



Making financial instruments work for cities

CSI Europe CITY PARTNER – ANCONA LOCAL ACTION PLAN

URBACT II



Connecting cities
Building successes



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1. INTRODUCTION AND STRUCTURE OF THE PLAN

The City of Ancona, is a partner of the CSI-Europe. The Project, with nine other European Cities, aims to look at urban development and Financial Instruments in relation to the next EU funding programme 2014-2020. The project is funded by URBACT, an EU funded programme which supports learning, exchange and knowledge sharing networks and projects that focus on specific urban issues. The network has been named 'CSI Europe' (City Sustainable Investment). The Lead Partner is Manchester. The other members of the thematic network are: Leipzig (Germany), Lille (France), Malmo (Sweden), Porto (Portugal), Poznan (Poland), Riga (Latvia), Seville (Spain) and The Hague (The Netherlands).

The network agreed to focus on four themes, which would inform the development of new investment models.

These are:

- Regulation
- Technical Assistance
- State Aid
- Governance.



The Network gathered and then used the experience gained across the partner cities to date in managing JESSICA instruments to achieve the following three objectives:

- Firstly, exploring ways to enhance the effectiveness of the existing instruments in improving strategic investment and governance in cities, ideally bringing about improved delivery of urban projects on the ground for the Network Partners in the current programming period;
- Secondly, providing practical feedback into the development of the Structural and Cohesion Fund Regulations and the preparation of programming documents for the next programming period in relation to sustainable urban development and financial instruments, to ensure that these reflect experience to date, lessons learnt and opportunities identified during the JESSICA implementation process.
- Thirdly, helping to prepare cities and Managing Authorities in designing sustainable investment strategies and city governance structures for the next Structural Funds programming period. The framework proposed by the Commission for the next period places greater emphasis on financial instruments, on sustainable integrated territorial investment and – crucially – on giving cities a direct role in implementing cohesion policy. The new regulations therefore present significant opportunities to further embed financial instruments within core city policies and urban development delivery vehicles within integrated city investment strategies;

- Finally, through its focus on existing and new governance structures and investment strategies, the Network demonstrated and explore the role of financial instruments in supporting urban development against the background of the current financial crisis and economic recession, which has and will continue to severely limit the availability of traditional grant mechanisms and drive incentives to optimise of the mix between repayable and non-repayable instruments in urban investment.

The City of Ancona Local Action Plan is organised as follows:

- Chapter 1 states the Ancona Basic facts and the Strategy of the City, the guiding principles and purpose of the plan, together with the strategic objectives;
- Chapters 2, describes how the LSG for Ancona has been built and how the stakeholder involvement has been carried on. It was an important part of the preparation process for this plan,;
- Chapters 3 and 4 are the core of the plan as they present the measures that have been selected to give shape to the strategy and the methods for achieving them;
- Chapter5 explains what is the Potential of the Financial Instrument's application with regard to the selected project actions.

2. ANCONA BASIC FACTS and the URBAN DEVELOPMENT STRATEGY for 2020

Ancona is a city characterised by some unusual features that make it an interesting and complex case:

- it is the regional capital, with all that is implied in terms of centralised functions;
- it is a port of international size, characterised, among other things, by very driven dynamics and by an historical position that creates synergistically negative effects with the urban structure;
- it is a site with complex geographical features, which have characterised its development over the centuries and that, even today, has a marked effect on the design and dynamic network;
- it is a city that is heavily scattered throughout the territory, with all that is implied in terms of the organisation of public transport services and the extent of urban mobility.

The city's mobility management was influenced over time by the particular morphological situation, physical integration of the port with the city, urban development over the past 30 years and by the strong increase in the number of cars. Due to the incompleteness of the primary infrastructure network, the constantly increasing heavy traffic directed to the port is still largely using the secondary network. The result is a congested city, at least on its main roads and is made up of parts that, although contiguous, are in fact separate.

The amount of traffic on the roads is placed just above the average of cities of similar population range, reaching abnormal amounts, however, at certain times of the day (coinciding with the arrival of the Superfast vessels, unloading a significant amount of light and heavy traffic) and at certain times of the year (the period coinciding with the beginning and the end of the summer holidays due to the large amount of vehicles that take the ferry to Greece and Turkey). Ancona, therefore, suffers from seasonal factors.

Currently the city has a distributed use of urban transport methods, which is extremely different from what has been recorded over the past two decades. The overall volume of urban trips throughout the day was essentially unchanged between the 80s and 90s, but the distribution has changed radically in favour of the car and at the expense of public transport and of walking. The spread of the city into the surrounding area seems to be one of the underlying causes for their nosedive.

The most common economic activities in the City of Ancona are trade and crafts (service and artistic). They are intertwined and play an essential role in defining the urban centre and the merchandise, trade and service interests performed in the historic centre and aimed at the surrounding areas on the municipal, provincial and district level. It must be said that the small businesses community is rather diverse and closely interdependent with the environment in which it develops. Ancona is dominated by manufacturing (30.9% of the existing



businesses), construction companies (20%) and community, social and personal services (about 17%). It is remarkable how the small craft business foundation is almost identical to that of small business enterprises (1970 for the first, and 1757 for the second, if we exclude shops with a sales area greater than 400 m²). This phenomenon is particularly visible in an integrated multi-purpose area such as the historic centre.

This Local Action Plan made in the framework of CSI Europe has been made as part of the Strategic Plan for Climate Change implemented by the Municipality of Ancona under the ACT Project (www.actlife.eu). In the Strategic Plan for Climate Change the City of Ancona defines "four strategic objectives for four visions of the city":

1. Ancona, a polycentric, habitable and accessible city

This strategic objective is directly related to the need to combine new housing demand in the city with its polycentrism, which is one of the peculiar characteristics of the "functional urban areas" of the Marche region including Ancona, and its consolidation, to which the residential dynamics in recent decades contributed directly.

2. Ancona, an interconnected and competitive hub city

This objective aims first of all to enhance the unquestionable strengths of the Ancona infrastructure system, which is increasingly becoming a strategic asset and a development multiplier.

3. Ancona, a Green and Carbon free City

This strategic objective aims to pursue a broad and systematic convergence between urban planning and the planning of scarce resources and renewable resources, meaning the ability to combine the enhancement of ecological connections and the reduction of barriers or enclosures - thus ensuring the persistence and diversity of the ecosystems - with a bioclimatic and energetic take on the renewal of the settlement and building heritage and with the development of rail transport and bicycle and pedestrian areas.

4. Ancona, a beautiful city with scenery and cultural identity

This strategic objective leverages the significant potential of the extraordinary natural and cultural resources of the city of Ancona and its territory. This is especially so if they are understood not only as individual monuments or significant places, but rather as networks of significant places and landscapes that reunite the presence of the sea, the city and the rural territory within "clusters of meaning".

The LAP of Ancona implemented in the framework of the CSI project start from the strategic plan of the City and aims at analysing those projects which are eligible under the new Financial Instruments available for the next 2014/2020 period. Indeed, the Local Action Plan works as annex of the strategic plan, by selecting the most relevant urban development project and analysing what their potential in the FI application .

3. ANCONA LOCAL SUPPORT GROUP (WHO ? , HOW ? , WHAT?)

One of the first steps taken by the City of Ancona was the creation of the Local Support Group, as a multidisciplinary and inter-sectorial working group that allowed to deal with several aspects and issues linked to project. In the ULSG were included representatives of different urban sectors such as environmental protection, soil safeguard, water resources safeguard, civil protection, infrastructure, business and industry, tourism, communication, finance etc.

The definition of ULSGs was facilitated by the implementation of the Matrix (Direct/Indirect Influence matrix), thanks to which it was possible to map the stakeholders to involve in the process. The choice was based on criteria of capacity to influence the decision-making process and on the level of competence on the topic at hand. Particularly, stakeholders to be involved in the process of planning have been identified by crossing the project areas with the categories of subjects who have direct and indirect impacts with respect to them (array of stakeholders); once the categories of stakeholders to be involved was identified, the choice of the subjects was performed taking into account the following criteria:



- the type and level of information in their possession;
- the ability to positively help the process;
- the level of influence on the territory.

The process of mapping the stakeholders allowed the launch of a multi-level participation process. It was also thanks to this process of sharing that the City stakeholders could start the first initiatives and foresee new ones to be launched in collaboration with business and civil society, which have an active role within the community. The involvement of stakeholders was carried out in practice by identifying three structures:

- **the internal working group**, made up of staff and technicians of the City of Ancona, as follows

DEPARTMENT	MANAGER	ROLE
Environment, Mobility and Energy Sector	Giacomo Circelli	Director
	Alessio Piancone	Mobility, Logistics and Port Technical Officer
	Alessandro Alessandrini	Traffic and Mobility Technical Officer
Public Works Sector	Stefano Cardellini	Monitoring Centre Manager
	Antonio Ninivaggi	Civil Protection
Urban planning and land development sector	Sauro Moglie	Director
European Policy and Fund Manager	Marco Cardinaletti	External Expert on Financial Instruments
GIS - Geographic Information System	Andrea Amadori Fiorina di Gloia	Technical Officer
Finance Sector	Sanja Vukorep	Finance Department

- The **ANCONA Local Support Group**, in which stakeholders outside of the City were involved and identified through the matrix mentioned above; the Board is the place where all those involved in the adaptation process have had the opportunity to meet and discuss a common strategy and actions to tackle climate change. The Board, coordinated by Marco Cardinaletti, Fund Manager for the City of Ancona, officially met on August 2012 during the meeting of the CSI project (first part). It is made up of the following individuals:

DEPARTMENT	MANAGER	ROLE
FSI	Sandro Carbonari	Manager for environmental issues
MANAGING AUTHORITY of Marche Region	Mauro Terzoni Fabio Travagliati	Head of MA Department Responsible for JESSICA fund
ANAS	Aldo Castellari	Director
BAP Superintendent, Marche	Luciano Garella	Ancona Superintendent Manager
ICZM and coastal defence department, Marche Region	Giorgio Filomena	Technician
Department of Land Defence and Basin Authority	Marcello Principi	Director
Regional Civil Protection	Roberto Oreficini	Director
Faculty of Engineering and Energy - UNIVPM	Costanzo Di Perna	Professor of Energy - UNIVPM
Faculty of Marine Biology - UNIVPM	Aniello Russo	Professor of Marine Sciences - UNIVPM
Department III Territory Government - Environmental Enhancement and Protection Sector - Province of Ancona	Roberto Renzi	Director
ISPRA - Environmental Protection Institute	Francesca Giordano, Alessio Capriolo, Chiara Vicini,	Researchers and experts on Urban development and Environment
Agenzie Unipol Assicurazioni ANCONA	Giorgio Pesaresi	Financial Manager
Federazione delle Banche di Credito Cooperativo delle Marche	Fabrizio Ospici	Risk Manager and Auditor

- the themed working groups, composed of members of the previous structures, focus on the following areas: **historical heritage, coastal erosion, landslides and hydrogeological conditions, connecting infrastructure and Financial Instruments application**. These areas are the main areas where the urban plan was targeted.



The Ancona - LSG meets yearly in the first case to set up research and evaluate the eligibility of the project actions included in the Strategic Plan for Climate Change within the FI Framework. After a general evaluation of the projects, It then proceeded with restricted meetings involving the themed working groups. The purpose of these meetings was in-depth development of the contents of the existing schedule to demonstrate possible real application. Each working group had a coordinator who was responsible for managing the work of the group and organising the results as they were obtained. The Financial Instruments application group was n horizontal group which had the responsibility to collect all information from the 4 thematic groups and develop a financial and feasibility analysis of each project proposed by each Thematic Group.

The Ancona-LSG was kept up to date through regular communications and updates from the City of Ancona.

4. THE ANCONA LOCAL ACTION PLAN

The LAP of Ancona aims to support the City to gradually implement the strategic plan for Climate Change by using new innovative financial tools, transforming the contingent needs into development opportunities for the city. The objectives of the Plan are:

At **Financial** level:

- Further developing the knowledge and understanding within the City’s developer community of how financial instruments can support projects for making the City more resilient
- Sharing experience from across the network of what does and does not work
- Attracting private investment into urban development throughout the implementation of PPPs
- Building capacity to develop the pipeline of Evergreen projects for the next ERDF programme

At **Technical** level:

1. Increasing the safety of the citizens, with respect to both the consequences of landslides and to larger phenomena due to climate change, such as heat waves;
2. Strengthening the safeguarding of the land and infrastructure from the potential dangers posed by the presence of the Great Landslide of Ancona and other landslides scattered throughout the municipality.;
3. Increasing the protection of the coasts of Ancona, which is a landscape of remarkable beauty and at the same time are an important element for the local economy;
4. Preserving the cultural assets, threatened by degradation due to the consequences of climate change.

To give substance to these objectives, some project actions were identified from the Strategic Plan for Climate Change and they are analysed as potential project which could be implemented in the framework of JESSICA instrument of in some other Financial Instruments.

As following the List of action inserted in the CSI Local Action Plan of Ancona

LOCAL ACTION PLAN of ANCONA

ACTION 1 -	"Green Comet" Project
ACTION 2 -	Restore full functionality and safety to the railway and Via Flaminia
ACTION 3 -	Establish a natural laboratory for raising public awareness
ACTION 4 -	C02 Portonovo: coastal defence by moving back the bathing establishments and restaurants
ACTION 5 -	Reducing the landslide risk with drainage and environmental engineering interventions aimed at the use of the drained water for industrial purposes



ACTION 6 - Informational campaigns for the population

ACTION 7 - implementation of Staff Exchange projects with foreign countries



ACTION 1 - "Green Comet" Project

DESCRIPTION

This project/guide designs the city-wide penetration of the linear environmental system which is consolidated in the Conero promontory and the park area.

Heading towards the historical city, the comet's long tail lies along the ridges that surround the great twentieth-century expansion of the valley and that mark, from a geomorphological point of view, the separation between the Aspio river basin and the watershed system (including the Vallemiano wedged between the train station and the harbour) facing the sea:

- the ridge that aligns the hills of Guasco, Cappuccini and Cardeto;
- the ridge that aligns Capodimonte, Cittadella, Pincio, Monte Pulito, Monte Galeazzi and Monte Pelago;
- the ridge along Via del Castellano/via delle Grazie, which is connected to the Posatora ridge and the Forte Scrima hillock.

In this analysis, we flip the urban image, which from the unexpected and uncontaminated view on the eastern cliff, gradually recovers its visual and functional connection with the western sea-front and the layout of the city along the ridge and valley. In the opposite direction, from the city built at Conero, the urban area along these tracks recounts a progressive conquest of naturalness, passing from the compact areas beyond Passetto, to the spectacular views of the cliff, to the rural landscapes of the slopes to the Monteacuto sea and Varano and the Conero promontory close to the historic centres of Poggio and Massignano.

These are, therefore, main routes that have guided historical urbanisation as well as the realisation of the widespread system of fortifications over the centuries and that - also thanks to this long defensive history combined with the creation of the Conero park in more recent times - have, in fact, given the city a wealth of green areas of great historical and environmental value that need to be placed in the urban and territorial continuity and to be enjoyed along its entire route. In this manner, the "comet", with its tail in different directions, draws a system of routes and urban and territorial parks wedged into the existing city and continue up to the historic sea-front.





Concorso area verde del lago

recupero
pubblico e
sostenibile
linea

recupero ex oberdan

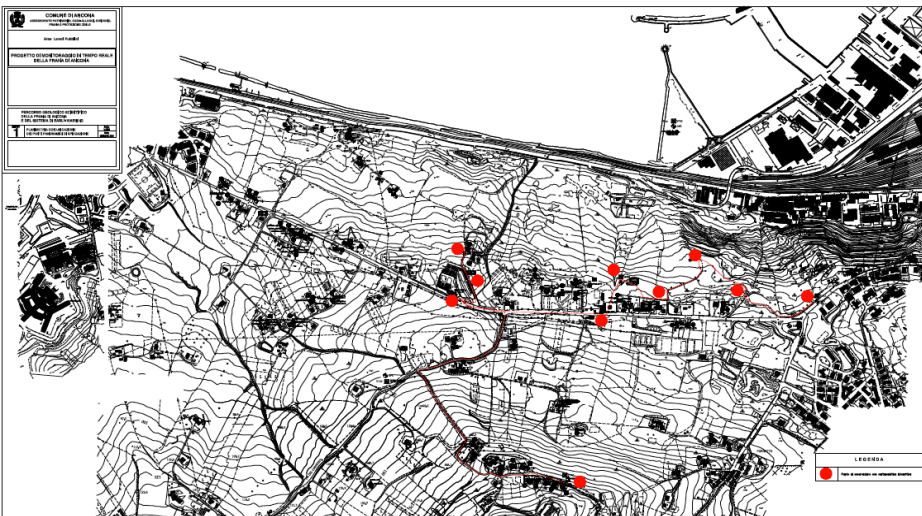
P.P. del
Parco

Tralicci di
cavità nelle falde



TIMEFRAME	2020
RESPONSIBLE ORGANISATION	Urban Planning
RELATED PLANNING	City Urban Planning
EXPECTED RESULTS	<ul style="list-style-type: none"> • Urban requalification • Strengthening and networking of spaces that are currently fragmented • Regeneration of the existing fabric
MONITORING INDICATORS	<ul style="list-style-type: none"> • Number of paths created • Number of pedestrian connections created • Number of cliff safety interventions • Euros invested per year
POSSIBLE PROBLEMS	-
ECONOMIC RESOURCES	
SUBJECTS TO GET INVOLVED	Responsible Municipal Departments, Conero Park Organisation, Area Vasta City, Marche Region

ACTION 2 - Restore full functionality and safety to the railway and Via Flaminia	
DESCRIPTION	
Following the landslide in 1982, the railway line in the landslide area has undergone a modification resulting in the formation of an irregular layout which impairs the full functionality of the railway. The project involves the reforming of the coastline for area stabilisation and the restoration of full functionality and travel safety of the railway and Via Flaminia.	
TIMEFRAME	N.D.
REFERENCE PLAN	Recovery plan for the Area High with a High Risk of Environmental Crisis (AERCA) of Ancona, Falconara and the Lower Esino Valley (DACR 172/05)
RESPONSIBLE ORGANISATION	Marche Region, RW, City of Ancona
EXPECTED RESULTS	
<ul style="list-style-type: none"> Restoration of full functionality to the Central Ancona - Ancona Torrette railway tract, with improved operating conditions Improvement in the general safety of the infrastructure involved. 	
MONITORING INDICATORS	
Number of reforming operations	
POSSIBLE PROBLEMS	
-	
ECONOMIC RESOURCES	
- EU Funds, (LIFE +)	
SUBJECTS TO GET INVOLVED	
State Railway, Marche Region, University	

ACTION 3 - Establish a natural laboratory for raising public awareness	
DESCRIPTION	
The project involves the creation of an educational trail on the Ancona landslide that includes guided visits to major instabilities and the geomorphological forms of the landslide as well as to the stations and instruments of the monitoring system. Along the trail there will be signs explaining the landslide and monitoring system. The guides will be students in the last year of high school who are properly trained and educated.	
	

TIMEFRAME	1 year
RESPONSIBLE ORGANISATION	City of Ancona
RELATED PLANNING	-
EXPECTED RESULTS	
Spreading the knowledge of landslides, with particular attention to younger generations	
MONITORING INDICATORS	
<ul style="list-style-type: none"> • Number of days of training for the high school students • Number of explanatory signs • Number of students involved 	
POSSIBLE PROBLEMS	
The need to enter into agreements with institutes and universities	
CONSTRAINTS	
The need to raise the funds for the project	
ECONOMIC RESOURCES	
€ 60,000	
SUBJECTS TO GET INVOLVED	
<ul style="list-style-type: none"> • Schools • Associations • General public 	

ACTION 4 - C02 Portonovo: coastal defence by moving back the bathing establishments and restaurants

DESCRIPTION
<p>Starting in the 70s, interest in the Portonovo bay grew, especially in the summer, which makes it increasingly evident that we need to give the area a structure that is a more rational and more responsive to the needs of those using it, the number of which continues to increase.</p> <p>Although the first attempts to plan the entire area date back to the 1930s with the proposal for a "Nautical sports centre and fishing village" created by Architect Cirilli, it wasn't until 1970, after the environmental protection Law 1497 of 1939, that there was a real planning instrument with its own coherence even though it was aimed essentially at the strict conservation of natural resources. This was the Territorial Landscape Plan of Portonovo, prepared by the Superintendent of the Marche Region and approved by the Ministry in 1970.</p> <p>This was followed shortly thereafter by the other crucial planning tool for Portonovo, the so-called Coppa Plan named for the city planner who designed it together with Architect Valerio Paci.</p> <p>This Plan was important for the fate of Portonovo because with the final approval of the PPE Coppa by the Region (in 1976), the City Council finally has a legitimate reason for the essential, although strongly opposed, radical demolition of the countless squatter huts that especially in the previous decade had produced an intense privatisation of the entire bay.</p> <p>Thus began a long season for Portonovo that basically still exists and is characterised by a succession of studies and proposals that, in spite of the authority of many of the scholars involved - like the naturalist Bettini active in Portonovo in 1983 and Arch. Porta, the last editor of the Detailed Executive Plan - have not produced any substantial modification to the urban planning of the bay, which is still plagued by ever-recurring problems: access and parking difficulties, inadequate accommodation facilities (e.g., the condition of the campsites or the so-called boat storage areas), poor accessibility of the coast subject to intense marine erosion.</p> <p>The process calls for:</p> <ol style="list-style-type: none"> 1. The reorganisation and rationalisation of vehicular and pedestrian traffic, identifying the area's accessibility and internal mobility as one of the causes, if not the largest cause, of the recognised uninhabitability of the Portonovo area during the summer season. The following are therefore provided for: <ul style="list-style-type: none"> • landscaping works through removal (where necessary) and pruning; • the creation of a new road network, through the identification and tracing of the new route; • parking area; • construction of the roundabout and service road up to the border of the Portonovo PPE;

- inclusion of green areas through the creation of an informal hedge between the parking area and the green on the pond side consisting predominantly of laurel and holm oak. Privet shrubs and mastic will also be planted to create a green boundary in the parking areas;
 - development of new technological systems consisting of a new sewer line for the disposal of rainwater, a new lighting system, water supply line and the preparation of a fire extinguishing line;
1. The protection and restoration of natural resources in Portonovo, identified primarily in the native vegetation and particularly in the coastal lakes. Specific measures are planned to conserve and, where possible, increase the extent of diversified environments. The project interventions therefore provide for:
 - a. the expansion of the lake;
 - b. excavation of the bed to counter the landfill phenomena;
 - c. operations aimed at ensuring the permanence of salty conditions;
 - d. diversification of the depth of the water to create different habitats;
 - e. re-naturalisation of the area.

Therefore, the processes anticipated are enlargement of the perimeter of the lake and the deepening of the lake bed with removal of sediment and silt that creates anoxic conditions that are unfavourable to the development of communities around lakes. Regarding the restoration of the lake-sea exchange during other parts of the year besides the summer, the project tends to favour the contribution from the sea in order to form saline habitats of considerable interest for migratory and sedentary birds.

BEFORE



AFTER



TIMEFRAME	5 Years
RESPONSIBLE ORGANISATION	Infrastructure, Transport and Energy Service - Coastal Defence
RELATED PLANNING	<ul style="list-style-type: none"> • DGR 225/2010 • Integrated Coastal Zone Management Plan
EXPECTED RESULTS	<ul style="list-style-type: none"> • Provide an overall plan for the area, to be implemented in subsequent phases, for redevelopment of the

<p>wetlands in order to anticipate and implement a program of rehabilitation and requalification extended to the entire district</p> <ul style="list-style-type: none"> • State the aspects of natural and landscape protection and enhancement as essential factors for the creation and development of projects and programs implementing the PPE provisions in force and the Park Plan • Ensure the use and usability of the bay under conditions compatible with the values site found within a natural park, in the belief that proper attendance constitutes the first correct form of protection and enhancement
MONITORING INDICATORS
<ul style="list-style-type: none"> • Extension of the new mobility network/final total extension • Extension of new technological systems/final total extension • Surface of the water
POSSIBLE PROBLEMS
-
ECONOMIC RESOURCES
€ 1,360,000
SUBJECTS TO GET INVOLVED
<ul style="list-style-type: none"> • Marche Region • Parco del Conero Organisation

ACTION 5 - Reduce the landslide risk with drainage and environmental engineering interventions aimed at the use of the drained water for industrial purposes	
DESCRIPTION	
<p>The project will be performed within the perimeter identified as the "Ancona landslide" in order to break down the neutral pressure of the soil and thus reduce the geological danger of the landslide itself.</p> <p>The project calls for the construction of a drainage network, consisting of a system of wells connected to the base with a flexible tube that can support the deformations due to the gravitational activations on the decollements up to depths of 30 - 40 meters from the ground level. In this system of drainage, wells will be associated with a network of drainage trenches made using a clamshell bucket and filled with medium-size gravel stabilised with cement grout.</p> <p>The stabilisation of the surface layer will be performed as follows:</p> <ul style="list-style-type: none"> • at the base of the landslide body with natural engineering interventions based solely on reinforced earth and gabions; • in the main body with wattle fencing, live cribwalls, plantings, planting cuttings in rows, etc ... <p>The drained waters, once clarified through settling tanks, will be channelled into an industrial water system that will supply the surrounding commercial, industrial and processing areas. It should be noted that the Port of Ancona, the railway station, dozens of industrial and commercial warehouses, shipyards, and a very active marina are only a few hundred meters away.</p>	
TIMEFRAME	3/5 years
RESPONSIBLE ORGANISATION	City of Ancona Technical Office
RELATED PLANNING	Detailed plan of the "Ancona Landslide" area
EXPECTED RESULTS	
<ul style="list-style-type: none"> • Landslide risk reduction thanks to the stabilising action of lowering the water table • Increased safety for the road and rail network, houses, sub-systems and inhabitants of the area currently living with the landslide • Optimisation of water consumption through the use of water collected through the drainage of the landslide instead of drinking water 	
MONITORING INDICATORS	
Amount of water drained (m ² /year)	
Expenditure for extraordinary maintenance to the road network due to the landslide (€)	
Magnitude of the gravitational dynamics (m/year)	
POSSIBLE PROBLEMS	
The project requires:	

- substantial financial resources (estimated cost: about € 30 million)
- the establishment of a committee with members from the City of Ancona, Marche Region and Port Authority

Furthermore, since it is a project that may provide longterm benefits, bureaucratic constraints may impede their realisation.

ECONOMIC RESOURCES

State and regional

SUBJECTS TO GET INVOLVED

Managing organisation, multi-services, spa
Regional Basin Authority
Marche Region
Ministry of the Environment

5. FUND RISING STRATEGY and possible APPLICATION OF NEW FINANCIAL INSTRUMENTS (FEASIBILITY ANALYSIS)

PROJECT	FINANCIAL INSTRUMENT				OP FUNDS (2014/2020)		EU Programs (2014/2020) (HORIZON2020, URBACTIII, INTERREG, etc.)
	JESSICA	ELENA	(PF4EE) LIFE	(NCFE) LIFE	FESR	FSE	
ACTION 1 - "Green Comet" Project KEY points: <ul style="list-style-type: none"> - Very innovative approach to green infrastructures, main topic for EU Strategy on Climate Change - Possibility to build PPPs and attract private funds - Very high low carbon potencial - In line with the adaptation Strategy of the City of Ancona. - Possibility to implement a very integrated project using private funds + Life funds and ERDF - Possibility to create a touristic offer 							
ACTION 2 - Restore full functionality and safety to the railway and Via Flaminia KEY point: <ul style="list-style-type: none"> - Railway is a strategic infrastructure for City (tourism/goods/workers) - Railway is an important infrastructure for the implementation of the Waterfront Project - Possibility to build PPPs and attract private funds - Possibility to implement ITI (Integrated Territorial Investment) included in the OP ERDF of Marche Region - Possibility to support the implementation of ICT with a EU Porject Research financed by Horizon2020 							
ACTION 3 - Establish a natural laboratory for raising public awareness KEY point: <ul style="list-style-type: none"> - Possibility to build an "open museum" of landslide for citizens, communities and tourists - Possibility to increase RES production (PV Systems) - Educational activities for schools and university - Possibility to develop and EWS Agency able to work for other Cities affected by landslide - Possibility to support the implementation of ICT with a EU Porject Research financed by Horizon2020 							
ACTION 4 - C02 Portonovo: coastal defence by moving back the bathing establishments and							

restaurants KEY point: - Possibility to build PPP for the improvement of the Portonovo Bay Resilience - Investment in Energy Efficiency in order to reduce CO2 (Public Light/Hotel Renovation) - Possibility to develop a EU project on ICZM and Protection of Natural Parks and Areas - Financial instrument in Life Program can be activated							
ACTION 5 - Reducing the landslide risk with drainage and environmental engineering interventions aimed at the use of the drained water for industrial purposes KEY point: - Possibility to build PPP with Port Authority and Multi-Utilities Company - High potential for - Possibility to develop a EU project on ICZM and Protection of Natural Parks and Areas							
ACTION 6 - Informational campaigns for the population KEY point: - Possibility implement a cooperation project within the framework of the Adriatic Macro Region Strategy using ERDF / FSE - Developing EU project initiatives							
ACTION 7 - Implementation of Staff Exchange projects with foreign countries KEY point: - possibility to develop a project for Staff Exchange and for the creation of a professional profile (Erasmus +) - PO FSE for educational /training activities at regional/National level							

6. CONCLUSION

The Ancona Local Action Plan is important for the City, which never use financial instruments before. Thanks to the CSI Project, the possibility to share experiences and knowledge with other advanced Cities it was a very useful practice for Ancona. The implementation of the ULSG it was also important for spread at community level all information collected throughout the networking activities and the participation on the international meetings. Now the City has approached to the FI crossing the Urban Development Strategy with the Fund Rising Strategy designed in the framework of CSI Project. It made the entire process more sustainable and innovative.

Furthermore the implementation of ULSG gave the possibility to better connect the Managing Authorities with the urban Level (Cities and private sector). That was very useful for drawing a very integrated strategy for the economic and urban development, making a very important step in the implementation of Regional Fund for Urban Development.

Moreover, this LAP benefits from its alignment with the Ancona Urban Strategy for Climate Change which was adopted in 2013 where a list of renovation projects are included. The Strategy for Climate Change is a very important pillar for the development of the City of Ancona and the projects connected to it are flag-projects for the entire community. For these reason, the most important ones were assessed and evaluated applying the new methodology developed within the CSI project (governance, technical assistant, regulation, state aid) in order to provide a new model of investment for the Community of Ancona.

The development of the Action Plans shows that Ancona is currently well placed to establish effective financial instruments for the next programme.

The main Local Action Plan Objectives are as following:

- 1) Drawing a *new Integrated Sustainable Urban Plan* where the PPP Strategy shall be mainstreamed
- 2) Straightening the partnership with Marche Region which is also the Managing Authority for the ERDF funds which will be used for the Financial Instruments application
- 3) Increasing the information and the knowledge on FI (how to apply? "how to build the rocket" ? how to exploit the new funds ?)
- 4) Exchanging experiences and best practices throughout the CSI project

LAP Outcomes to date:-

- Implementing Project by using FI as main tool
- Developing a Green Energy Funds for Urban Project Implementation
- Remodelling and recovery urbanized areas
- Increasing green urban areas

The last aspect to be highlighted is the potential for job creation that the issue of financial instrument can have on a local level. The theme is very contemporary. Many of the actions and projects included in the plan may be implemented if the local system will be able to work through public-private partnership agreements, requiring multidisciplinary approaches and complex skills. For this reason it is believed that many of the skills required will be built over time and will be increasingly sought after.

Not coincidentally, the plan includes a few actions that head in this direction, or in the desire to create, through partnerships with trade associations and professional societies, new profiles of technical experts in fund rising and managing, who also have skills in the subject of climate change and urban development. This is also green economy.



ANCONA CSI Team



Marco Cardinaletti ,
Expert on EU fund and Financial Instruments,
Eurocube srl



Giacomo Circelli,
Head of Urban Planning Department,
Municipality of Ancona



Stefano Cardellini,
Expert on EWS,
Municipality of Ancona



Antonio Ninivaggi,
Expert on Emergency Plan and Urban Development
Municipality of Ancona





The aim of CSI Europe is to build on the different experiences of the partners in relation to financial instruments and urban investment. By working together we will seek to: identify common issues that affect financial instruments and work together to identify solutions; work at a local level to translate our experience to the delivery of projects and act as a voice for cities in the development of future investment models at both a local and EU level.

The key themes that the network will seek to explore are: Governance, State Aid, Technical Assistance and Regulation and through this work we will seek to identify new models for investment through financial instruments.

The URBACT II Operational programme will support the partners' work over the next three years, providing a framework for joint working and supporting the partners' local activities. The partners will work together through thematic partnerships where two or more partners will work together to explore, in depth, a key theme; transnational conferences where all the partners will come together to consider the key themes, share experiences, celebrate success and exchange ideas; and URBACT Local

Support Groups established in each city, bringing together key public and private sector stakeholders to deliver a Local Action Plan reflecting the city's priorities for the network. The network will also seek to develop links with the European Commission, Managing Authorities and other organisations who will help shape the role of financial instruments in the next Structural Fund programme. This may allow CSI Europe to play a constructive role in the development of financial instruments for the future support of urban development across the EU area.

URBACT II

URBACT is a European exchange and learning programme promoting sustainable urban development.

It enables cities to work together to develop solutions to major urban challenges, reaffirming the key role they play in facing increasingly complex societal challenges.

It helps them to develop pragmatic solutions that are new and sustainable, and that integrate economic, social and environmental dimensions. It enables cities to share good practices and lessons learned with all professionals involved in urban policy throughout Europe. URBACT is 181 cities, 29 countries, and 5,000 active participants

www.urbact.eu/project



Connecting cities
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