



From global goals to local development: the role of regional plan for sustainable urban mobility

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Abstract

Sustainable development is one of the great challenges for the future of cities. The public authorities have the role of accompanying cities towards sustainable development and should promote territorial policies that guarantee both economic growth and environmental protection. In this way, they assume a central role in the glo-cal process from global goals and local development.

Calabria, as regional public authority, through the Regional Transport Plan, has defined the transport and logistics policy including urban areas and indicating interventions to go towards sustainability. These include city logistics, limited traffic zone and other measures. The interventions aim to contain polluting emissions and transport costs, to promote safe mobility and to improve accessibility.

The experimental process has involved citizens, researchers and local authorities in an integrated approach also aimed at linking different roles. The example of Calabria provides information to technicians and policy-makers of general application in all other European regions.

Keywords: Urban areas; Planning; Sustainability; Regional Transport Plan; Agenda 2030

1. Introduction

Sustainability is one of the key-concepts of the city governance and it is a central topic in the transport sector that must be green, with zero environmental impacts and accessible to everybody from a social and economic point of view.

To pursuit sustainability in a real city development, specific theories have been development and specific rules must be given (*Faludi, 1973; Healey and Williams, 1993; Friedmann, 1998; Meyer and Miller, 2001; Hall, 2002; Allmendinger, 2009; Anthopoulos and Vakali, 2012*), generating a circular process. The mechanism that represents the relation between development theories and rules for a city can be schematized as in figure 1 (*Russo et al., 2016*).

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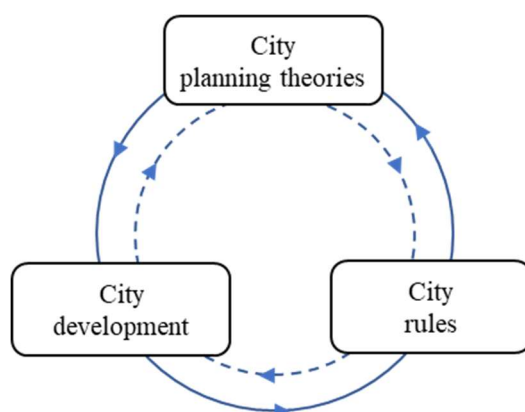


Figure 1: Planning circular processes
Source: Russo et al., 2016

Each element of the main process evolves on different territorial levels from global to local: international, European, national, regional and city (*De Luca, 2000; Russo and Rindone, 2007; Cascetta et al., 2015; Russo and Comi, 2018; Russo and Pellicanò, 2019*). Each level communicates with the others without the need to respect the direct sequence, for example, the international level can relate directly to the local level. The process presented in Fig. 1 can be evolved inserting the different territorial levels of decisions (Fig. 2).

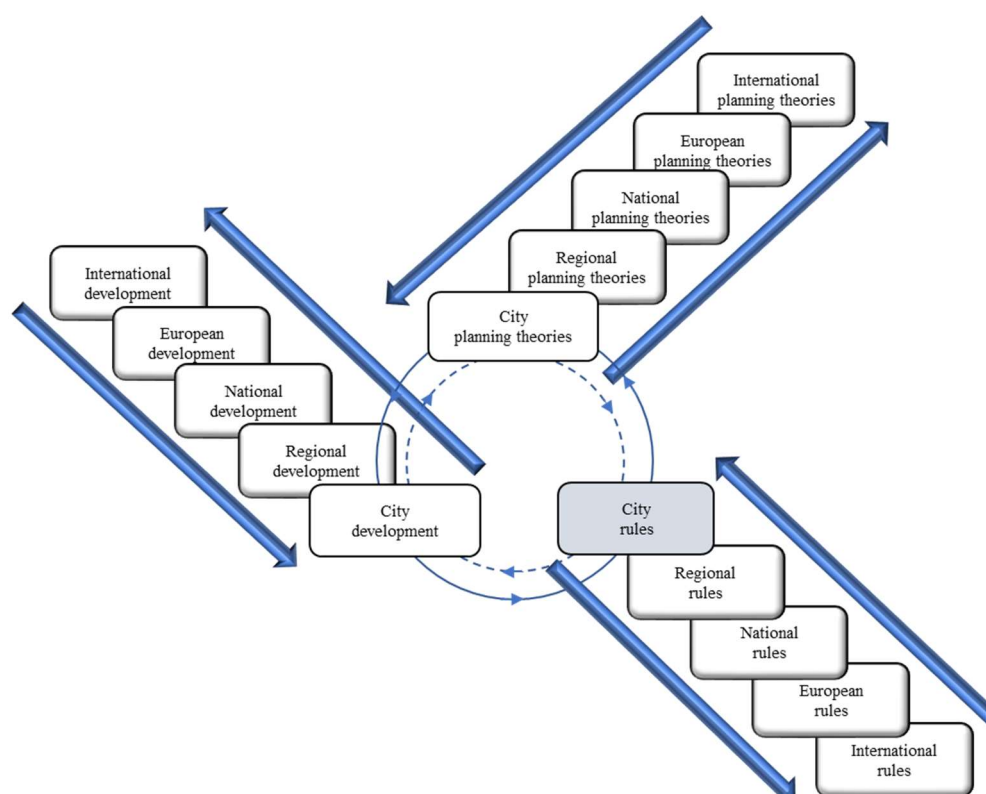


Figure 2: Planning process with different territorial levels

This paper focuses on the process regarding the rules at regional level, that impact at city level. The problem emerging from the proposed work is related to how the regional

and national rules are linked to international goals. Today, this is a problem representing a bottleneck that does not allow the full development of interaction of global and local planning.

The absence of a well-defined link between one level and another is evidently and only a strong choice of the Executive of each level gives the possibility to pursue the sustainable goal (Russo and Pellicanò, 2019).

This link is crucial for the citizen, local administrators and local entities; it is on the basis of the researcher's activities to formulate theories, and technicians to operate on the rules.

The paper presents the experimental process developed in Calabria, that is a Region in the Southern Italy. The paper refers to the transport and logistics planning process of Calabria, the Regional Transport Planning (RTP), and investigates on the link with the global goals of sustainability and the local development and rules, underlying the role of the regional plan between the national and the local levels (*Russo and Rindone, 2021*). The RTP includes urban mobility as one of the objectives for achieving the plan goal of sustainability. The aim is to be able to pursue sustainability, also in urban areas, in accordance with sustainable development.

In the paper, after the introduction, two sections are presented; in the section 2 the link between global institutions and regions that could be built is presented; in the section 3 the link between regions and local authorities is discussed presenting the results obtained in Calabria. Finally, in the conclusion, main terms are recalled and some indications for future works are given.

2. The link between global goals and regional plan

The UN Agenda 2030

The concept of sustainable development dates back to the late 1980s when there was a first attempt by the World Commission on Environment and Development (*WCED, 1987*), to give voice to people's present and future needs.

Sustainable development involves multiple aspects of an individual's life and takes the concrete form of economic well-being, social equity and environmental quality; three primary conditions, essential and closely related, to guarantee basic human needs.

At the international level, a lot of initiatives have been developed with the aim of defining strategies for pursuing sustainability goals (*Agenda 21 and Kyoto Protocol presented in 1992*); a decisive contribution was made by the 2030 Agenda (*UN, 2015*), a program of actions for people that would like to guarantee peace and prosperity, promote respect for the planet and can be implemented through solid partnerships (5P). The 2030 agenda has provided 17 goals for sustainable development specified into 169 targets and 244 indicators (Fig. 3).

Each goal of the 2030 Agenda refers to a general issue; for a better reading of the work in question, groupings of goals sharing some peculiar characteristics can be proposed.



Figure 3: Goals of Agenda 2030

Source: Elaboration from UN, 2015

The first group consists of the first three goals which indicate the “primary needs” and minimum standards that everyone should pursue in order to lead a qualitatively dignified and therefore sustainable life. These can be defined as the vital goals. Specifically, it is desirable *to end poverty in all its forms everywhere* (1) considering that today there are people forced to live with a daily income well below an acceptable threshold. Poverty has many facets and is also manifested by hunger and malnutrition that still affect many people today; it is therefore necessary *to end hunger, achieve food security and improved nutrition and promote sustainable agriculture* (2). Finally, it needs to guarantee to the entire population the health care. It is necessary *to ensure healthy lives and promote well-being for all at all ages* (3) in order to contribute to the improvement of global health and to the fight against diseases that still represent real mortal dangers such as AIDS, tuberculosis and malaria, and today Covid.

The second group is made up of goals 4, 5 and 6 which define the conditions necessary to pursue an “optimal status”. The quality of education is a fundamental element for the life of a person and consequently of the entire community. Knowledge leads to the development of skills that allow the development and training of adult citizens capable of making decisive choices for their future. For this reason, it is important *to ensure inclusive and equitable quality education and promote lifelong learning opportunities for all* (4). Education is essential to ensure the progress/evolution of communities and is the first step in achieving equality between men and women which, to date, represents one of the most serious reasons for inequality that exist on the planet. It is therefore important *to achieve gender equality and empower all women and girls* (5). Finally, an individual’s status is completed by the goal that *ensures availability and sustainable management of water and sanitation for all* (6). The problem of drinking water and sanitation is topical since, nowadays, it is a distant right for many people in the world who are even forced to suffer from illnesses caused by the lack of drinking water or hygiene and cleanliness.

The third group concerns the economic, social and environmental sectors and it is composed by the goals 8, 10 and 13, following the address lines reported in the Brundtland Report too (*WCED, 1987*) which can be defined “classic sustainability”. Goal 8 supports economic development, decent and justly paid work, aims *to promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all*. Goal 10 aims to reduce inequality which not only hinders the development of societies, but which significantly affects the economic sector; it aims *to reduce inequality within and among countries*. Goal 13 concerns the environmental sector

and proposes to international communities *to take urgent action to combat climate change and its impacts*, such as limiting the rise in temperatures in the fields of food, transport, energy consumption, the conservation of green spaces.

After these three groups that are very generalist, there are other single goal or groups of goals that regard specific components as the goal 7 that refer to energy. The interest of this paper is relative to the group composed by the goals 9 and 11 which are attributable for important parts to the transport sector, and to the specific goal 7, other than the group of classic sustainability.

Goal 9 aims *to build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation*; transport infrastructures guarantee a service of fundamental importance thanks to which all users should be able to move, independently and safely, from an origin to a destination; transport infrastructures should connect all areas, especially marginal ones, to territorial centers, thus encouraging inclusion and economic development. Goal 11 poses the challenge of *to make cities and human settlements inclusive, safe, resilient and sustainable*. Transport systems represent a key element in the development of a city, and for this reason, it is desirable that they are safe, sustainable and affordable, guaranteeing modest levels of safety also and above all for users in conditions of vulnerability.

Transport must be accessible to all, and green, ensuring limited emissions of pollutants into the atmosphere.

In relation to the transport sustainability, it is possible to identify the targets and the related indicators summarized in Table 1, focusing on specific transport sectors and link them to the goals of the 2030 Agenda as it was proposed for High Speed Rail (Russo, 2021).

Table 1: Targets and indicators for the sustainable transports in Agenda 2030

Goal	Target	Indicator
	9.1 Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all	9.1.1 Proportion of the rural population who live within 2 km of an all-season road 9.1.2 Passenger and freight volumes, by mode of transport
9	9.4 By 2030, upgrade infrastructure and retrofit industries to make them sustainable, with increased resource-use efficiency and greater adoption of clean and environmentally sound technologies and industrial processes, with all countries taking action in accordance with their respective capabilities	9.4.1 CO ₂ emission per unit of value added
	11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older person	11.2.1 Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities
11	11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by addressing air quality and municipal and other waste management.	11.6.2 Annual mean levels of fine particulate matter (e.g. PM _{2.5} and PM ₁₀) in cities (population weighted)

Source: UN, 2015

The EU Country Report

At the European level, sustainable development has been the main topic in different conferences and documents, such as the Action Plan on urban mobility (*European Commission, 2009*); the Europe 2020 strategy (*European Commission, 2010*); Transport White Paper (*European Commission, 2011*); etc.

One of the most recent works proposed by the European Commission, focuses on the concept of sustainable development is the Country Report Italy 2019 (*European Commission, 2019*).

The objectives are reported in Annex D of the document and specifically, with regard to the sustainability of transport, it is possible to identify the goals:

- 2: *A low carbon and greener Europe – Clean and fair energy transition, green and blue investment, circular economy, climate adaptation and risk prevention.*
- 3: *A more connected Europe – Mobility and regional information and communication technology connectivity.*
- 5: *A Europe closer to citizens by fostering the sustainable and integrated development of urban, rural and coastal areas and local initiatives.*

The related targets and indicators are reported in Table 2.

Table 2: Targets and indicators for the sustainable transports in Country Report Italy

Ob.	Target	Indicator
2	2.b. to promote climate change adaptation, risk prevention and disaster resilience	2.b.3 green infrastructures aimed at ecosystem restoration and climate adaptation in urban areas more vulnerable to climate change, biodiversity loss and air pollution
	3.b. to develop sustainable, climate resilient, intelligent, secure and intermodal Trans European transport network	3.b.1 completion of the rail Trans European transport network 3.b.2 multimodality: i) rail-sea connections to Trans European transport network core ports for freight transport; ii) rail/public transport links to Trans European transport network airports for passengers
3	3.c. to develop sustainable, climate resilient, intelligent and intermodal regional mobility	3.c.1 electrification of regional railways 3.c.2 improvement of traffic management systems, elimination of uncontrolled and nonautomated level crossings, and enhanced access for persons with reduced mobility to railways 3.c.3 better accessibility and improved access to urban centres and Trans European transport network, through intermodal platforms (bikes, car-sharing, etc.) nearby regional rail stations
	3.d. to promote actions included in sustainable urban mobility plans	3.d.1 intermodal platforms, and promote active and innovative forms of mobility (such as bikes) 3.d.2 clean transport infrastructure (e.g. metro, tram, light rail); promote the expansion of infrastructure for electro-mobility 3.d.3 intelligent transport systems solutions for improved infrastructure use and service quality.
5	5.a. To foster economic and social development in areas most affected by poverty	5.a.2 medium urban areas need to develop innovative ways of cooperation in order to enhance their economic, social and environmental potential, taking vulnerable groups into account

Source: European Commission, 2019

The Calabria RTP

At the regional level, Calabria has placed sustainable development at the center of its governance strategies. In fact, sustainability is one of the main goals of the Economy and Finance Document of Calabria Region 2019-2021 (EFD) (*Calabria Region, 2017*) and of the Regional Transport Plan published in 2016 (RTP) (*Calabria Region, 2016*).

In particular, in the RTP, the objective 8 is *Sustainability, streamlining and simplification* and the related action has *Measures for sustainability, simplification and speeding up of procedures, controls and interventions in the regional transport and logistics sector*. All the targets of RTP objective 8 concern the sustainability of transport, but the first 4 that are expressly linked to mobility are recalled below:

- 8.1 Promotion of environmental sustainability of development with measures relating to the use of different types of vehicles, coordinated with those of specific other actions, and with those of economic and social sustainability.
- 8.2 Promotion of the environmental sustainability of development with specific measures for the zero use of fossil fuels, and support for the use of energy from renewable sources and for the use of electric vehicles, variously articulated and activated, in order to make a full commitment to generational balance with an increase in the usefulness of the new generations.
- 8.3 Promotion of the economic sustainability of development with measures coordinated with those specific to other actions, and with those of social and environmental sustainability considering territorial equity.
- 8.4 Promotion of the social sustainability of development with measures coordinated with those of specific other actions, and with those of environmental and economic sustainability, considering territorial and generational equity starting from social inclusion.

The measures of objective 8 are linked with the goals of Agenda 2030 and the objectives of Country Reports; the figure 4 shows the connections with the classic sustainability groups (8, 10, 13) and the specific interest goals (7, 9, 11) of Agenda 2030, and with the three involved objectives of Country Reports.

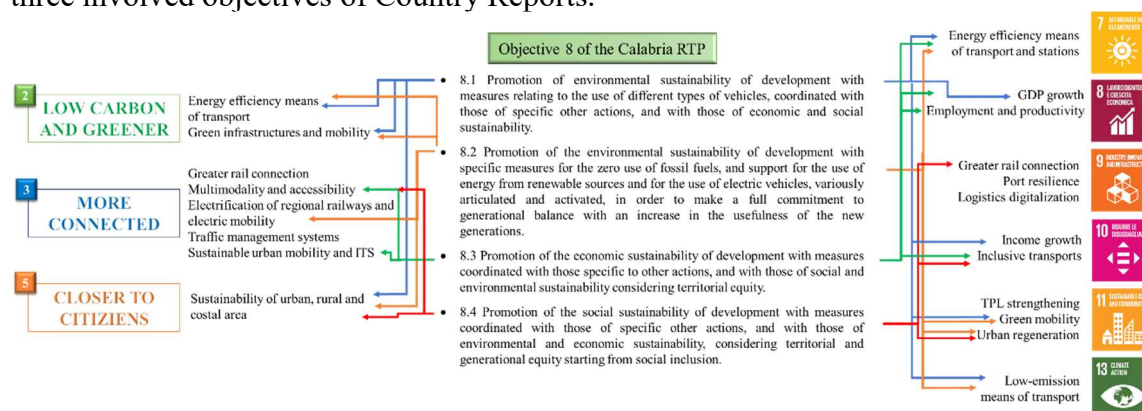


Figure 4: Measures of RTP Objective 8 and links with international and european goals

Sustainability is expressed by action 8 of the RTP but is reflected on all the other actions that are more operative and, in particular, on action 2 which concerns urban areas.

The paper in the following highlights how action 2 of the RTP is linked, and does not overlap, with the goals of the Agenda 2030. The measures of objective 2 are shown in Table 3 in which there are the impacts of each measure on the 4 goals of the RTP vision: ED - Economic Development; EA - External Accessibility; IA - Internal Accessibility; S

- Sustainability. The values 1 and 0 respectively indicate that the measure in question is connected with the goal or not.

Table 3: Measures of RTP Objective 2 and connections with regional, EU and UN goals

2.1 Public collective transports in protected way	1	0	1	1
2.2 Public collective transports in mixed way	1	0	1	1
2.3 Individual motorized transport	0	0	1	1
2.4 Individual non-motorized transport and controlled zones	0	0	0	1
2.5 City Logistics	1	0	1	1
2.6 Urban plans and hierarchy of networks	0	0	1	1
2.7 Smart City	1	0	1	1
2.8 Metropolitan City	1	0	1	1
2.9 Zone of the Messina Strait	1	1	1	1
2.10 Unions and mergers of municipalities	1	0	1	1
RTP goals	ED	EA	IA	S
EU goals	5	3	3	2/5
UN goals	8	9	11	7/10/13

3. The link between regional plan and local development

The goals of the RTP are linked to the goals of UN and EU, as described above. The realization of this link demonstrates how the Region becomes the central element of a positive GLO-CAL process to promote local development.

The RTP planning process includes the implementation of the Plan measures in urban areas with the involvement of the parties, public and private, for the sharing of choices.

In this experimental process, the example of Calabria provides information to technicians and policy-makers of European application to contain polluting emissions from traffic and transport costs, to promote safe pedestrian mobility and to improve accessibility.

The role of a Region is different in the different processes affecting transport infrastructures and services. In Italy, and in many other European countries, the Region is the financier and main decision maker of public transport on regional and urban scale. The Region hasn't the same role for City Logistics or for Limited Traffic Zones (LTZ) in urban areas; for these interventions the decision maker is only the local authority. Therefore, while the Region has a prescriptive role for public transport, and its decisions "must" be implemented, for City Logistics (*Russo and Comi, 2020*) and LTZ it hasn't a prescriptive role, but only a suggestion one. In these cases, the Region can play only a role of "moral suasion", that is, to convince local authorities of the goodness of the proposed objectives, in the collective interest also by a prototypal process of Public Engagement (*Calabrò et al., 2019*).

The structure of the RTP is innovative because it provides for prescriptive measures, that must be implemented by the regional administration, and non-prescriptive measure such as, in fact, most of those of Objective 2, which are activated by the region but which see the municipalities as the main actors for execution. In this way, the RTP can be fully shared and can be a model for the implementation of transport plans in other regions. In the following, before the specific measures and after the process of planning, programming and executing are recalled.

3.1 Planning of measures for urban areas

Objective 2 of RTP defines 10 measures to improve the quality of life by acting on the mobility of people and goods with respect to the terms of economic, environmental and social sustainability. In the following, for each measure, the object of planning is reported.

2.1, the development of public collective transports in protected way through management, institutional and infrastructural strategies. For example, by integrated planning, governance innovation and new technologies.

2.2, the development of public collective transports in mixed way through management, institutional and infrastructural strategies. For example, by integrated planning, governance innovation and new technologies.

2.3, the individual motorized transport to encourage the integration of modes and services and change the modal percentages. For example, by strategies to improve road safety, carpooling, home-school paths.

2.4, the individual non-motorized transport and controlled zones to promote environmental and social regeneration of the road through expansion, for example, by Limited Traffic Zones and cycle paths.

2.5, the City Logistics to provide interventions for urban logistics through intervention as time windows, infrastructures (Nearby Delivery Area, Urban Consolidation Center, Pick-up point), ICT/ITS, environmentally vehicles.

2.6, the urban plans and hierarchy of networks to integrate tactical and strategic urban plans with urban and economic development plans, in which the pedestrian network is first and the private transport network is last.

2.7, the Smart City to provide interventions for innovate services, efficient, inclusive, modern and sustainable cities, with the use of new communication, mobility, environmental and energy efficiency technologies.

2.8, the Metropolitan City to provide institutional interventions to support Metropolitan City of Reggio Calabria, which is a territorial authority of large area established with Law 56/24.

2.9, the Zone of the Messina Strait to provide interventions for the governance, the development of collective transport and ITS, the interactions between core ports of Gioia Tauro and Augusta, and metropolitan cities of Reggio, Messina and Catania.

2.10, the Unions of Municipalities and Mergers of Municipalities to provide interventions to support the Unions of Municipalities and the Mergers of Municipalities, which are different local territorial authorities established by Law 56/24.

3.2 Experimental process of planning, programming and executing

The experimental process of implementation related to objective, action and measures for urban areas includes planning, programming and executing, as well as for the other objectives of RTP (*Russo et al., 2021a*).

The methodology proposed in the Plan is schematized in figure 5 and defines all the process steps that must follow the approval of the plan. Often, after the formalization of the Plan, there is a lack of indications on how to develop the programming and then its execution.

Planning defines the interventions that can be realized according to the RTP's goals.

Programming defines the financial resources and the requirements of the interventions that can be financed, for instance, by and Implementation Program.

Executing defines the rules for selecting the projects to be finance according to programming, for instance, by a Call or an Agreement.

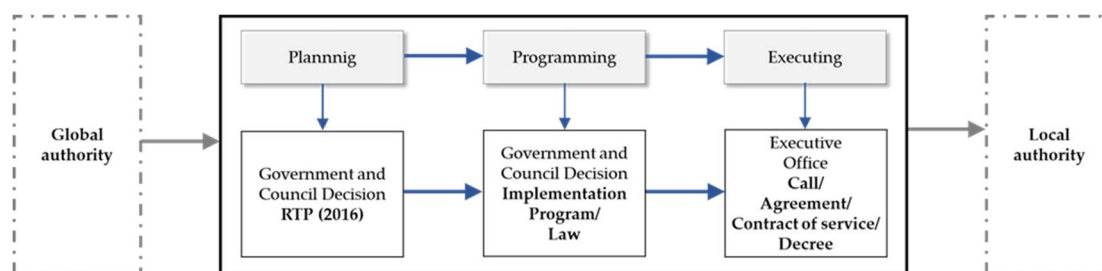


Figure 5: Methodological regional process inside glo-cal process

To analyse the advancement process of the measures for urban areas, it is possible to consider the first formal document of each step. This document marks the start of the implementation for moving from planning to programming and to executing; it can be one of the planning process products defined by the Plan, such as: Resolutions of Regional Government (RRG); Agreements; Implementation programs; Executive Office Decrees (EOD), Law.

The timing of the formal release of a document allows to check the work of regional administration in advancing the measures. Table 4, elaborated by the authors on the base of public communication, reports the formal documents related to programming and executing for specific intervention.

Table 4: The implementation of objective 2 Urban Areas (update September 2021)

<i>Planning</i>	<i>Programming</i>	<i>Executing</i>
2.1 Public collective transports in protected way	Local public collective transport/RRG 157 of April 2017	Railway service contracts/Trenitalia and Ferrovie della Calabria of April 2017
2.2 Public collective transports in mixed way	Local public collective transport/RRG n.157 of April 2017	Road service contracts/ Consortium companies of April 2017
2.3 Individual motorized transport	Road safety/RRG 439 of November 2021	Call of January 2021/Road safety
2.4 Individual non-motorized transport and controlled zones	Cycle Paths/RRG 466 of October 2017	Call of December 2019 / Cycle Paths
2.5 City Logistics	LTZ around the schools/RRG 460 of December 2019 City Logistics/RRG 391 of August 2017	Call of December 2019/LTZ Call 2018 of September 2018 Call 2019 of September 2019 /City Log
2.6 Urban plans and hierarchy of networks	City Logistics/RRG 391 of August 2017 Cycle Paths/RRG 466 of October 2017 LTZ around the schools/RRG 460 of December 2019	Call 2018 and Call 2019/ City Log Call of December 2019/Cycle Paths Call of December 2019/LTZ around the school
2.7 Smart City	Sustainable urban development/RRG 326 of July 2017	Agreements of July 2018/ Agenda Urbana
2.8 Metropolitan City	No-programmed	No-executed
2.9 Zone of the Messina Strait	Road passenger transport services Reggio Calabria – Messina/Law 35 of December 2015	EOD 10237 of October 2017
2.10 Unions of Municipalities and Mergers of Municipalities	Local public collective transport/Corigliano-Rossano proposal of RRG	No-executed

In September 2021, the measures programmed were 9, the executed 8. The measure programmed and no-executed was Unions of Municipalities and Mergers of Municipalities; the measure no-programmed was Metropolitan City. For both the procedures are in progress.

It is noted that the timing is not the same for all measures to pass from planning (RTP), to programming (RRG and Law) and to executing (Call, Agreement, Contract of service, EOD). The variability depends on the complexity of the interventions, on the subjects involved and on the different administrative procedures.

The progress of the implementation of each measure programmed-executed is described below from which the different timing emerges.

2.1, Public collective transports in protected way. The RRG 157 of April 2017 is the local public collective transport programming document that represents the second step of processes. The contracts of services for regional services on national and regional railway networks of April 2017 with Trenitalia and Ferrovie della Calabria are the executing documents that represent the last step closing the activities in the role of the Region.

2.2, Public collective transports in mixed way. The progress of the programming is the same of Measure 2.1 because the Region programs the public collective transports in protected and mixed way at the same time. The Contract of services for regional road networks of April 2017 with six consortium companies are the executing documents that represent the last phase.

2.3, Individual motorized transport. The RRG 439 of November 2021 is the first document that represents the second step of process where Region programs the resources for interventions of road safety. The Call of January 2021 is the executing document through which the projects of road safety to be financed were selected (*Calabria Region, 2021*).

2.4, Individual non-motorized transport and controlled zones. The RRG 466 of October 2017 is related to Cycle Paths programming document and RRG 460 of December 2019 is related to LTZ programming around the school. The Call of December 2019 is the executing documents through which the Region asks technicians to design Magna Grecia Cycle Path. The second Call of December 2019 is relative to the projects of LTZ around the school; the projects to be financed were selected with two different technical-administrative procedures. In particular, 10 projects of LTZ around the school were financed for about 2,0 million euros (*Calabria Region 2019b; Russo et al., 2021b*).

2.5, City Logistics. The RRG 391 of August 2017 is the programming document by means of which are allocate the resources for the realization of interventions. The Call 2018 and the Call 2019 of September 2018 and 2019 respectively are the executing documents through which the projects of urban logistics to be financed were selected. In particular, 9 cities or towns were financed for about 7,8 million euros (*Calabria Region 2018 and 2019a; Russo et al., 2020*).

2.6, Urban plans and hierarchy of networks. It plans different interventions that are linked to other measures, too. For this, in the implementation process it is possible to consider the programming and executing first documents of both Measure 2.4 and Measure 2.5 described above.

2.7, Smart City. The RRG 326 of July 2017 is related to sustainable urban development programming document to allocate the resources for the realization of Agenda Urbana interventions in the 8 largest urban agglomerations, also considering the remarkable growth of ecommerce (*Campisi et al., 2021*). The Agenda Urbana Agreements of July

2018 are the executing documents through which the projects to be realized are defined in each urban agglomeration.

2.9, Zone of the Messina Strait. The Law 35 of December 2017 is related to public collective transports. The Law explicitly consider the transport along the Strait. The EOD 10237 of October 2017 is the authorization for road transport services from Reggio Calabria to Messina and vice versa. This an example of local public collective transport integrated in the roles of Calabria and Sicilia Regions.

2.10, Unions of Municipalities and Mergers. The proposal of RRG is related to the local public collective transport in Corigliano-Rossano, Union of Municipalities instituted in 2018, for the expansion of local public transport. Nowadays, the executing phase is ongoing.

4. Conclusion

The problems associated with sustainable development are crucial for the future of the planet. The UN has prepared an Agenda that identifies goals, indicators and targets to be achieved by 2030 with the agreement of all the countries. In the same way, the EU has prepared a general steering document with specifications for individual countries, such as reports by country. These indications can be taken as international or as commonly referred to as global (GLOBAL).

On the other hand, local public administrations (LOCAL) have no formal obligation to follow international guidelines. Therefore, a precise cut is created between what is indicated at a global level and what is achieved at a local level. The effect is what citizens see on a daily basis with the separation between GLOBAL and LOCAL.

The European Regions can intervene in this cut with a bridge composed by: planning of measures and interventions, programming of economic and financial resource; executing of technical realizations.

The Calabria Region aims to pursue development as identified by the UN and the EU. To this end it promoted adequate measures in the fields in which it can operate directly, but also in those for which it can only have a role of moral suasion.

The most important measures in the two fields concern the development of the public transport and of urban freight transport. The role of the Region is different in the two fields, while for the local public transport a collaboration between the Region and the local administration is necessary, but it is the Region to decide, for the distribution of urban goods the local administration is the only responsible and the Region can just accompany the local projects.

The paper demonstrates how global goals can be linked to local decisions, and creates an innovative integrated collaboration process between the different administrations.

The results presented show the connections made between the UN goals 7, 8, 9, 10, 11, 13, the EU objectives 2, 3, 5 with the 10 measures planned, programmed and executed for urban areas. The main documents of the process are recalled, demonstrating how the region can become the central element of a positive GLOCAL process.

The results obtained are particularly important for technicians and for political decision-makers at various levels, from international to local, because they allow to better finalize documents, and for researchers because they allow to study the quantitative results obtainable starting from international decisions.

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