Methodologies for Sustainable Development of TEN-T/RFC Corridors and Core Ports: Settlement Capacity of Industrial Firms in Port Related Areas

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Abstract. The issue of industrial areas with specific rules and incentives, identified as Special Economic Zones has become increasingly important for undeveloped European regions. On a world level, the SEZs have allowed the significant development of the territories concerned. The main experiences are in the area of ports. It is possible to model some main developments that the SEZ can achieve on the basis of international results. It is modeled the maximum potential increase in employment due to the establishment of a SEZ, subject to land constraints. A test case is proposed referring to the TEN-T core node of Gioia Tauro in the Southern of Italy.

Keywords: Sustainable Ports · Smart Ports · TEN-T · Special Economic Zone · Port of the future · Network in SEZ · Land constraints

1 Introduction

The industrial areas with specific rules and incentives identified as SEZs, are the fundamental elements of the development of ports and allows their future development. The ports supplying goods to these industrial areas, constitute the decisive element for the development of the SEZs. In a general view, with SEZ, it is possible identify the special industrial zone around the port if it is of a third-generation port following UNCTAD indications [1, 2]. In this case the literature reports different studies relative to the economic impacts [3–11].

In the world there are about 4000 SEZs (special economic zone), with the aim of attracting foreign investment through measures such as incentives, tax breaks and regulatory derogations. The best-known examples are those in China and in Dubai; in Europe there are about 90, 14 of which are established in Poland [12–14].

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The impacts resulting from the establishment of SEZs can be assessed against the three declinations of sustainability in relation to the Agenda 2030 [15]: economic, social and environmental.

Economic sustainability is measurable in terms of an increase in: exports employment and foreign investment.

Social sustainability of the SEZ mainly concern: safety, security, participation, raising working standards; development of human resources with retraining of the workforce and the growth of skills through training.

Environmental sustainability impacts of the SEZ mainly concern: the environmental standards achievable by providing companies with infrastructures and services specifically designed, with the awareness of having to pursue effective management of the environment.

One of the main objectives of the SEZ is the increase in exports: a decisive tool for this objective is to reduce the times to carry out an export, in order to make companies that locate plants in the SEZ competitive. In 2013, the World Bank presented the document "Doing Business 2014", in which it is indicated as essential for the export of a country: the time to carry out an export [16]. This time is divided into: time for preparing documents, time for handling in ports, time for customs. In 2014, the Presidency of the Italian Council, deepening the World Bank document, presented the study "Study initiative on Italian ports" [17], in which the average times for export from different European countries competing on the same markets are compared, obtaining: 19 days for Italy; 9 days for Germany and Belgium; 7 days for Holland.

It is important to study a SEZ area which is directly connected with a port belonging to the main European network. The ports to be studied are those that belong both to the strategic transport infrastructure network, defined as the Trans-European Transport Network (TEN-T), and to the operational and tactical network of freight services, defined as the Rail Freight Corridor (RFC) [18, 19].The development of a SEZ directly connected with a port of the TEN-T network requires that the port has a very high level of ICT and therefore has smart port characteristics, in line with what is defined by the EU for smart cities, ie an integrated presence of ICT, transport and energy [20–22].

The objective of this note is to recall a general system of models that allows to estimate ex ante, starting from input variables, the potentially reliable results with the establishment of the SEZ, and to specify a model that gives the maximum settlement of firms given the land constraints.

Considering the overall model system, it is necessary to move from the model that assesses the potential offered by the presence of available areas within the SEZ, to the model that allows to effectively define which companies can set up and what characteristics they can have. On the one hand it is necessary to study what territorial constraints there are (model already present in the literature), on the other it is necessary to verify which companies can set up. That is, even if the model of territorial constraints shows that there are areas, it is not known if these are suitable for companies, and therefore which companies, given the free areas, can settle. In this way, Sect. 2 presents the overall system of models that can be implemented to estimate the results obtainable from a SEZ and specifies the model estimating the number and type of equivalent companies that can establish themselves, and/or can be the subject of an expansion if already established, in

the industrial agglomerations considered following the establishment of the SEZ.A case study is proposed in Sect. 3. The area considered is that of Calabria (Southern Italy) and the SEZ is the one that refers to the intercontinental TEN-T port of Gioia Tauro and the other national ports linked.

2 The Proposed System of Models

2.1 The Considered System of Models

A general system of models is proposed that constitutes an advanced framework from a first proposal given by the authors [23]. The system of models gives as final results the estimates of the expected impacts of the establishment of a SEZ.

The general framework (Fig. 1) includes:

- Aggregated direct impacts;
- Land capacity constraint;
- Economic - functional integration;
- Settlement of firms;
- Incentives;
- Aggregated indirect and induced impacts.

According to an aggregated approach, the proposed general framework allows, on the basis of literature data and of specific database related to the different applications, an estimate of the impacts deriving from the establishment of the SEZ [24].

The impacts must be verified in relation to the constraints deriving from the surface availability and the socio-economic characteristics of the areas analyzed in the Land Capacity Constraint Model, with a disaggregated approach [23].

After having acquired the theoretical surface of the necessary areas, two modeling paths must be developed in parallel. In the first path, the number and type of industries that can establish themselves must be modeled in a disaggregated form, verifying, the surfaces available in each locality where a part of the SEZ is located.

The territorial impacts on material and immaterial components have been studied [25–28]. The feasibility of the hypotheses with respect to possible settlements and upgrades of companies, based on the available surfaces is verified with the settlement of industries model, that is proposed in this note.

In the second path, the integration between the different parts into which a SEZ is divided must be verified, considering the attributes of time and cost and therefore the active and passive accessibility of each part.

Once the results from the two paths have been obtained, if both are accepted independently, it can be move on to the final phase which is given by the study of the quantity of employed generated by SEZ. Leaving from the quantity of direct employees estimated in the aggregated impact model, both the quantity of employees in indirect activities and the quantity of employees in induced activities are therefore studied in the aggregated indirect and induced impacts model [29, 30].

The overall structure of the model thus proposed can be implemented in any other SEC, and in particular in those which present the complexity of being divided into different parts.

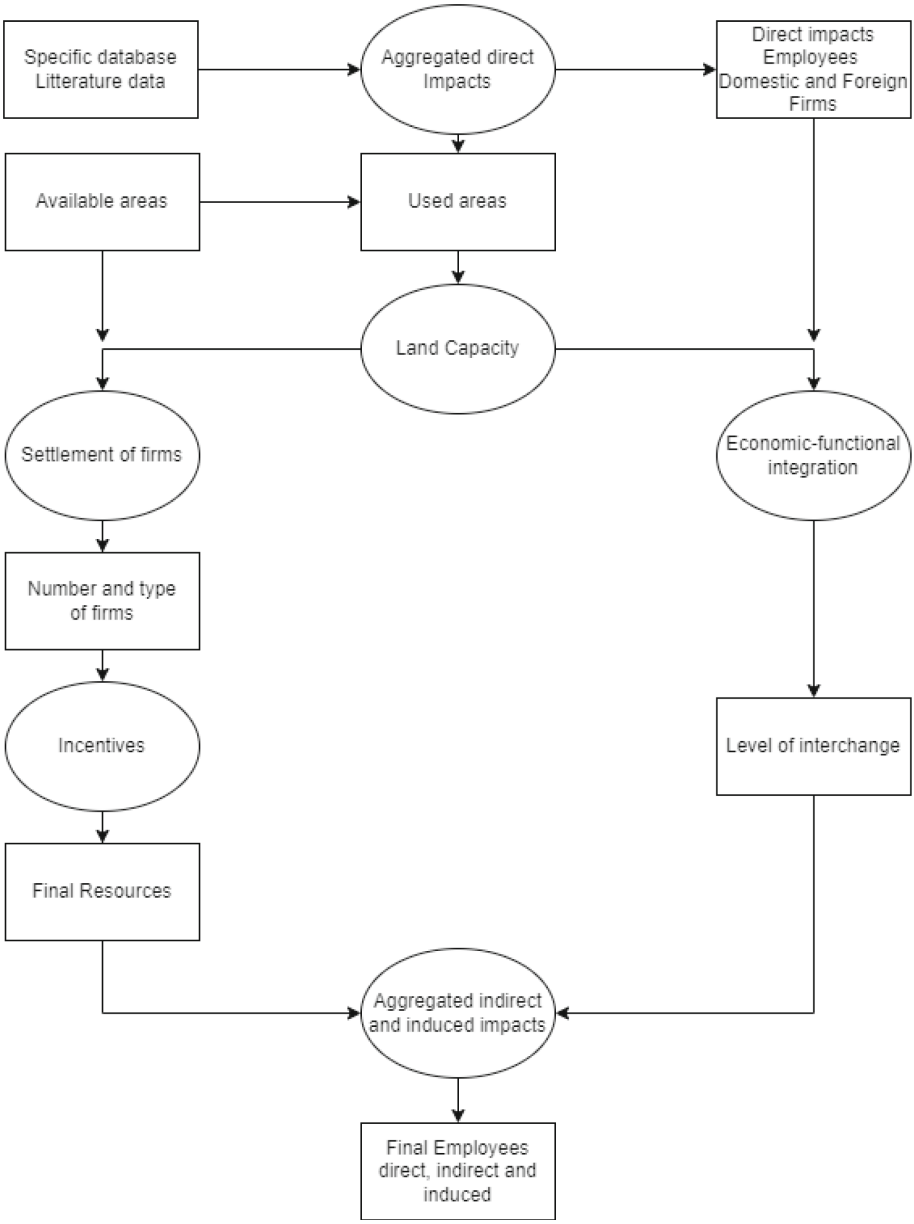

Fig. 1. System of models for SEZ in TEN-T core port

2.2 Land Capacity Constraint Model

In this section, the land capacity constraint model is recalled [23].

The impacts of the SEZ must be estimated by considering a reference decade from year 1 to year 10, considering the characteristic variables measured in the base year of activation of the SEZ indicated with year 0.

The model estimates the increase in employment at each industrial site.

It has the following formulation:

$$\Delta Emp_{SEZ_Total_1,10} = \Sigma_i \Delta Emp_{Ai-1,10} = \Sigma_i d_i \cdot \Delta S_{Ai_1,10} \quad (1)$$

with

- $\Delta Emp_{SEZ_Total\text{-}1,\ 10}$ total change in the number of employees;
- $\Delta Emp_{Ai\text{-}1,10}$ change in the number of employees in the single agglomeration A_i in the decade considered;
- $\Delta S_{Ai_1,10}$ change in the area occupied by new holdings in the individual agglomeration A_i in the decade considered, respect to the base year
- d_i density of employees in the single agglomeration A_i estimated on the basis of the current values recorded in the areas considered in the SEZs.

Compared to the change in the area occupied by holdings in the individual agglomeration A_i, model estimates must be made knowing the area of the SEZ areas that are free and therefore the ones potentially available for the establishment of new companies.

An analysis of the areas in the SEZ is carried out, identifying those free from industrial plants and therefore potentially available for new settlements. For these areas, different development scenarios are hypothesized:

- low, an increase in the occupied area of 50% of the free area is expected compared to the value of year 0;
- high, it is expected an increase in the occupied area equal to 100% of the free area compared to the value of the year zero.

Equation 1 gives as outputs the reference information.

It is also necessary to consider two other elements, in addition to completely free areas: areas to be regenerated, and better use of areas already occupied. The result of the model must then be compared with the result of the aggregate impact model.

The surface already occupied and affected by regeneration is indicated by

$$\Delta^r S_{Ai_0}$$

The increase in use with the inclusion of new employees in companies already operating can be considered in the model expressed by Eq. 1, multiplying the d:

$$\Delta d = d_{rif} - d_{act}$$

with

d_{rif}: reference density in the scenario considered

d_{rif}: current density of operating enterprises increasing production and labor requirements.

2.3 Settlement of Firms' Model

"Settlement of firms" model estimates the number and type of companies that can establish themselves, and/or can be the subject of an expansion if already established, in the industrial agglomerations considered following the establishment of the SEZ.

The estimate was obtained on the basis of the results obtained from the application of Land Model, which concerns the potential increase in employees according to the surface still available in the industrial agglomerations concerned. It can be considered four holding classes, combining:

- two classes of occupation of free surfaces,
- two classes of density of employees.

Considering the constraints relating to the available surfaces deriving Land Capacity model, as regards the variation of the free surface, it can be considered the 2 classes of possible developments are:

- low, an increase in the occupied area of 50% of the free area is expected compared to the value of year 0;
- high, it is expected an increase in the occupied area equal to 100% of the free area compared to the value of the year zero.

3 The Study Case of SEZ in Gioia Tauro Port

3.1 Land Capacity Model

The area considered in the study is that of Calabria Region where the first Italian SEZ have been proposed [31–36]. The SEZ is the one that refers to the intercontinental TEN-T [18, 19] port of Gioia Tauro and the other national ports and airport located in the region. The Gioia Tauro SEZ is directly connected to the port. The port of Gioia belongs both to the strategic infrastructural network, in particular to the TEN-T 5 corridor, and to the freight services network, in particular to the RFC 3. It is the southernmost port of the Italian peninsula (Fig. 2). In the last 10 years it has always been in the top three positions among container ports in the Mediterranean and among the top 5 at European level.

To implement the model specific characteristics of Calabria region interesting the port, have been considered.

The Land capacity model makes it possible to verify whether the increase in employment can be constrained by the availability of areas, or if the areas are in excess of potential development.

In this phase, it is assumed from the model that the density is homogeneous for all areas and that, in the reference decade, it can assume two possible scenario values:

- $d_1 = 10$ emp/ha, on the establishment of medium-sized enterprises;
- $d_2 = 20$ emp/ha, on the establishment of large enterprises.

The change in the area occupied by holdings in the individual agglomeration has been estimated compared to the base year $Y = 0$.

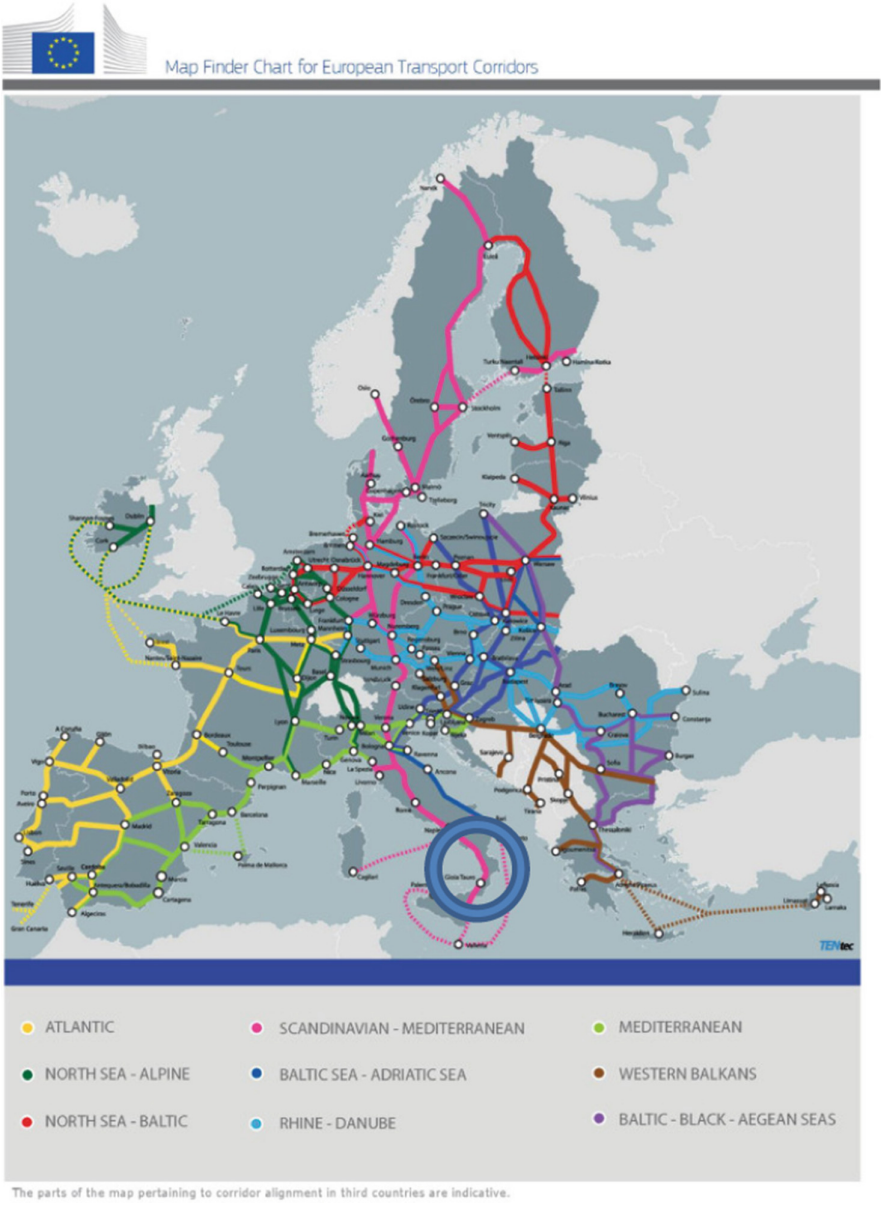

Fig. 2. TEN-T core port of Gioia Tauro

Two possible trend developments were considered:

- low, increase of occupied area equal to 50% of the free area compared to the Y = 0 value after a decade, i.e.

$$\Delta S_{Ai_1,10} = 0,50 \cdot (\Sigma_i \, S_{Ai_0_AIL})(SCENARIO\ B);$$

- high, increase in the occupied area equal to 100% of the free area compared to the Y = 0 value after a decade, i.e.

$$\Delta S_{Ai_1,10} variation = 1,00 \cdot (\Sigma_i \, S_{Ai_0_AIL})(SCENARIO\ A).$$

In Table 1 a synthesis of the main characteristics for each scenario is reported.

Table 1. Synthesis of different Scenarios

Scenario	Free surface occupation	Density of employees (emp/ha)
B_d1	50%	10
B_d2	50%	20
A_d1	100%	10
A_d2	100%	20

3.2 Settlement of Firms' Models

As regards the new settlements, two types of enterprises were considered which, on the basis of the economic system of Calabria, can be assumed to have the following characteristics:

New Great Firm, *NG*

- $Emp_{Ai\text{-}1,10}$n = 300 emp.;
- $S_{Ai_1,1,10}$ = 15 ha;

New Medium Firm, *NM*

- $Emp_{Ai\text{-}1,10}$n = 100 emp.;
- $S_{Ai_1,1,10}$ = 10 ha.

As far as the existing settlements are concerned, the presence of two further types of enterprises has been hypothesized:

Medium to Great Firm, *MG*
if following the activation of the SEZ, a medium company already existing in the base year of reference 2018 expands, becoming, in the reference decade 2019–2028, a type G company, with consequent

- $\Delta Emp_{Ai\text{-}1,10}$n = 200 emp.;
- $\Delta S_{Ai_1,10,}$ = 5 ha;

Medium to Medium Firm, *MM*
if following the activation of the SEZ, a medium company already existing in the base year of reference Y = 0 expands without changing the surface occupied, but still undergoing an increase in employees in the reference decade 1–10.

Considering the constraints relating to the available surfaces deriving from Land Capacity model, the hypotheses reported in Table 2 are considered. The hypotheses refer to Land Capacity as regards the variation of the free surface, which envisaged 2 possible developments:

- low, an increase in the occupied area of 50% of the free area is expected compared to the Y = 0 value, i.e. $\Delta S_{Ai_1,10,} = 0{,}50 \cdot (\Sigma_i \, S_{Ai_0_AIL})$ (*SCENARIO B*);

- high, an increase in the occupied area is expected equal to 100% of the free area compared to the Y = 0 value, i.e. $\Delta S_{Ai_1,10,} = 0{,}50 \cdot (\Sigma_i\, S_{Ai_0_AIL})$ *(SCENARIO A).*

The assumptions relating to density, d_1 and d_2, considered in Land Capacity model, are considered through the two types of firms NM/MM and NG/MG, since the first is characterized by a density of type d1 and the second is characterized by a density of type d2.

In Land Model it was assumed that the actual available surface can be considered double the current one.

In this case, the hypotheses relating to the establishment of businesses are those shown in Table 3.

Table 2. Scenario Settlement of firms SEZ (estimated area available in the base year)

		Class of Firm			Total
		NG	NM	MG	
Scenario B	Num of Firms	3	1	2	
	$\Delta Emp_{SEZ_Calabria}$	900	100	400	1.400
	$\Delta S_{Ai-1,10}$	45	10	10	65
Scenario A	Num of Firms	6	3	4	
	$\Delta Emp_{SEZ_Calabria}$	1.800	300	800	2.900
	$\Delta S_{Ai-10,10}$(ha)	90	30	20	140

As far as *MM*-type enterprises are concerned, the expansion of 40 existing enterprises is assumed, with an increase in total employees of 1,400 in the ten-year period 2019–2028.

Table 3. Scenario Settlement of firms SEZ (enhanced available area estimates)

		Class of Firm			Total
		NG	NM	MG	
Scenario B	Num of Firms	6	3	4	
	$\Delta Emp_{SEZ_Calabria}$	1.800	300	800	2.900
	$\Delta S_{Ai-1,10}$	90	30	20	140
Scenario A	Num of Firms	12	6	8	
	$\Delta Emp_{SEZ_Calabria}$	3.600	600	1.600	5.800
	$\Delta S_{Ai-1,10}$(ha)	180	60	40	280

4 Conclusions

The model "Settlement of firms" refers to the employment in the industrial agglomerations included in the SEZ with assumptions on businesses, evaluated on the basis of the economic context of Calabria.

The establishment of firms is studied considering discrete alternatives. The process followed is of the what if type, analyzing the results achieved for each configuration.

The model provides a result wholly consistent with the results deriving from aggregated impacts models and land constrained model 2, considering the establishment of 12 businesses of type *NG*, 6 of type *NM* and 8 of type *MG* (expansion from type M to type G), as well as the upgrading of *MM* enterprises (existing M-type enterprises to be upgraded. The development of the work can be carried out both with respect to the other SEZs proposed in EU and in Italy directly linked to TEN-T/RFC corridors, and with respect to specific product sectors within the SEZs.

The model discussed in the paper, placed in the context of the modeling system reported in Sect. 2.1, is useful for planners at national and regional level and for port authority technicians. The model is also useful for researchers in fields related to the economic development of ports.

The proposed work can be developed considering different modifications of the occupation density and different modifications of the surface commitment.

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