Implementing a Development Strategy for Revitalizing Industrial Areas in Crisis. The Experience of the Tito Industrial Area in the Basilicata Region (Southern Italy)

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Abstract. This paper reports an experience of a development strategy for the industrial area of Tito (PZ) in the Basilicata Region in southern Italy, which represents a primary node of the industrial infrastructure of Basilicata. The main actor in this activity is represented by the Society of Industrial Production Areas of Basilicata (Api-Bas), which organized extensive and inclusive consultations with all possible stakeholders. This strategy is based on a combination of many factors that can entice entrepreneurs to invest resources in the Tito industrial area. The main elements of this strategy can be synthesized into tax incentives, special economic zones (ZES) resources, Next-generation Eu funding, and the Italian national recovery and resilience plan (PNRR). The project aims to digitize all aspects of contracting completely. The Api-Bas Territorial Information System has been fully realized in a GIS (Geographic Information System) environment, enabling the quick implementation of all procedures.

Keywords: First Keyword · Second Keyword · Third Keyword

1 Introduction

One of the main problems in industrialized countries is the crisis in several areas due to the production localization in Asia to reduce labor costs. In many cases, national and local governments offer support for reducing the impacts on the populations of these areas.

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There are several ways that governments and international organizations can support underdeveloped areas, both in developing countries and in economically disadvantaged regions of developed countries. It is essential to take a comprehensive and coordinated approach that addresses a range of economic, social, and political factors [1]. This approach can be implemented by adopting several measures:

- Infrastructure investments: Governments can invest in infrastructure projects, such as transportation networks, energy systems, and water and sanitation facilities, to improve the economic and social conditions in underdeveloped areas.
- Education and skills training: Providing access to education and skills training can help improve the employability and earning potential of people living in underdeveloped areas and promote economic growth and social mobility.
- Healthcare services: Providing access to healthcare services, including preventative care, primary care, and emergency services, can help to improve health outcomes and reduce the burden of disease in underdeveloped areas.
- Microfinance and small business support: Providing access to microfinance and other forms of small business support can help stimulate economic growth and job creation in underdeveloped areas and promote entrepreneurship and innovation.
- Foreign aid and development assistance: Governments and international organizations can provide aid and development assistance to support underdeveloped areas, including funding for infrastructure, education, healthcare, and other critical needs.
- Tax and other economic incentives: Governments can offer tax incentives and other incentives to encourage businesses to invest in underdeveloped areas, promoting economic growth and job creation.

It is common for governments to offer tax incentives to attract new businesses to their jurisdiction. Tax incentives can take many forms, such as tax credits, tax exemptions, or tax deductions, and they are often designed to encourage specific types of investment or job creation. While tax incentives can effectively attract new business investment, they can also be controversial. Some critics argue that tax incentives create a race-to-the-bottom dynamic where jurisdictions compete to offer the most generous tax breaks, leading to a loss of revenue and a lack of accountability for businesses. Others argue that tax incentives can be a necessary tool for promoting economic growth and job creation in underserved areas. Governments may offer tax incentives for a variety of reasons, including:

- Economic development: Tax incentives can stimulate economic growth in specific industries or geographic areas. By offering tax breaks, governments can encourage businesses to invest in new facilities, hire more workers, and expand their operations.
- Competition: In some cases, tax incentives may be offered to compete with other jurisdictions for new business investments. Governments can attract businesses that might otherwise locate elsewhere by providing lower tax rates or more generous incentives.

– Public policy goals: Tax incentives can also be used to achieve specific public policy goals, such as promoting renewable energy development or supporting affordable housing.

On the other side, companies could pursue localization strategies to lower their overall tax burden. This may involve relocating their operations to a jurisdiction with lower tax rates or taking advantage of tax incentives offered by local governments. The goal is to increase profits by reducing taxes paid on income, property, or other business-related expenses. There are several factors that companies may consider when choosing a location to reduce their taxes. Companies may consider jurisdictions with lower tax rates, such as states or countries with low corporate income or no sales tax [2]. Local governments may offer tax incentives to attract new businesses, such as tax credits for hiring employees, property tax abatements, or reduced sales tax rates. Companies may also consider factors such as access to transportation, availability of skilled labor, and quality of life when choosing a location.

2 Tax Incentives for Economic Development

Governments commonly use tax incentives to encourage economic development, particularly in areas struggling economically or seeking to attract new industries or businesses. Tax incentives for economic growth are often designed to encourage companies to invest in new facilities or equipment, hire more workers, or increase their spending on research and development. These incentives can be targeted toward specific industries or geographic areas and can be structured in various ways to achieve policy goals.

These incentives can take many forms, such as tax credits, property tax abatements, sales tax exemptions, and research and development tax credits.

Tax credits are a tax incentive that reduces a taxpayer's tax liability by reducing the amount of taxes owed. This means the same amount reduces the taxpayer's overall tax bill for every volume of tax credit claimed.

Tax credits can be either refundable or non-refundable. Refundable tax credits can reduce a taxpayer's tax liability below zero, refunding the excess amount. On the other hand, non-refundable tax credits can only reduce a taxpayer's tax liability to zero and cannot result in a refund. Tax credits can be targeted toward various policy goals, such as promoting renewable energy, encouraging research and development, or supporting low-income households.

Property tax abatements are tax incentives that reduce the property taxes a property owner owes. Governments often use property tax abatements to encourage investment in new facilities or equipment, particularly in areas seeking to attract new industries or businesses. Property tax abatements can be structured differently, but they typically involve a temporary reduction in property taxes for a specified period. This reduction may be partial or total, and it may be phased in or out over time. Property tax abatements may sometimes be conditional upon specific requirements, such as job creation or investment levels.

There are several typologies of property tax abatements:

- Targeted to specific areas or industries: Property tax abatements are often designed to encourage investment in specific geographic areas or enterprises that need economic development.
- Temporary: Property tax abatements are usually temporary and are designed to provide a short-term boost to investment. The abatement period may be anywhere from a few years to several decades.
- Conditional: In some cases, property tax abatements may depend on specific requirements, such as job creation, investment levels, or the use of particular types of equipment.
- Proportional: The amount of the property tax abatement is usually proportional to the level of investment or job creation, with more significant investments or jobs resulting in a more considerable abatement.

Sales tax exemptions are tax incentives that exempt certain products or services from the state or local sales tax. Governments often use sales tax exemptions to incentivize certain behaviors or industries, such as promoting renewable energy or supporting charitable organizations [3]. Sales tax exemptions are usually designed to target specific products or services deemed in the public interest. For example, some countries offer sales tax exemptions for food, clothing, or medical supplies. Depending on policy goals and political considerations, sales tax exemptions can be temporary or permanent.

Sometimes, sales tax exemptions may be conditional upon specific requirements, such as using renewable energy sources or providing certain services. The amount of the sales tax exemption is usually proportional to the value of the product or service being purchased. The Research and Development Tax Credit is a tax incentive encouraging businesses to invest in research and development activities. The credit incentivizes firms to engage in these activities, leading to innovation, increased competitiveness, and economic growth.

3 Next-Generation EU Funding and Italian National Recovery and Resilience Plan

Next Generation EU is a European Union (EU) recovery instrument created in response to the economic and social impacts of the COVID-19 pandemic. The tool provides significant funding to support the EU's economic recovery and promote long-term resilience and sustainability. The Next Generation EU program provides financing over seven years, from 2021 to 2026. The budget is allocated to EU member states through grants and loans, with a focus on supporting investments in critical areas such as:

- Green transition: Funding supports the transition to a sustainable, low-carbon economy, with investments in renewable energy, sustainable transportation, and energy efficiency.
- Digital transformation: Funding is provided to promote the digitalization of the economy and society, with investments in digital infrastructure, digital skills, and e-government services.

– Economic resilience: Funding is provided to support economic recovery and resilience, with investments in infrastructure, innovation, and job creation.
– Social inclusion: Funding is provided to address social and economic inequalities, with investments in affordable housing, social services, and healthcare.

The Next Generation EU program is a significant initiative that reflects the EU's commitment to promoting economic recovery and long-term sustainability during the pandemic. The program is expected to impact the economies and societies of EU member states significantly and will likely be a key driver of growth and innovation in the future.

The Italian National Recovery and Resilience Plan is a government-led initiative to support the country's economic recovery from the COVID-19 pandemic and promote long-term economic growth and sustainability. The plan is part of the European Union's Recovery and Resilience Facility, which provides financial support to member states to help them address the economic and social impacts of the pandemic.

The Italian plan includes a wide range of measures and investments across several key areas, including:

– Digital transformation: The plan aims to promote the digitalization of the Italian economy and society, including investments in digital infrastructure, developing e-government services, and support for digital education and skills training.
– Climate transition: The plan includes measures to promote the transition to a low-carbon economy and address the challenges of climate change, including investments in renewable energy, sustainable transportation, and energy efficiency.
– Infrastructure: The plan includes significant investments in transportation infrastructure, including railways, highways, and ports, as well as investments in social infrastructure, such as schools and hospitals.
– Education and training: The plan aims to promote the development of skills and education across all age groups, including investments in early childhood education, vocational training, and higher education.
– Social inclusion: The plan includes measures to address poverty and social exclusion, including investments in affordable housing, social services, and healthcare.

The Italian National Recovery and Resilience Plan is a comprehensive and ambitious initiative that reflects the government's commitment to promoting economic growth and sustainability during the pandemic. The plan is expected to receive significant funding from the EU's Recovery and Resilience Facility. It will likely significantly impact the Italian economy and society in the coming years.

Within these measures, several funding has been considered for Special Economic Zones.

4 Special Economic Zones (ZES)

Special Economic Zones (ZES) are a tool used by many countries to promote economic development and attract foreign investments. Special Economic Zones are geographical areas where governments provide special financial and regulatory incentives to encourage businesses to invest and operate. ZES are typically designed to promote economic growth and development in underdeveloped or disadvantaged regions by attracting

domestic and foreign investment, creating jobs, and promoting technology transfer. The specific incentives offered to businesses operating in ZES vary by country but typically include tax breaks, customs duty exemptions, streamlined regulatory procedures, and access to infrastructure and other government services. The goal is to create a business-friendly environment encouraging investment and economic growth.

The term ZES refers to a geographically delimited and clearly identified area located within the borders of the State, also consisting of non-territorially adjacent areas, provided that they have a functional economic connection and that includes at least one port area with the characteristics established by Regulation (EU) No. 1315 of 11 December 2013 of the European Parliament and the Council, on Union guidelines for the development of the trans-European transport network (TEN-T). For the exercise of economic and entrepreneurial activities, companies already operating and those that will settle in the ZES can benefit from special conditions concerning the incremental nature of investments and business development activities.

ZES are often established in areas with unique advantages for specific industries, such as access to natural resources, strategic geographic location, or a skilled workforce. Examples of ZES include the Shenzhen Special Economic Zone in China, the Dubai International Financial Centre in the United Arab Emirates, and the Colombo Port City in Sri Lanka.

Critics of ZES argue that they can be a form of corporate welfare that benefits large corporations at the expense of smaller businesses and local communities. Additionally, they may not always deliver the promised economic benefits and can sometimes exacerbate social and environmental problems in the surrounding areas.

Despite these criticisms, ZES remain a popular tool for governments seeking to attract investment and promote economic development in underdeveloped areas.

In Italy, ZES was introduced in 2017 following the approval of a law regulating their establishment and operation. The Italian approach to developing ZESs is based on a strategy that combines tax incentives, regulatory simplification, and infrastructure development. The Italian government has established a program called "Zones of Economic and Social Development" (ZES) to promote the development of ZES in Italy. The ZES program aims to attract foreign investments, boost exports, and stimulate economic growth in disadvantaged areas of the country. The program is designed to support creation of new businesses and job opportunities, especially in the regions affected by economic decline and unemployment.

The ZES program is managed by the Ministry of Economic Development, which has established a set of guidelines and criteria to identify the areas eligible for ZES. The criteria include factors such as the infrastructure level, access to transportation, skilled labor, and the potential for economic growth. Once an area is identified as eligible, the government will work with local authorities to create a development plan that meets the area's specific needs. The ZES program provides a range of incentives and benefits to companies that operate within the ZESs. These include tax breaks, streamlined bureaucratic procedures, and access to financing and investment opportunities. The program also supports infrastructure development, including transportation networks, energy supply, and telecommunications.

The ZES program was created as a national policy to relaunch Southern Italy. Unfortunately, the context contribution of the beneficiary regions changed profoundly in the short term, with a succession of economic and social circumstances complicated to predict: the pandemic crisis, the first post-pandemic recovery, and the energy crisis linked to the Russo-Ukrainian conflict.

This situation, directly and indirectly, impacts the regional economic and industrial sector with unpredictable effects, whose statistical evidence will surely not be timely. Therefore, governance actions in the system will be complex. As a result of this situation, the ZES Program was refinanced with PNRR resources.

4.1 Special Economic Zones in Basilicata Region

Basilicata Region is located in southern Italy, bordering Campania to the west, Apulia to the north and east, and Calabria to the south (Fig. 1). The Region covers an area of 9,995 square kilometers (3,859 square miles) and has a population of around 570,000 people. The regional capital is Potenza, located in the region's central part. Historically, Basilicata has been one of the poorest regions in Italy, with a largely agrarian economy. However, in recent years, the region has seen some growth in tourism, renewable energy, and the service industry.

The region also has extensive industrial plants, particularly in the chemical and petrochemical sectors. Considering this situation, European Union included Basilicata Region in the Objective 1 regional development program. This program addresses the economic and social disparities between regions within the EU. The program aimed to support economic development and promote job creation in the EU's most economically disadvantaged regions, designated as "Objective 1 areas." Objective 1 areas were identified based on their low levels of economic development, high rates of unemployment, and other social and economic indicators. These regions were typically located in rural or urban areas affected by industrial decline, population loss, or other factors contributing to economic underdevelopment. The Objective 1 program provided financial support to these regions through various mechanisms, including grants, loans, and technical assistance. The program was designed to promote investment in infrastructure, education and training, research and development, and other activities deemed essential for promoting economic growth and job creation.

Referring specifically to the pandemic crisis's effects [4–6], Basilicata's regional economy, according to the Bank of Italy report of 2020, is heavily conditioned with an impact that has affected all productive sectors. Significant effects are recorded in all sectors: industry in the strict sense, with a generalized drop in turnover and working hours and a decline in investments. This occurred in the automotive industry, with a significant decrease in FCA production. The market of companies operating in the construction and real estate markets, with a substantial drop in real estate transactions and a reduction in prices in the residential sector. Private non-financial services show a significant decrease in activity as a consequence of the restrictions due to the pandemic, with substantial impacts partially balanced by extraordinary state support.

The Regional Administration in Basilicata has contributed to the Strategic Development Plan (PSS) of the "Puglia-Basilicata Interregional Ionian ZES," established by DPCM on June 6, 2019.



Fig. 1. Basilicata Region location.

The PSS (Special Economic Zone Plan) of the ZES recognizes the natural function of the Basilicata region's territorial system as a hinterland to the logistical infrastructure of the Port of Taranto, with the identification of a series of regional logistical polarities. The PSS highlights the aim of removing a structural condition of territorial isolation that affects industrial logistics by defining a development direction for the productive system capable of attracting investments. The ZES represents a condition of competitive advantage for established and future companies and therefore defines an instrumental condition for achieving the development objectives identified by the Basilicata region. The ZES represents a platform for enhancing the competitiveness of Basilicata's industrial and productive system, which includes a dimension of intangible facilitations for the development of new investments and the organization of entrepreneurial activities, combined with actions to strengthen the infrastructure of production settlements.

The formation of the PSS was developed through numerous political, technical, and administrative acts that provided for a comprehensive phase of involvement of territorial stakeholders in the agreement of strategic and operational requirements on which to structure the proposal of the ZES. At this regional level, an interregional consultation

action was added, linked to the nature of the overall proposal, which concerns a large territorial platform straddling Puglia and Basilicata.

5 The Experience of Special Economic Zones of Tito-Potenza in the Basilicata Region

The industrial area of Tito (PZ) represents an internal node of the industrial system that SVIMEZ (Association for the Development of Industry in Southern Italy) identifies as the 'Continental Quadrilateral' Naples, Bari, Taranto, Gioia Tauro concerning which to define the logistic-productive reorganization and territorial reconnection policy. These four poles have to be considered cornerstones in reorganizing the logistical-productive and territorial reconnection policy.

This factor, coherently with the strategy of the PPS of the Ionian ZES, makes the infrastructure project of the Tito ZES area a node in a broader network connected to the continental dimension of Southern Italy.

ZES actions will be integrated with the massive PNRR investment and regional programming, considering the development and cohesion policies supported by the Structural Funds. Implementing all these complementary actions leads to realizing a broader economic development process that will have to coordinate different functions and management models.

The industrial area of Tito had its significant development following the financing aimed at industrial strengthening, provided after the earthquake that hit the areas of Irpinia and Basilicata in 1980. It is located close to Basentana Highway 407, which guarantees good accessibility.

Two factors have led to a slowdown in the area's industrial development. The economic stagnation recorded in Italy starting from the early 2000s, emphasized by the Lehman Brothers bankruptcy caused in 2008 by the subprime mortgage crisis, which on the one hand, did not have direct implications for entrepreneurs in the area, has represented an incentive to relocate to countries in Eastern Europe and Asia, causing the closure of Western European plants. The other element slowing down the development of the industrial nucleus has been the identification, within its perimeter, of large areas subject to land reclamation of national interest (SIN) delimited by the Ministry of the Environment decree of 8 July 2002. Still today, these areas are affected by environmental reclamation procedures" [7].

Its proximity to the regional capital and the contiguity with 407 Highway ensures excellent connection to the main road routes of the region. It allows access to the A2 Highway in about 30 min. It is also located near the railway line that connects the Tyrrhenian coast with the Ionian coast, passing through the regional capital. The area is located in the municipality of Tito and is close to Picerno. The southern part of the industrial area borders the municipality of Pignola and is a short distance from the WWF oasis of Pantano Lake. The site has national and international manufacturing companies, particularly in the engineering and automotive sectors (not only related to the Stellantis pole in San Nicola di Melfi). Industries in the agro-food sector should be highlighted. There are also some services and scientific research (CNR) activities (Fig. 2).



Fig. 2. Industrial area of Tito location.

5.1 Special Economic Zones of Tito-Potenza Project

The Z.E.S. area project comes after a careful and deep discussion with the stakeholders. In particular, thanks to a discussion table promoted by Api-Bas (Society of Industrial Production Areas of Basilicata) and the Basilicata Region, numerous meetings were held at the latter with the Municipality of Tito, with the regional offices involved in the project, and with the old Industrial Consortium in liquidation.

The project is aimed at the total digitization of contracting activities. It has been fully realized in a GIS (Geographic Information System) environment, effectively building a solid basis for implementing the Api-Bas Territorial Information System and allowing rapid implementation of all procedures.

The ZES intervention in the industrial area of Tito (PZ) configures the infrastructural intervention as an enhancement of the industrial site by referring to organizational criteria of the settlement fabric oriented to maximize:

- the re-use of existing road infrastructure as a basis for the construction of the subdivision scheme;
- the integration of sub-service networks with the existing infrastructure;
- a rationalization of spaces for activities settlement based on a modular approach of lots with a minimum surface area of 5000 square meters
- an internal and service road scheme for the area that guarantees suitable access options to the lots and adequate maneuvering spaces for industrial vehicles and articulated trucks;
- the subdivision of the areas considering the morphological elements and slopes compatible with industrial allotment operations.

The location of the Z.E.S. areas is particularly favorable for reusing existing infrastructure, which in most cases only requires adaptation. The territorial extension of the area interested by the Z.E.S. intervention is a function of specific components explained in the following equation:

$$A_{tot} = A_a + A_r + A_e + A_g = 373557 \text{ mq} \quad (1)$$

Where:
Aa = Allotment Area = 245,325 sqm
Ar = Road infrastructure Area = 59893 sqm
Ae = Elisurface Area = 7000 sqm
Ag = Green Areas = 61339 sqm

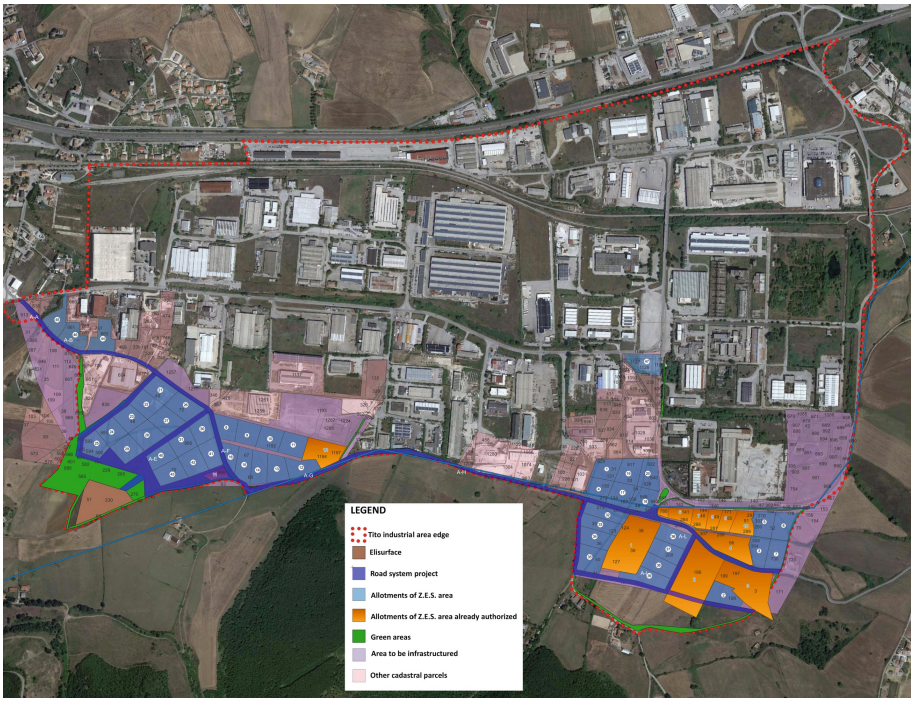


Fig. 3. Allotment of Z.E.S..area of Tito.

In the area of interest, a significant green area of 61339 square meters, already foreseen by the industrial planning instrument, has been included, providing an additional quality element.

Although the industrial area is located near Basentana Highway and the Potenza-Sicignano degli Alburni railway line to improve accessibility and encourage nationally and internationally relevant entrepreneurs to invest in the area, a helipad has also been included in the Z.E.S. area on a surface of 7000 square meters located near Cuparo farmhouse in the southernmost part of the perimeter (in brown in Fig. 3). This helipad would fill the historical accessibility gap affecting the entire area and allow for shared management among local authorities and organizations interested in its use. The organization of the road network (Fig. 4) pursues two main objectives: to facilitate access to individual lots and to enhance the connection of the industrial area with the surrounding areas. To this end, particular attention has been paid to dimensioning the road network at the individual lots to allow access to articulated vehicles. It has been designed, also, to

improve the road infrastructure that connects the industrial area with the Pantano area in the Municipality of Pignola, partly located in the southern sector of the area and partly along the perimeter of the industrial area.

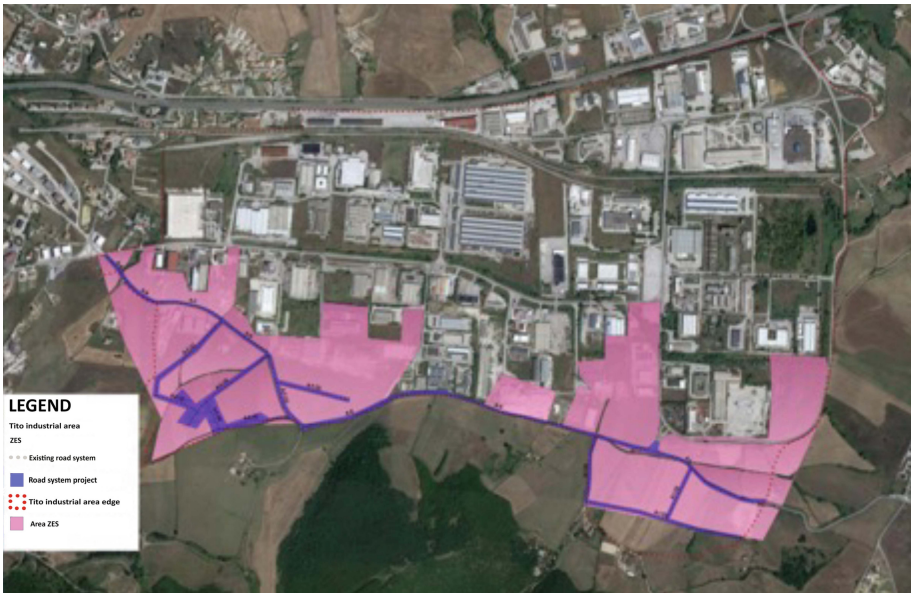


Fig. 4. Roadŝ infrastructure project of Z.E.S..area of Tito.

The extensive infrastructure investments are intended both to be a way to determine the precondition to attract new industrial operators and as a way to qualify the whole industrial site from an urban perspective. The private investments attraction represents an open program where APIBAS, institutional players, local decision-makers, and the main industrial organizations operating in Basilicata Region and at the National level must cooperate to maximize the socio-economic benefits for the whole area.

The design quality and technological features also represent a way to affirm the project's long-term sustainability from an environmental perspective [8] and a functional one.

6 Conclusions

This work concerns the latter component of the development strategy concerning the industrial settlement of Tito (PZ), which represents a primary node of the industrial infrastructure of Basilicata.

Overall, the Italian approach to developing ZESs is focused on promoting economic development and attracting foreign investment in disadvantaged areas of the country. The ZES program and other sector-specific programs offer a range of incentives and support to businesses operating within the ZESs, aiming to stimulate economic growth and create new job opportunities.

Investing in primary, efficient, and sustainable infrastructure at the ZES of Tito (PZ) service becomes a priority in this dimension of uncertainty and rapidly evolving political, economic, and social framework on a supranational scale. This project defines it on a preliminary basis since the demand for efficient and sustainable primary infrastructure, the definition of operational schemes for industrial location, and the simplification of processes that depend on a response aimed at the institutions responsible for the industrial and productive revival of the territory, become preconditions for addressing ongoing crises and directing towards development conditions defined in the ZES programming documents.

One of the main reasons that can be attributed to the causes of the proliferation of Special Economic Zones (ZESs) is the dual-level approach which, on the one hand, creates a competitive opportunity for operators due to their production location and, on the other hand, becomes a policy that deviates from the ordinary administrative/fiscal management system. This provides policymakers with an ad hoc tool to intervene in specific contexts without altering the regular regulatory framework, following a targeted action approach to address a properly documented local emergency. Policymakers resort to ZESs as investment attractors (often from foreign sources), capable of generating employment in the area and increasing exports. These benefits extend beyond the zone's boundaries, as demonstrated by specific "dynamic" effects on the surrounding regions and the local economy. Identifiable as indirect benefits, these dynamic effects emerge through interactions between the companies responsible for the ZESs and other actors in the local economy through the diffusion of skills, and they appear to have a more significant impact on medium- to long-term development in local economies compared to direct benefits [9].

A technological advantage emerges that can spill over to operators in the surrounding areas, promoting structural changes and increasing their competitiveness through a dynamic industry cluster or production district. Systemic advantages typically develop through various channels, with the most common being labor mobility between ZESs and local firms, the creation of connections with small producers in the region, the imitation of technology and management practices by local firms, and the upgrading of basic skills in the local workforce [10].

The integration of ZES firms within the local economy represents a necessary condition for such repercussions to occur [10, 11]. It is crucial to establish connections between ZES companies and those operating in the broader local context [12].

ZES firms, which in significant international experiences are typically oriented toward the global market and managed by companies outside national boundaries, have higher quality requirements in their production processes than local firms. The latter can benefit from upgrading processes and product and process innovation through partnership relationships that are established at the local level [11]. Furthermore, it is estimated that foreign firms serve as an incentive to support local production on the territory, drastically reducing the time and costs involved [13, 14].

Considering the potential benefits mentioned above, ZES policies have often sought to promote integration between foreign and local firms, aiming to generate inward connections that represent an advantage for the economic system centered around the ZES area.

The Tito Industrial Area is formally the main production area within the larger Potenza territory and therefore plays a regional role within Basilicata's industrial and artisanal system. It has an industrial tradition has accompanied the different phases of industrial settlement in Basilicata, offering an optimal location for investments in various sectors such as chemicals, metalworking, logistics, construction, and more.

Alongside the tradition of industrial settlements, there is now not only a dimension of a "production system" that measures not only the industrial presence but also a widespread system of services for the industry, but also a dimension of environmental externalities that need to be addressed, for which remediation processes are underway due to the presence of the National Interest Site (SIN).

In Tito's industrial area, complex remediation interventions are being carried out by several public bodies entitled to specific responsibilities. Through ZES investments, the industrial area becomes, as in the past, one of the main nodes of the regional industrial network, reinforcing the overall competitiveness of the whole system according to effective and sustainable growth scenarios [15, 16].

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