



Analyzing system gives back a wide range in quantity and variety of issues and information available. Main focus is on infrastructural system nationwide. Our survey carefully focus on matters and troubles which new infrastructures create at local level.

It make a point of laws and normatives, rules that regulate the infrastructural net development in European countries.

As concern an analysis of new infrastructure increase, we have point out how different roles may interact. That is, how citizens can influence the action of the plaintiffs that actually has decisional power in ruling the system.

We map foremost critical areas nationwide. For each zone we identify main plaintiffs and their thinking.

# Transport System

## *Italian Infrastructure*

### HYPOTHESIS

**TRANSPORT SYSTEM IS TIGHTLY BOUND WITH HIS HIERARCHICAL STRUCTURE. MAIN DUTY IS TO INFORM CITIZEN ABOUT MANAGEMENT LEVEL DECISION. TOOLS WILL BE GIVEN IN UNDERSTANDING PRESENT STATUS AND NEXT APPROACHING DEVELOPMENT, IN ORDER TO IMPROVE HIS OWN WAY OF BEHAVING.**

### FRAMING

**INTERFERENCES ARE UNAVOIDABLE. OTHER SYSTEMS ARE BOUND IN A CLOSE CONTACT WITH TRANSPORTS: POLITICAL, ECONOMIC, ENVIRONMENTAL AND SOCIAL SYSTEMS. WE LOOK INTO THEM SOLELY TO POINT OUT THE ACTION THAT ARE RELEVANT IN TRANSPORTS.**

### GRAIN/SCALE

**WE REFER TO ASSOCIATIONS, GROUPS OR CORPORATIONS TO GAIN THE MINIMAL GRAIN IN CHOOSING THE INFORMATION. AS MAXIMUM GRAIN, WE CHECK INFORMATION REGARDING TO MINISTRIES, DEPARTMENTS AND GOVERN. THUS, SCALE IS NATIONWIDE. WE TAKE CARE OF EUROPEAN NORMATIVES AND DIRECTIVES.**

### N° OF ELEMENTS

Italian transport infrastructure is the result of both economic and political interests, social needs and legal boundaries. Elements we look into are public administration, parties, private investors, both management and control administration, maintenance staff, planning and building groups, stakeholders and environment.

### DYNAMICAL INTERACTION

Elements interact in different layers: active stakeholder interact with infrastructural management, with people involved (not only user) and administration. Public administration, then, interact with parties, investors, management and users at a different level. Finally, investors interact with parties and public administration...

### RICHNESS OF INTERACTION

Each element affects and is controlled by system, relationship multiply layer by layer. A simple haulier business wishing generate value interact with indeterminate elements: infrastructure (road status, maintenance, traffic...), management, legal issue, environment, police...

### NON-LINEARITY

non-linearity is the behaviour of the contract. The logical process in submit tender never rely on temporal one. Various steps simultaneously proceed: so, modification occurred on last step may affect (or nullify) even the initial.

### SHORT VS. WIDE INTERACTIONS

Meeting between parties involved in "services conference" is limited to a tiny number of plaintiffs: planning companies, ministry for the environment, management for the infrastructure, municipalities, provinces or regions involved. Citizen, usually the ultimate user, are out and their sole way to interact is act in association or committee, putting pressure on municipalities.

### RECURRENCY

Every action effects may send back on the same element (feedback) in both direct and indirect way, merely positive or negative. If government decided investments in increasing railway goods transport, on one hand it would satisfy european directive and caused the decrease in road transport. On the other side it would reduce selling vehicles and would cause concern in manufacturing industries.

### OPENNESS

Transport system is open and his boundaries are difficult to set. It deal with economic issues, political and social matters non exclusively belonging to modified region. It is influenced by systems that, almost in appearance, have no direct relationship with transports.

### FLOWS & EQUILIBRIUM

System is instable and far from equilibrium. Where a not dynamic situation occurs system lose his own basis and there are fixed situations, as we can see in motorway Salerno-Reggio Calabria maintenance and building.

### HISTORY

System status is the sum of various changes and fluctuation undergone during time. A working in progress status live off lots of obstacle, interests, interferences, normative changes. They all that force works in modifying while building, usually works need to start again or be planned again.

### PATTERNS OF INTERACTION

Each element doesn't know all modality of interaction as a whole. Nor it has a "global vision" over system, but it deal with other elements taking care of its own issues. Municipalities an central government act rely always on their own business or interests. Lacking an utopic "global knowledge" even in each single issues, they will only propose solutions hardly coincident. There is no common deal.