

**Turin's freight village (interporto): functions and relations with territory**

by Arianna Borda and Cristina Viani

Tutor: Alfredo Mela

Co-tutor: Fabio Minucci

The creation of freight zones has sparked the start of a policy of economic and territorial programming that would allow for the realisation of transport and exchange and would promote the development and distribution of consumer goods in such a way as to create the basis for international and increased transport of goods.

It is with these objectives that the freight zone of Torino-Obassano has been created, situated in the Southwest quadrant of metropolitan Turin.



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The definition of interventions relative to CIM and CAAT follows a long and articulate path in which the Programme Agreement, whose signature in '94 and revision in '98 represents the conclusion of a process started years ago, becoming the epicentre of different operations and consequently the beginning of a further process, stretched to definition of those operations of a tight infrastructural and sectoral nature.

The analysis of the complexity of the interventions carried out and foreseen through the study of the main urbanistic instruments has turned out to be fundamental.

However in order to give a more complete picture of the real situation it was necessary to enter into the freight zone's social microcosm as internal observers to study the main interactions with the outside.

The best way to do this was to interview qualified witnesses which enabled us the comparison of widespread needs and requirements with planning orientations and the guideline for urbanistic politics.

The attention was focused on viability, with the aim of evaluating the degree of efficiency of the surrounding infrastructures of CIM, creating the channel of primary contact with the surrounding reality, allowing the understanding of the amount of interventions carried out and foreseen and the related impacts.

A face to face with the infrastructure planners enabled us to verify if the projects really satisfied the needs of road users.

E.g. that of the link SP6-SP174-SP175 seems to really solve the critical aspects in Dojrone and S. Luigi area.



link SP6-SP174-SP175 (source: ATIVA)

Such a link, included in PGTU and mentioned in Orbassano's PUT demonstrates without doubt the attempt to harmonise the access to CIM and to the adjacent hospital structure. The interviews carried out, showed that inefficient infrastructures jeopardised the regular operation of freight zone activity and related aspects.

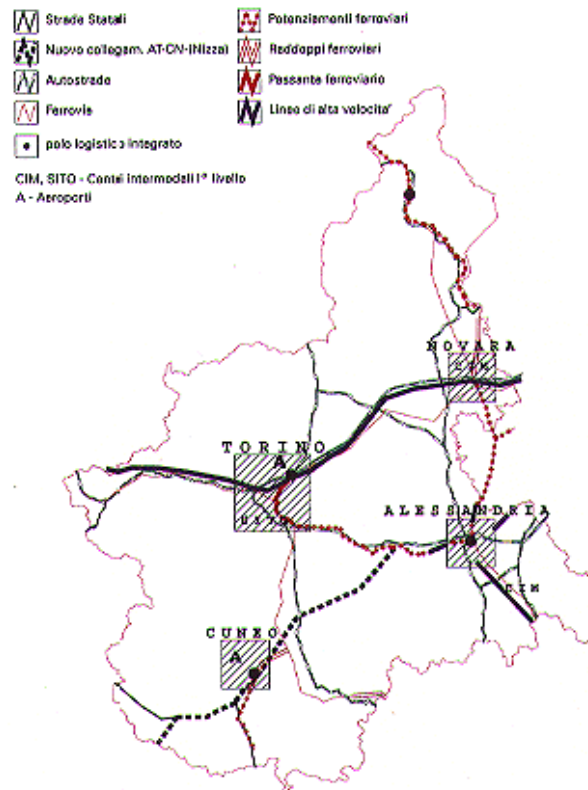
Since this is not yet completely operative at intermodal level, the main movements are by road, thereby causing congestion of viability axes and the increase of acoustic and air pollution.

Therefore, it is desirable that the transport zone of To-Orbassano be able to work on intermodal as soon as possible, so that it doesn't limit itself to being important in name only, but lends itself as a propulsive factor, generator of socio-economic and spatial positive effects for the concept Southwest area of Turin.

The recent projects of mountain passes transit, the introduction of “travelling motorways” and the introduction of freight zone in European logistic net, show the existence of a great effort to introduce the intermodal centre to finally take off, abandoning the real estate stage, of recent years.

As underlined by the PRT of '97, the new High Velocity lines assume a particular valence in the optics of a significant increase of goods transport offer.

This plan indicates as reference just the Orbassano’s CIM, that, following interventions could develop its roll magnified at metropolitan and regional level, above all in railway aspect.



Source: P.R.T., 1997

For further information, e-mail:  
[arianna.borda@tiscali.it](mailto:arianna.borda@tiscali.it)  
[cristina.viani1@virgilio.it](mailto:cristina.viani1@virgilio.it)