)
- Regional transportation plan (1998-2010)
- 9 Provincial spatial plans (1997-2003)
- Municipal structural plans
- Bologna structural plan (2005)

Main infrastructures realised in the last decade and under construction

- Improved airport capacity and runway extension for intercontinental flights
- Beginning of the building of High speed train Milan-Bologna-Florence and of a new Bologna railway station
- Doubling of the highway Bologna-Florence
- Improving of the highway ring-road of Bologna
- Renewal of the suburban metropolitan railways

Emilia-Romagna and Metrex

- Emilia-Romagna Region is one of the 15 founders of Metrex;
- It took part in all meetings and conferences and in the two projects InterMetrex and PolyMetrexPlus;
- It hosted a meeting and the workshops of InterMetrex and PolyMetrexPlus;
- It played an active role in the network development and in the exchange of knowledge and experiences with other European partners.

Looking back (1)

There are important aspects of the past decade of Metrex that will be relevant also in the future:

- The building of a practitioner community of spatial planners at metropolitan level
- The continuity of the activities during the years
- The activities have deepened all the main issues regarding the role and the development of the metropolis

Looking back (2)

- An important aspect of the Metrex activity is due to the fact that the deepening of the planning at metropolitan level has been developed starting from the concrete experiences and best practice of urban governance carried on by the associated regions
- To know the work, the methodologies and the outcomes of the other partners enabled us to evaluate our planning system and approach and recognise both critical and positive aspects

Focus findings for the metropolitan planning

- To have a long term strategic vision joined with an effective planning/programming system able to reach the fixed goals
- To define the political options of the metropolitan planning in the frame of a European vision through the analyses of the region positioning in the European relations and context
- To share the options of the planning process with all the local social and economic stakeholders

Looking forward: Emilia-Romagna main challenges for the future

- Social cohesion and integration in the urban areas
- Urban congestion and pollution
- Mobility among the towns of Emilia-Romagna
- Lack of public financial resources
- Safety and security in the towns

New projects for mobility and innovation in the metropolitan area

- “People mover” to connect the Bologna railway station with the airport
- First metro line between the fair and the Bologna historical centre
- New highway ring-road around Bologna
- New light tramway in Bologna
- Bologna “Town of innovation in Europe” through the creation of a new technological laboratories pole

Looking forward

The proposals for the future activity of Metrex:

- Socio-cultural integration of the immigrants
- New models of metropolitan governance
- Infrastructures as a factor for competitiveness
- Structural Funds 2007/2013

Socio-cultural integration

- The socio-cultural integration of the immigrants is one of the crucial challenges for the European metropolis in the next decades.
- To cope this challenge it is necessary to develop a set of integrated policies in the fields of education, employment, housing, security.
- At this regard the spatial plan and the metropolitan governance may and must give a relevant contribution.

New models of metropolitan governance

In a phase of public financial resources lowering, it is necessary to develop new models of metropolitan governance, able to increase the involvement of private investors and to enhance the role of the public/private partnership

At this regard it is important:

- To innovate and to improve the role of the public sector and specifically for the activities of planning, negotiation, safeguard of public interest and control of the process and the outcomes.**
- To reduce the factors of uncertainty that may threat private investors and to short the time requested for the implementation of the procedures.**
- To meet the involvement of the stakeholders to the need of shorting the times of the procedures.**

Infrastructures: a factor for competitiveness

Today in many metropolitan regions of the UE (and Emilia-Romagna among these) the infrastructures inadequacy represents an hindrance for the development and competitiveness.

The great metropolitan clusters present relevant problems of inner and external connectivity and of accessibility to the city centres. It is necessary an approach able to integrate the different system of transportation both public and private, and a better integration between transport and spatial planning.

Structural Funds 2007-2013

One of the main task of Metrex in the future should be an action of lobbying on the European institutions in order to increase the consideration of the problems and the issues of the metropolitan areas.

Specifically the Network has to try to intervene on the UE Commission decisions regarding Structural Funds 2007/2013.

A fundamental goal has to be to present (and to obtain the financing of) new network projects.