

Summary

Leandra D'Antone
The bridge, the South, Europe

Even though the first plans to connect Sicily to the Continent date back from the second half of the 19th century, projects concretely dealing with the numerous difficulties associated with such a gigantic infrastructure were worked out only over the last decades. The current European cohesion policies aim at overcoming the long ingrained problem of numerous regional resources being structurally underexploited. But, any effective solution of the said problem requires that local productive networks are first connected with the global ones. The transportations system of the Italian southern regions should be radically reorganized in order to fill the gap that currently divides those regions from the rest of Italy and Europe. The infrastructural reorganization should be carried out also bearing in mind the global debate on environmental issues. Particularly, the goal of scaling down the more polluting motorway system in favor of the less polluting railway system should also be taken on. In the case of Sicily, a stable connection to the Continent might increase its touristic and entrepreneurial appeal as well as the export of its products. Thanks to an innovative administration, a study of feasibility is now ready in which the two alternative solutions are analysed and the availability of private funding has been verified. The Sicilian Bridge represents a fraction of a wider plan of material and immaterial connections, an example of good public administration and of politics able to catch up with its commitments.

Oswaldo Pieroni
Cancelling the places and the memory

The author carries out one strongly critical reasoning against the plan of the Bridge on the Strait of Messina. The bridge appears useless

from the point of view of the economy, obsolete regarding the modern systems of transport. It appears harmful and dangerous from the environmental point of view, changing irreversibly the landscape, the ecosystems and introducing new risks in already geomorphological and geophysical vulnerable areas. The plan of the bridge is linked to a cultural model of development that is inadequate and harmful to Southern Italy and berthed to a linear vision of the development and the progress, than it does not hold account of the social transformations, the local material and cultural resources and the new context of the globalization. From an ethical and aesthetic point of view the plan of the bridge prevents to the future generations memory and enjoyment of one of the more important places in the history of the Mediterranean.

Domenico Cersosimo, Domenico Gattuso and Salvatore Orlando
*Beyond the Bridge. Transport infrastructures in Calabria
between material abundance and poor quality*

Calabria has at present an appreciable stock of transport infrastructures. These infrastructures, however, are weakly integrated each others and are characterised by a low functional quality, so they have a modest impact on the regional economic development.

Fabrizio Barca and Gaetano Fontana
Connecting Sicily to the Continent. A way of taking a decision

The public administration's evaluation of the realization of the Messina Bridge is extremely innovative in its methods. Such evaluation is based on a study of feasibility carried out by an advisor selected through a call for tenders. In the study of feasibility the project of the bridge is confronted with that of the multi modal transportation system. The impact on the economy, on the transportation system, and on the environment has been analyzed. On the basis of these data, a process of clear communication between the public authority and the market can take place. This has created the conditions for taking a rapid and operative decision. The public administration has offered to construct its model of intervention upon the market's response. The result is a process capable of connecting the choice of solution to the development of the area. Such process can be taken as

model of decision making for public administration in its whole.

Agostino Nuzzolo
The transportation system

In this paper, the author presents transport analysis carried on within the Advisorship of feasibility study of «connections between Sicily and the Mainland». Firstly, values of the current traffic flows, both for passengers and freights, from and towards Sicily, are presented outlining the shares crossing the Straits; then, last years trends of traffic flows and critical points of the existing crossing system among Messina, Villa San Giovanni and Reggio Calabria are described. Under the hypothesis of «low» or «high» economic growth in Southern Italy, travel demand forecasting, as well as the relative shares among different transport modes, are presented. As in the «high» growth scenario the realization of the interventions already planned to improve the actual crossing system, is not adequate to the traffic flows, starting from the analysis of the critical points outlined, the interventions which is possible to undertake in order to prevent them are exposed, and two alternative solutions, i.e. the Bridge or the infrastructural and logistic improvement of the crossing system by ferries, are presented and discussed.

Francesco Karrer
The environmental impact

The author describes the activity of the international advisory board, which he was part of. Of this quite complex activity, he illustrates the part related to the analysis of the environmental profile, both physical and cultural. He underlines the methodological aspect (VAS and SIA), as well as the impact on various environmental components of the two different solutions: the one that privileges ferrying, and that of the bridge. The author also underlines the cultural importance of connecting Sicily to the Continent, thus the necessity of finding adequate solutions characterised by high standards of planning, building and management, and by measurements of reallocation. For this reason, he suggests that the intervention in the area be accompanied by a vast ecological project of urban regeneration.

Pierluigi Matteraglia
Other bridges

International experience and in particular that Danish in the realization of great fixed connections has been taken to reference for a series of reasons between which: the total dimension of the works, the resource to the financial market for their realization, the importance of the environmental implications and the modality of the solution of the impact problems. It is emphasized like impact acceptability has been in all the examined cases, decisive for the start of the jobs. It is described and evidenced wide with which procedure, in the Oresund case, the agreement between the Governments Danish and Swedish has carried to the definition of solution zero that consists in the reduction to zero of the impacts on the environmental members those are responsible of the equilibrium of the reference ecosystem.

Ada Becchi
About the bridge

The paper starts from a general overview of the Italian public works policies (specially during the 80s) and their considerable limits. It runs through the difficult process which led, since the 60s, to single out a specific project of the Bridge on the Messina straits, the project that the present Italian Government announced some months ago to be built. It discusses the public works policy of this Government showing as it proposes the recovery of the worst aspects of the policies of the past. It analyses the Bridge project and values it as suited to improve the characters of the railway connection, but unable to getting actually over the gap between Sicily and the rest of the world, with its fearful costs.

Marco Guido Ponti
The analysis not performed

No cost-benefit analysis has been performed on the project of the new and much-debated Messina suspended bridge, one of the main investment in southern Italy. This sounds peculiar, and more so since it was well known in advance that the transport-related benefits were

limited, and that result was considered rather unpalatable by the local and national politicians. The problem is related with the transparency of the decision-making process: it is obviously possible to build the bridge for its image, or even for its technical content. But disguising this decision under rather questionable accounts of «economic impacts» that can well result positive for any public expenditure, without showing the less favourable outcome of the dominant straight-forward analytical tool, seems less acceptable. Finally, the results of a basic cost-benefit analysis, performed using the official data, are presented and discussed.

Rocco Sciarrone

*And the Mafia, will it just sit and watch?
The Bridge on the Strait and the crime risk*

The article deals with the question of crime in connection with the projected construction of the Bridge on the Strait of Messina. A wide-ranging case history involving the context in which the project is to be carried out shows that the crime risk is quite well-founded. As a matter of fact, this is an area marked by a heavy presence of the Mafia. In particular, it is necessary to point out the ability that the Mafia groups have shown in getting to participate in the big public contracts. The crime risk is examined by taking into consideration, on one hand, the technical features and the degree of «vulnerability» of the projects, and, on the other hand, the criminal history and the behaviour pertaining to the Mafia groups in the area. Of course, this is not to imply that the decision on whether to construct the Bridge can be made based on the Mafia risk. It would be naïve to address the question in such terms. As a matter of fact, the crime factor is just one of the elements that must be taken into account towards an overall evaluation of the project. However, it would also be naïve to ignore the Mafia risk, to pretend that it does not exist, to say that it cannot be assessed or, even worse, that it cannot be eluded.

Massimo Lo Cicero

Project financing

The paper shows which is the difference between corporate and project oriented finance. The roots of the Theory of Firm are conside-

red together with the analysis of public good and the origins of behavioral finance. A case study is remembered: the transformation of private finance initiative (PFI), originally an UK Governmental task force, in Partnership UK, a company born from a joint venture between the UK Govern and some financial institutions. The author consider the project financing a challenge to the financial market failure in producing public goods and infrastructures. The job framework is the new institutional economics created by the seminal lessons of Coase and Williamson.

Francesco Chiarello, Nicola Martinelli and Gianfranco Viesti
The transformations of a Southern city: Molfetta

The main social and economic changes which affected the Apulian coastal town of Molfetta in the last decades are examined in this paper. In the 90s, the decline of an urban growth largely dependent on external resources (basically coming from remittances of emigrants and public transfers) surely caused serious strains to the city but, at the same time, led it to explore new ways for the prosperity. The search of Molfetta for a new pattern of urban development is made up of points of strength and weakness, opportunities and constraints. These elements are identified and discussed in the final part of this paper.