

# PUBLIC DEBATE

## The case of Livorno

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# The public debate: what is it?

- It is a process of information and public discussion regarding a large infrastructure project;  
it is not a participatory process (no co-design).
  - Its purposes are
    - to evaluate possible alternatives to the project
    - to address fears and conflicts in an open and transparent way
    - to provide answers to the concerns of the community.
  - It is managed by a **neutral and competent responsible**, sufficiently authoritative to give credibility to the process.
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# The public debate: what is it?

- **The project should not be completely defined:** it should be still possible to choose between alternatives, including the so-called "Option 0"
  - Information should be complete, adequate, capillary and understood by a general audience.
  - Citizens must be able to express their opinions and to verify if and how these affect the subsequent technical and political decisions.
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# The public debate: what is it?

- ▶ A public debate is developed through **moments and spaces to meet, study and discuss about all relevant aspects of the project**, using pre-established rules and times and should conclude with a **clear decision**.
- ▶ The proposer of the work is **not bound to respect the outcome of the Public Debate**, but is committed to give it consideration and to argue why will own the results or rather deviate from them.





# The public debate: practices and regulations

- Quebec, Australia and, as regards Europe, France (from 1995 onwards).
- In Italy, without a mandatory regulatory reference:
  - the touristic project of regeneration of the Tuscan village of Castelfalfi (2007)
  - two highways in Genoa (2009) and Bologna (2016)
  - the redevelopment of the city center of Termoli (2016)





# The public debate: practices and regulations

## ► Tuscany: from LR69/2007 to LR46/2013

In the first version of the law, the Regional Public Debate on large public works or matters of great environmental and social impact on the life of the whole regional community was voluntary - has never been activated.

In the second version of the Regional Law, currently in force, the Regional Public Debate is compulsory for works involving total investments of more than 50 million euros, and voluntary for investments from 10 to 50 million euros, and that in any case have relevant profiles of regional interest.

The conclusion of the Public Debate is a condition for the start of the environmental impact assessment procedure.





# The public debate: practices and regulations

## ➤ The new national code of contracts

Increasing conflict for the construction of major projects and reflection on the events of the high-speed rail in the Val di Susa, have meant that **the Public Debate was in fact introduced as mandatory in the new national Code of Contracts, legislative Decree 18 April 2016, n. 50 (art.22).**

*Implementing regulation not yet approved*





# The case of Livorno: context

- The city of Livorno was born around its port, and its urban and socio-economic configuration has always been affected by it; the relationship between the port and the city is constantly changing and, in the last century, was often problematic.
- The territorial government plans that determine the physical layout of the port areas are the **Port Development Plan**, proposed by Port Authority and approved by Tuscany Region, and it must be not in contrast to the **territorial plans of competent local authorities** (Municipality, Province, Region).
- In **2015** Tuscany Region has approved the **new Port Development Plan**, a strategic plan that still contains the projects of some specific works.





# The case of Livorno: themes

Following the approval of the port plan, **the first regional public debate was launched**, concerning two major interventions of transformation planned for the port of Livorno:

- **the first phase of construction of Platform Europe**, a large expansion to the sea that will double the extension of the port area;
- **the project for the Maritime Terminal area**, a focal point between the port areas destined to cruise traffic and ferries and historical center of the city of Livorno.







# The new Port Development Plan

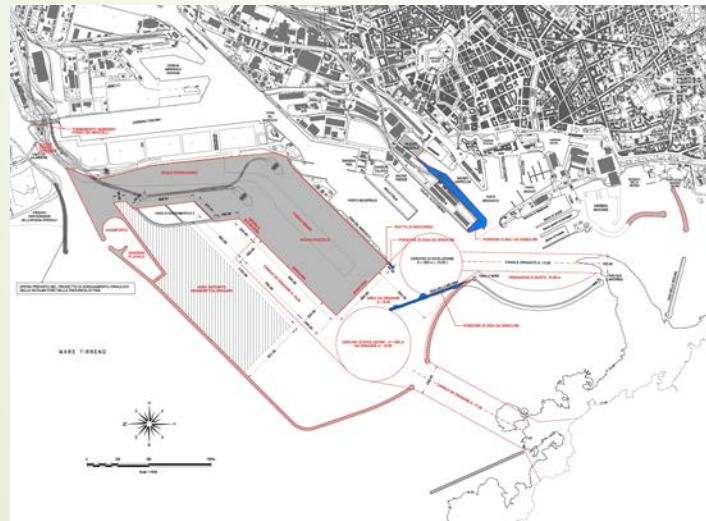




# The Platform Europe : first fase

- Step 1 – a **new terminal for containers**, the dams and the roads and rails that link Platform Europe with existing infrastructures.

First solution on which the Public Debate



Actual solution – Less expensive







# The case of Livorno: themes

## Platform Europe:

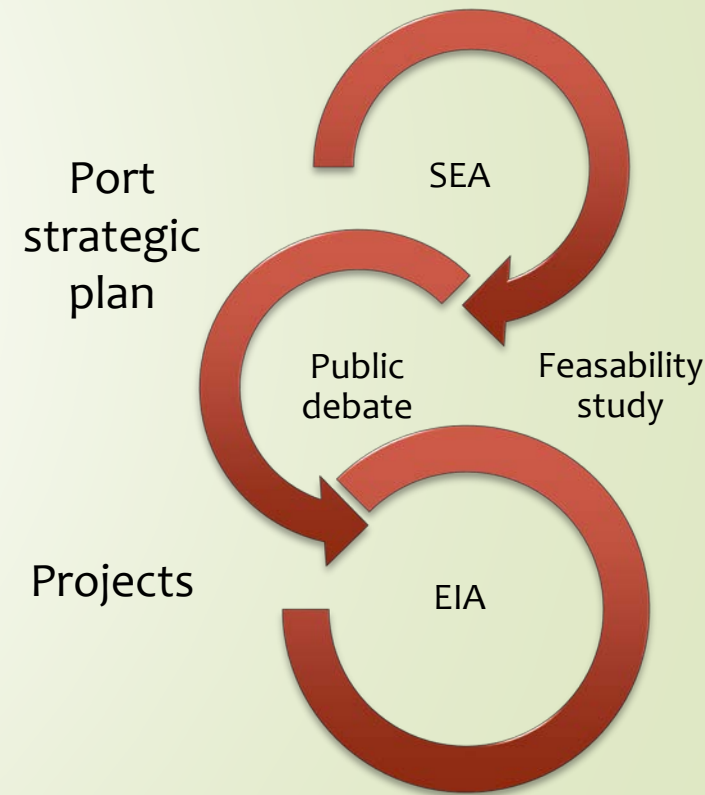
- The cost of the works (step 1 first solution) is about **870 million euro**, of which 540 will come from public funds and 330 from private investment. The cost of the entire platform is estimated at around **1.3 billion euro**.
- The new solution costs approximately **200 million euro** less
- Great economic impact on the economy of the city of Livorno, new business opportunities in different sectors (transport, logistics...) expected.



# The case of Livorno: themes

## Platform Europe

- SEA procedure of Port Plan required numerous specific studies (hydrological and coastal dynamics, consumption of raw materials, interference with neighboring natural ecosystems, quality of port and coastal waters, dredging, atmospheric emissions, increase in noise and waste, energy consumption, changes in coastal landscape, public health and accident risk).
- For each of these topics the most critical aspects have been identified and mitigation or compensation measures have been suggested.





# The case of Livorno: themes

## ➤ Maritime Terminal











# The case of Livorno: themes

## Maritime Terminal

- The costs should be around the **130 million euros** (these will be added the cost of the redevelopment of the Old Fortress, the most important monument in this area).
- There is only a masterplan and an implementation plan will be drawn up and be approved by the City Council.

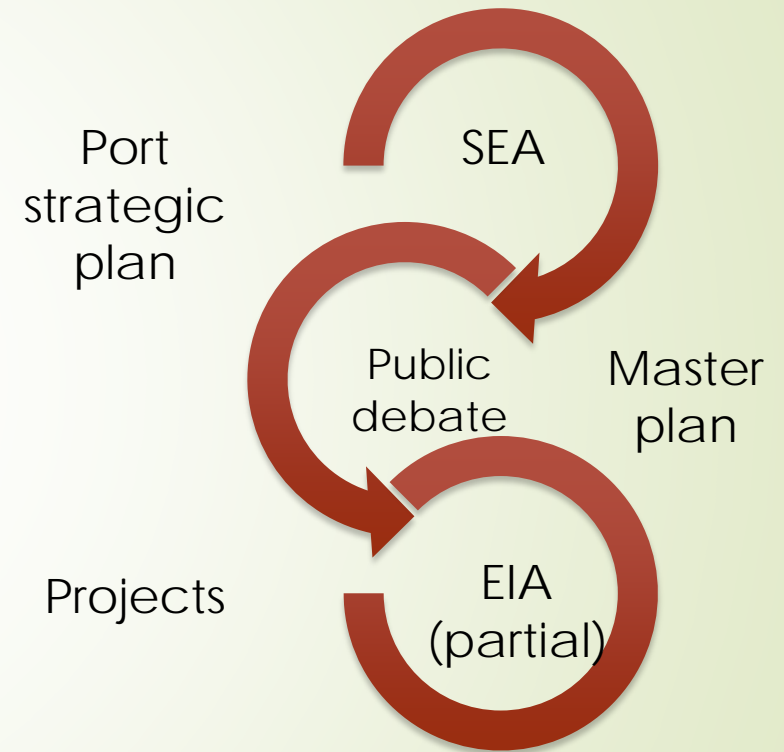
The public debate is not yet mandatory on this area!



# The case of Livorno: themes

## Maritime terminal

- Urban space now arranged to handling and parking of motor vehicles and historical buildings not valorised.
- The port masterplan designs a **reorganization of the area** creating a **deep link between portual and urban areas, construction of a new building for the maritime terminal**, the development of typically urban functions (commercial, service, office, tourism), the planning of a new system of **accessibility** and the **regeneration of historical and cultural heritages**.
- No critical environmental issues; significant socio-economic impacts.







**A short movie to explain the  
process of the public debate**





# Conclusions

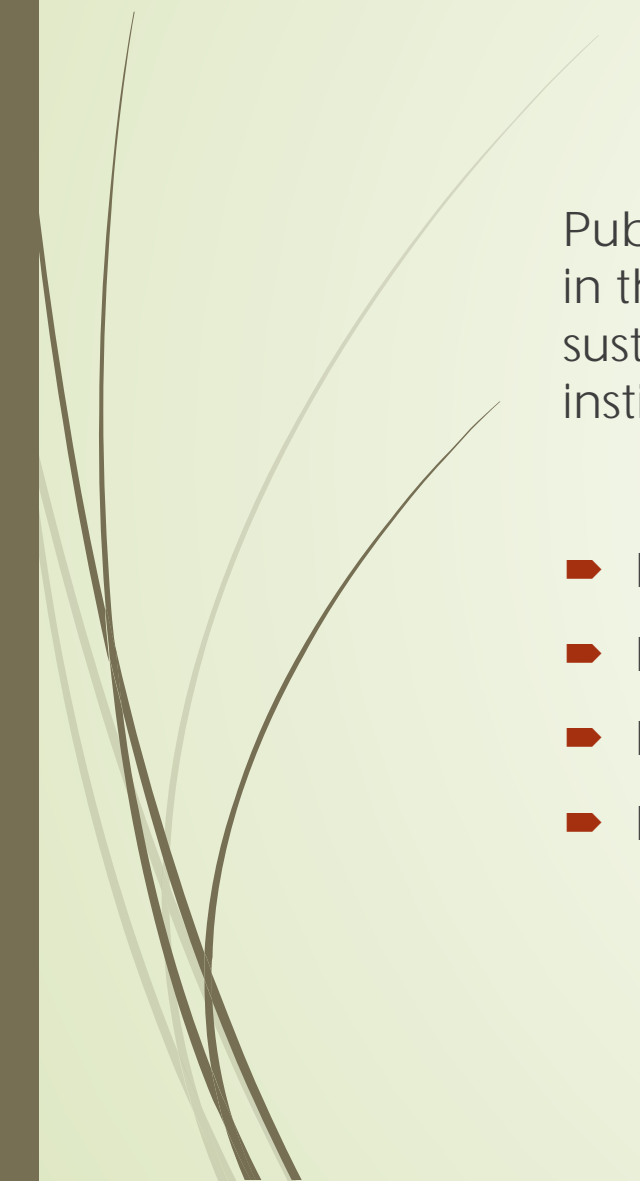

- **The public debate has been a two-way process**

Port Authority has tried to convey as much information as possible to the participants, and simultaneously also received a very important feedback on questions, proposals and issues raised by citizens.

- **Institutions reputation**

The public consultation process has improved the Port Authority's reputation: 48% of participants said they had improved their opinion on this institution.

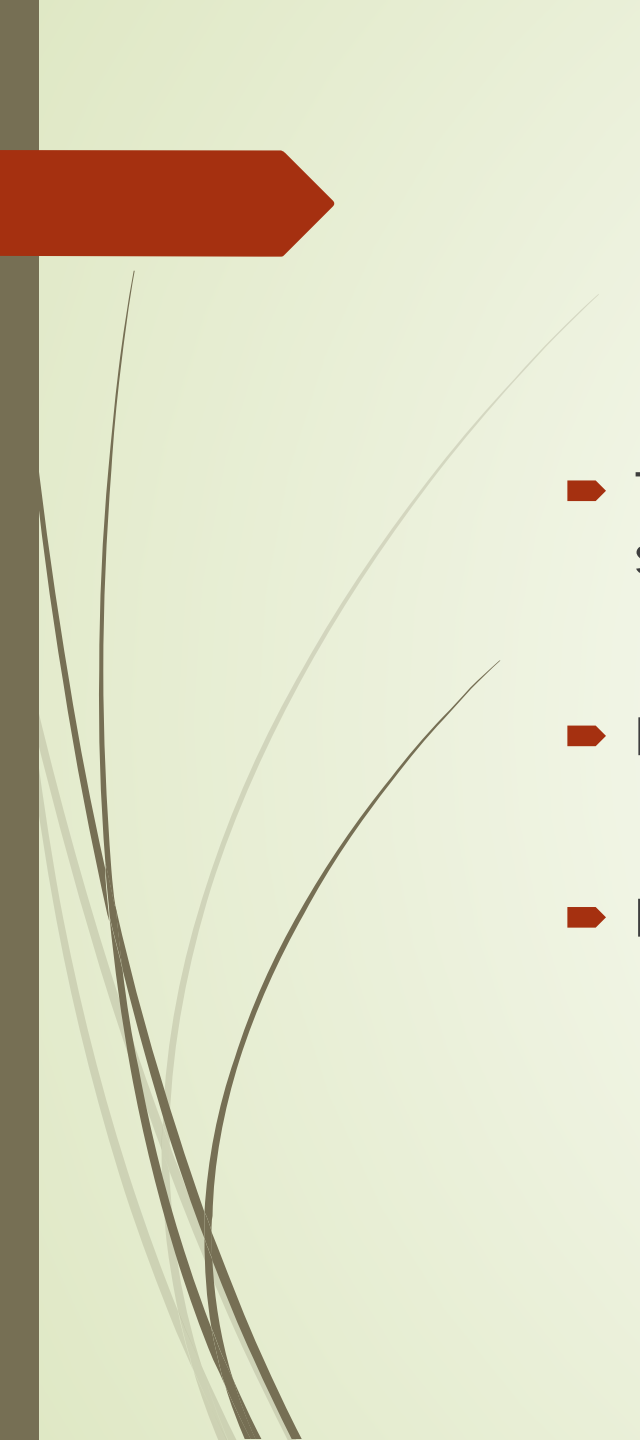




Public debate has impacted on various dimensions of sustainability in the relationship between city and port of Livorno and has increased the sustainability performance of the entire system composed of territory, institutions and communities.

- More awareness and dissemination
- More environmental studies needed
- More ambitious environmental goals for the Port Authority
- Environmental and social observatory and Local Coordination Board



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- The problem of the design definition level of the work to be submitted to public debate.
  - Monitoring in the long run
  - Public debate as a link between SEA and EIA procedure.





Thank you all