### Investing in Europe's Regions and Cities

Public and Private Partners for Growth and Jobs







Experiences of public-private partnerships in the Euromediterranean relations and in the Po Valley, promoting a more balanced European territory

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# PolyMetrexPlus project's objectives

To contribute at a balanced and sustainable development of the EU trough effective polycentric metropolitan relationships based on a complementarily and co-operation.



# Connectivity factor for competitiveness

- Investments in transport infrastructures and a better connectivity are preconditions for economic development and a crucial factor for competitiveness
- Connectivity at global scale
- Connectivity among the European metropolitan areas
- Connectivity as urban accessibility

## What do we mean with the word "connectivity"?

- Infrastructural connectivity
- Economic connectivity
- The connectivity for information and communication
- Socio-cultural connectivity



# The relationship between cohesion and territorial rebalancing policies and the Lisbon Strategy

- A more balanced and integrated Europe is more competitive at global scale
- The spatial and strategic planning at metropolitan level can give an important contribution to implement the Lisbon Strategy

## Strategies and key factors to rebalance the European space

- The role of peripheral and semiperipheral metropolis
- The role of towns clusters
- The role of the main corridors
- The role of the proximity and border areas



### Why Public/Private Partnership?

- To improve the connectivity it is necessary to plan and implement great infrastructures, transportation knots, logistical platform, related ICT systems;
- To do this, relevant investments are necessary and today the public institutions often do not have the financial resources;
- Public/Private Partnership represents an important way not only to build and manage the infrastructures, but also to project them and to gather all the actors who may be involved;

# The PPP as instrument that combines effectiveness and public interest safeguard

- The involvement of private investments introduces elements of effectiveness typical of the enterprises, while the presence of the public bodies assures the safeguard of the public interest;
- Effectiveness means defined times of realisation and reduction of costs;
- The new role for Institutions needs the improvement of the professional capability of the public officials

#### The PPP: key issues

- How much is it important to have common European rules in the PPP for infrastructures?
- How to create a real, effective and transparent market of private investors in infrastructures?
- Which tools are necessary to rule the private investors market?



#### The PPP in Italy: some data

 In 2005 the Italian government approved public works for an amount of 54 billions euro, of which 20 billions already available. Of these 10 % will be financed by private investors;

 The agreements between public and private actors are near 300 for an amount of investments of 63 billion euro of which 17% of private resources

# Public/Private Partnership and institutional framework: the role of the interistitutional agreements

- Private investors ask for a sound institutional framework, to reduce the risk of investments;
- In a situation of institutional fragmentation and public financial uncertainty, interistitutional agreements about infrastructure planning, financing and implementation are very important and constitute the bases for the development of the PPP;
- At this regard there is an important experience in the Bologna metropolitan area

### An experience of interistitutional agreement: "Bologna metropolitan town"

- In August 2006 Emilia-Romagna Region, Bologna Province and Municipality signed an agreement for the "Bologna metropolitan town";
- The agreement contains the common and shared options and choices of the three levels of government.
   This fact strengthen the set of development project of the Bologna metropolitan area;
- Thanks to the agreement it will be possible to find the financial resources 147 million euro necessary to implement the projects that make Bologna able to play a relevant role in the European scenery

The agreement represents a common vision of the three institutions regarding objectives and procedures with the aim to assure in a short time the realisation of some projects fundamental for the city development in the sectors of infrastructures and transportation (connectivity), of research and technological innovation (competitiveness) and culture.



#### The transport system

Bologna constitutes the main knot at regional level for transportation by road and rail.

The agreement concern:

- High speed train Milan-Bologna-Florence
- Metropolitan and regional railway system
- New connection Bologna Station and Airport: "People mover"
- Airport enhancement

#### Research and innovation

The agreement aims:

- to strengthen the research structures situated in the metropolitan area and to coordinate them;
- to set up better relations between University and local SME's;
- to develop the fair in his role of promoting the regional production system.

#### **Culture**

- In Bologna exists a cultural network constituted of museums, university, research centres, theatres, media.
- The agreement aims to enhance the relationship among the different bodies and to create a pole of culture, communication and creativity, with a relevant role of private resources

# The main outcomes of the first phase of PolyMetrexPlus

The first two years of PolyMetrexPlus project identified several interregional and international areas and corridors in which to develop specific activities able to enhance the territorial cohesion, to improve connectivity and to contribute to reach a more balanced European space (RINA's).

Emilia-Romagna and Veneto Regions have developed two of these RINA's:

The Euromediterranean relations

The Po Valley Spatial Vision



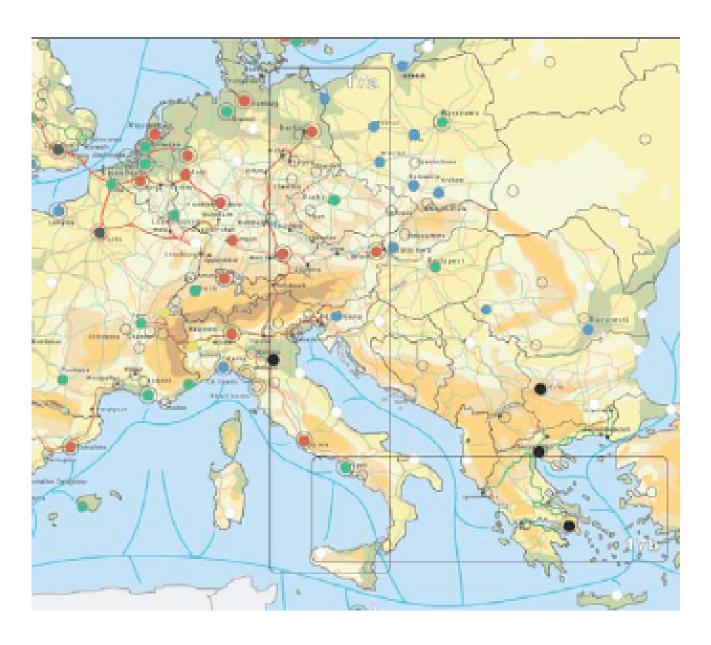
# The RINA Euromediterranean Relations: The Corridor 1 and the linking with the Aegean, Adriatic and Meridian Corridors

General purpose: To identify the opportunities offered from the metropolitan areas located along the Corridor 1, in the Central Mediterranean and the Aegean area, and along the interconnecting communications, in order to develop stronger links between the GIZ and the Mediterranean regions.

**Lead Partners**: Emilia-Romagna and Veneto Regions

Partners and contributors: Athens, Thessaloniki, Naples Province, Malta

#### **Euromediterranean relations**



### **Euromediterranean Relations**What will the RINA do?

- To strengthen the Corridor 1 in order to develop the euromediterranean relationships and to increase the connectivity with the GIZ
- To strengthen the role of the metropolitan areas placed along the Corridor 1 and particularly those that connect it with other European Corridors
- To develop the logistic knots and the "Sea Highways"



### **Euromediterranean Relation**What will the RINA do?

- To connect the South basin of the Mediterranean to Central Europe allowing the continental productive system to reach the new African and Middle East trade markets
- To increase the connections of the Euromediterranean Corridors with the crossed territories
- To individualize and to involve the actors and the stakeholders able to contribute to the project



### **Euromediterranean** relations





# La RINA Euromediterranean relations in the framework of the EU policies

- This RINA study finds an important reference in the connectivity and proximity politicies of the European Union and the area MEDA
- This RINA Study will connect through strategic planning of the Mediterranean. The European Neighbourhood and Partnership Instrument (ENPI) which recalls the euromediterranean countries to a politicy of strong convergence and coalition on the objectives of development related to the strategic themes for the competitiveness and the cohesion

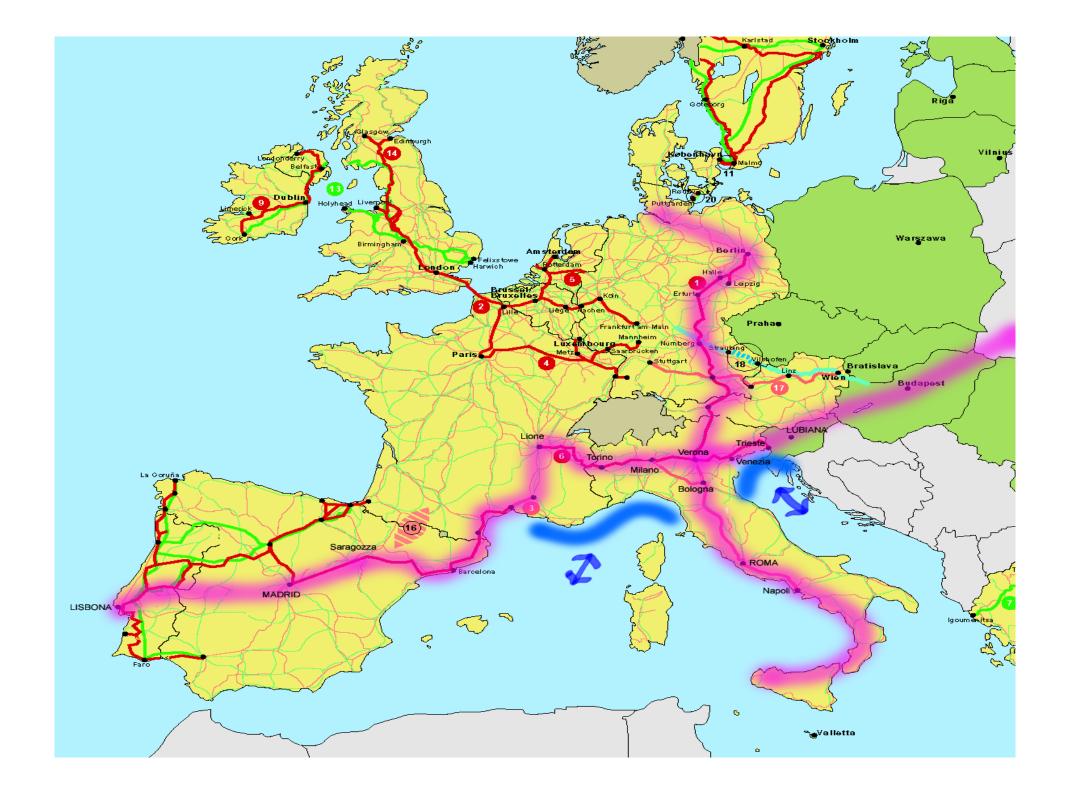
#### The centrality of Mediterranean area

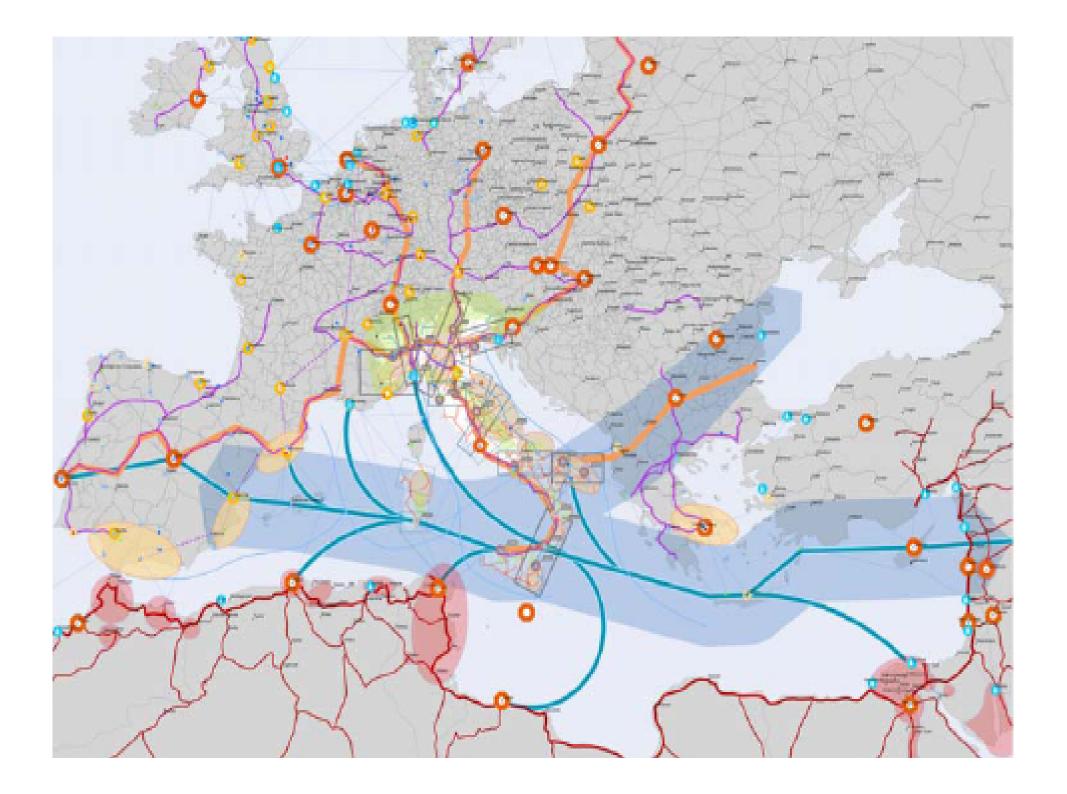
Today the Mediterranean sea constitutes a relevant geo-political chess-board in the external relation of EU:

- on one hand it is a critical area, not only of infrastructural character, but even of political, culture and religious nature
- on the other hand in the last years it has gained the role of intercontinental platform towards the far eastern markets

### Europe is not an island

- The role of the peripheral areas can be easier understood looking at Europe not as an island, but as a continent located inside a wider context constituted of other continental areas with which the relations are strong and will develop more and more in the future.
- In this view it is clear that the Mediterranean towns and areas are not condemned to marginality, but it can play a meaningful role as more as the European Union will be able to promote more intense political and economic relations with the neighbouring countries.





#### A PPP experience

#### "People mover" between railway station and airport

- Bologna is an important knot located on the Corridor

   The central railway station of Bologna is a very important interconnection of 8 lines, of which 5 of national relevance.
- Bologna airport is among the main five Italian airports,
   with international and intercontinental flights.
- A fast and a frequent link between the railway station and the airport is one of the major project of Bologna town.

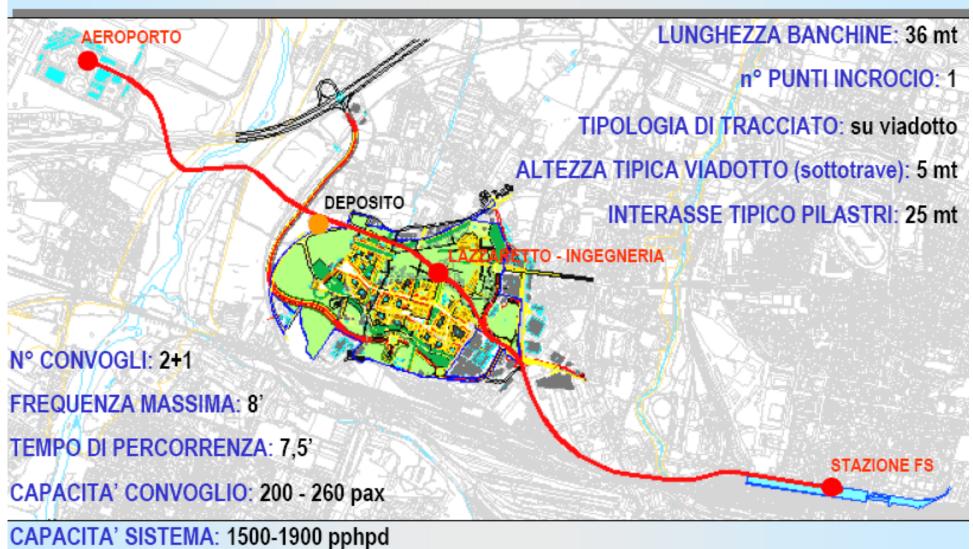
#### The "People mover"

- In ten minutes the monorail will connect the airport and railway station.
- It will be realised with public and private resources trough project financing methodology.
- The public resources come from Municipality, Province, Region and Chamber of commerce.

#### PROGETTO DI PEOPLE MOVER AEROPORTO - STAZIONE FS: IL TRACCIATO

LUNGHEZZA TRACCIATO: 5016,45 mt

n° FERMATE: 3



### The RINA Po Valley Spatial Vision

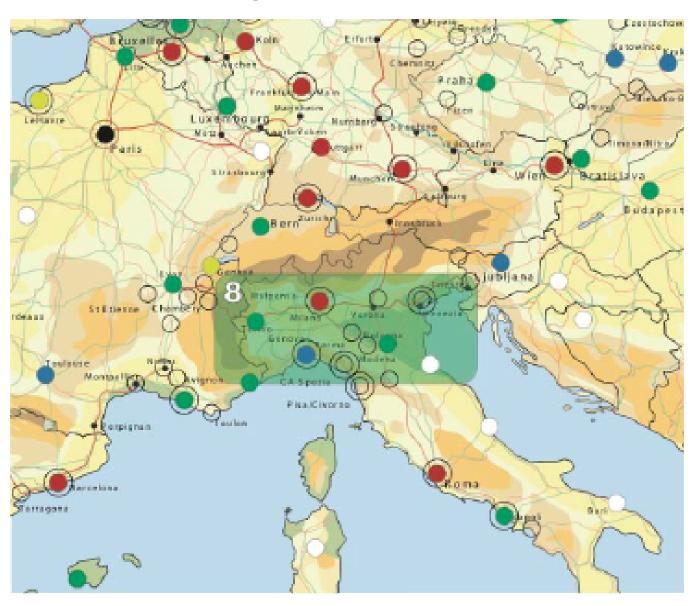
General purpose: To define a vision of the spatial and economic system of the Po Valley area paying attention to the different localisation models and to the problems existing in the transport system in order to highlight the role that this area can play for a rebalancing, in polycentric way, of the European territory

**Lead Partners**: Emilia-Romagna and Veneto Regions

Partners and contributors: Lombardia Region, Torino Province, Local agencies



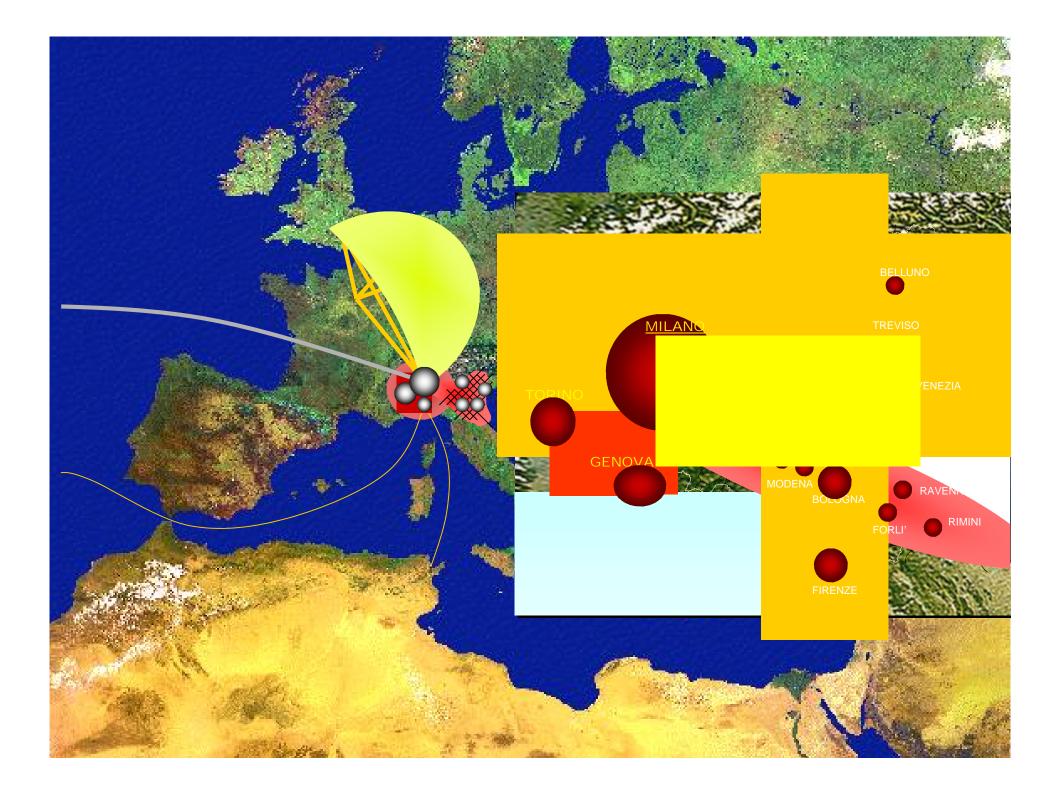
#### Po Valley Spatial Vision



### Po Valley Spatial Vision What will the RINA do?

The study will evidence that this area, thanks to its geographical position, can serve as a bridge across Central-East Europe and other peripheral European areas.

In this context, a particular attention will be paid to the opportunities offered by Corridor 5 and by the infrastructures and logistic centres connected to it.



### Po Valley Spatial Vision What will the RINA do?

- To create a spatial vision of the area with particular attention both to the inner connectivity - in order to evaluate the integration deficit - and to external connectivity, in order to improve the relations with the GIZ and other European areas.
- To identify the main actions aimed to strengthen the role of this area, involving the actors who operate on these topics (transportation agencies, fairs, logistic operators, etc.)

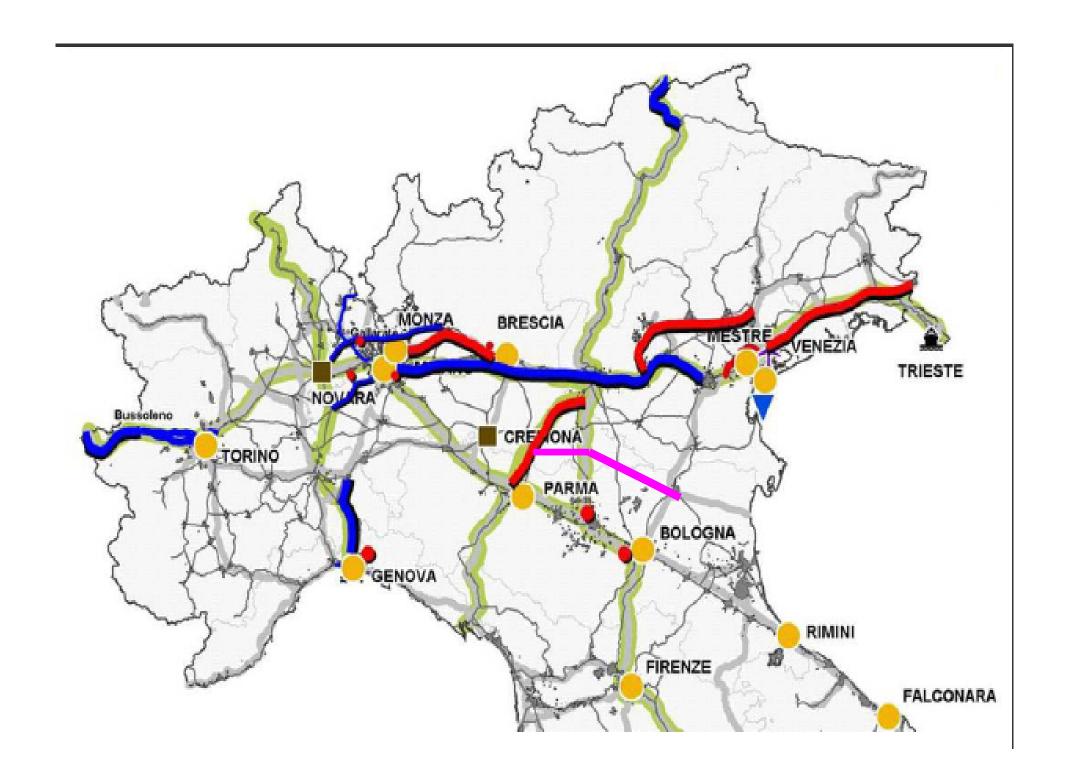
### The internal connectivity

- The relations of a town with its hinterland.
- The relations among different towns inside a polycentric metropolitan system.
- A polycentric system is effective if the towns are well connected; if not polycentrism risks to become a sprawling factor.

### The external connectivity

- The Po Valley is well connected with the GIZ.
- It is necessary enhance the connections with the Southern France and Eastern Countries.
- Corridor 5 represents the main link.
- An important branch of Corridor 5 is constituted of the connection between Milan and Bologna (railway and highway) and a new highway named Cispadana.





## The "Cispadana" as practical example of PPP

- Emilia-Romagna Region planned "Cispadana", the first Italian regional highway.
- The project is part of the strategic objectives planned to enhance the European national infrastructure network (TEN).
- After the planning and the feasibility
   assessment, the Region issued a call for bids
   to search a private subject able to finance,
   implement and manage the highway.

## The "Cispadana" as practical example of PPP

- The cost of the highway is 1100 millions euro.
- Emilia-Romagna region will contribute with 30% of the total amount in 10 years.
- The PPP adopted methodology is the project financing.
- An agreement among the Region and the Provinces crossed by the highway has been signed to define the procedures of planning and realisation.



### Integration between the metropolitan areas of Milan and Turin

In the view of the Po Valley Spatial Vision 3 relevant projects enhance the integration between the metropolitan areas of Milan and Turin and the connectivity of the Po Valley in the European context:

- High speed train Turin-Milan-Bologna.
- Development of Malpensa airport as an intercontinental hub and improvement of its connections with Milan and Turin.
- Logistic settlement of Novara at the cross of Corridor 5 and Two sea corridor.