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Unused railways for a planning idea. A Tangible  
and Intangible Cultural Heritage

Luisa Spagnoli - Lucia Grazia Varasano

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## Special Issue

# **Between History, Archaeology and Cultural Heritage. Some results of the ASRT / CNR Bilateral Project 'History of Peace-building: peaceful relations between Est and West (11th - 15th Centuries)'**

Luciano Gallinari - Ali Ahmed El-Sayed  
- Heba Mahmoud Saad (eds.)

## RiMe 3 n.s. (December 2018)

### Special Issue

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Some results of the ASRT / CNR Project 'History of Peace-building: peaceful  
relations between East and West (11th - 15th Century)'

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## Editorial

Luciano Gallinari

(CNR - Istituto di Storia dell'Europa Mediterranea)

This Issue of the Journal *RiMe* celebrates its (first) 10 years of existence. In fact, the first volume was published in December 2008. Since then a lot of things have changed in *RiMe*.

Looking at its various volumes in a diachronic manner, we note that, alongside several more typically historical topics, the Journal has hosted several *Special Issues* with a monographic nature concerning other Humanities, such as Literature, or Disciplines at the boundary between Human Sciences and Exact Sciences, such as Architecture, for example.

Not to mention several incursions into the wide and interesting world of Social Networks or, again, Gamification and Public History.

The Journal has always paid great attention to a reliable and accurate dissemination of the results of Research in the civil society and, of course, in the Schools of all types and levels.

All this also in order to raise in the contemporary society the level of the debate on History and other Humanities, in the face of an ever-increasing risk of "presentification", and to make as many readers as

Con il presente numero la rivista *RiMe* festeggia i suoi (primi) 10 anni di esistenza. Infatti il primo volume uscì nel dicembre del 2008. Da allora molte cose sono cambiate in *RiMe*.

Osservando diacronicamente i suoi diversi volumi, si nota che accanto a numerosi temi più tipicamente storici la Rivista ha ospitato diverse *Special Issues* con carattere monografico riguardanti altre Scienze umanistiche quali la Letteratura, o discipline al confine tra Scienze Umane e Scienze esatte quali l'Architettura per esempio.

Per non parlare poi di diverse incursioni effettuate nel vasto e interessante mondo dei *Social Networks* o, ancora, della *Gamification* e della *Public History*.

La Rivista ha prestato sempre una grande attenzione anche a un'attendibile e accurata disseminazione dei risultati delle ricerche nella società civile e, ovviamente, nelle Scuole di ogni ordine e grado.

Tutto ciò anche al fine di innalzare nella società contemporanea il livello del dibattito sulla Storia e le altre Scienze Umane, dinanzi a un

possible can reach every content of *RiMe*, now accessible totally free of charge.

Precisely in accordance with the aims pursued since the the creation of the Journal 10 years ago.

In order to celebrate this first important Journal's anniversary in an even more appropriate way, we decided to adopt the Content Management System (CMS) "OJS". This choice is due to two of our objectives: 1) to adapt *RiMe*'s contents to parameters now very common at international level with regard to scientific Journals, and 2) to further increase the indexing and visibility of the essays hosted in it.

Currently, the last three issues have been uploaded to the new CMS, those marked "n.s.", i.e. "New Series" published in the last year, starting from December 2017.

Progressively all the previous 18 Issues will be uploaded in the new CMS, thus reaching a total of 27 Booklets.

rischio sempre crescente di "presentificazione", e di far raggiungere al maggior numero possibile di lettori ogni contenuto di *RiMe*, ormai accessibile in maniera totalmente gratuita. Proprio in ottemperanza delle finalità perseguite dalla creazione di questa rivista ormai 10 anni fa.

Per festeggiare in maniera ancora più adeguata questa prima importante ricorrenza della rivista, abbiamo deciso di adottare il Content Management System (CMS) "OJS". Tale scelta è dovuta a due nostri obiettivi: 1) adeguare così i contenuti di *RiMe* a parametri ormai molto diffusi a livello internazionale in riviste di carattere scientifico e 2) incrementare ulteriormente l'indicizzazione e la visibilità dei saggi ospitati in essa.

Attualmente sono stati caricati nel nuovo CMS gli ultimi tre numeri, quelli caratterizzati dalla dicitura "n.s.", ossia "nuova serie" pubblicati nell'ultimo anno dal dicembre 2017.

Progressivamente saranno inseriti nel nuovo CMS tutti i precedenti 18 numeri, arrivando così a un totale di 27 fascicoli.

*Ad Maiora*

Cagliari, 31 Dicembre 2018



## Introduction

Luciano Gallinari

(CNR - Istituto di Storia dell'Europa Mediterranea)

Ali Ahmed El-Sayed

(Damanhour University, Egypt)

Heba Mahmoud Saad

(Alexandria University, Egypt)

This issue of *RiMe*, with which the Journal celebrates its (first) 10 years of existence, is once again, a *Special Issue*. In this case, it is dedicated to the topic of relations between Italy and Egypt and, more generally, between the Western World and the Islamic one in a chronological span that goes from the High Middle Ages to the beginning of the Modern Age, a theme at the heart of the Bilateral Project ASRT (Egypt) / CNR (Italy) "*History of Peace-building: peaceful relations between East and West (11th - 15th Century)*", financed for the years 2016 - 2017, whose scientific managers were, for the Egyptian side, Prof. Ali Ahmed Mohamed El-Sayed, from the University of Damanhour, and Dr. Luciano Gallinari, from the CNR-Istituto di Storia dell'Europa Mediterranea, for the Italian one.

The same historical and historiographic themes were discussed by Egyptian and Italian researchers in the context of three other workshops, two of which were organized in Rome in February and December 2017 ("Historiographic reflections on the medieval relations between Muslims and Christians"), and the third and last one in Alexandria ("Egypt and Italy: Cultural Heritage for Sustainable Tourism and Peaceful Relations") always in December 2017.

The volume contains some articles by Italian and Egyptian researchers of the above mentioned Bilateral Project that fit in the wake of themes already examined at the International Conference *Peace Building between East and West (XI-XVI c.)*, held in Cairo on 27 October 2016.

Alongside an essay dedicated to the important theme of the profound change recorded in the settlement policies in the Late Ancient and Early Medieval Mediterranean, strongly affected by the rapid and large expansion of Islam, there is another text that examines the stimulating figure of the Priest John in relation to the Crusades, from the dual Christian and Muslim perspective.

The third essay is dedicated to a theme of great importance: the relationship between the Roman Curia and the Mamluk Sultanate at the time of Innocent

VIII (1484-1492). A pope who played an anything but a secondary role also in the setting up of Christopher Columbus' "discovery" enterprise, also aimed at breaking that sort of "encirclement" sensation on the part of the Islamic World that Christianity felt at the end of the Middle Ages.

This volume also includes six other scientific essays, three by Italian researchers and three by Egyptian researchers dedicated to the theme of Cultural Heritage and its management for cultural tourism purposes in Italy and Egypt. I will not talk about them because it will be done by Prof. Heba Mahmoud Saad in her pages of this Introduction, but I will just say that the idea of this booklet and other initiatives that will take place in the next two years of the aforementioned Bilateral Project (2019 - 2020) came to me during a stay in Alexandria, Egypt, in October 2016 after meeting the aforementioned Prof. Saad who very kindly accompanied me on a tour of that beautiful Egyptian city.

On that occasion, we talked for a long time about the rich cultural heritage of our two countries and the idea of increasing scientific collaboration between us was born. This volume is a first, small piece of this collaboration, which confirms how this Journal can be a forum for discussion and debate on the important issue of Dissemination of Tangible and Intangible Cultural Heritage, which is one of the main aims of *RiMe* since its creation.

Finally, the volume contains an interesting archaeological essay dedicated to the medieval *villa* of Santa Gilla (or Santa Igia, in other sources) probably located within the lagoon of the same name a few kilometers from the Roman and Byzantine city of *Karales* located below a part of the centre of the current city of Cagliari. The author of this essay presents an interesting and stimulating proposal for the identification of this *villa*, attested in the sources from 1070 and seat of the judges of Calari, who were from an institutional point of view the most direct heirs of the previous Arconti / Giudici di Sardegna mentioned in the Byzantine and papal sources of the 9th and 10th centuries A.D.

The volume is closed by some Book Reviews of recent publications on Medieval and Modern History.

Luciano Gallinari

\* \* \*

It is an honor to participate in the introduction of the special issue of *RiMe* journal which is dedicated to publish part of the results of the Egyptian-Italian (ASRT/CNR) research project entitled "History of Peace-Building: peaceful relations between East and West (XI<sup>th</sup> – XV<sup>th</sup> Century)"

The project focuses on the significance of the relations between Western Europe and the Islamic East and the efforts which were made towards peace-building from the eleventh to the fifteenth century, although that period was considered as the most serious stage in the conflict between the East and West, Islam and Christianity in the Middle Ages.

During the two-years of cooperation many activities and events were organized between the Egyptian and Italian partners: In October 2016, an international conference was organized by the Egyptian partners and was hosted by the Supreme Council of Culture aiming to compare the results of our research. It was followed by a workshop held in the Bibliotheca Alexandrina, in collaboration with the Italian Principal Investigator; Dr. Luciano Gallinari.

In February 2017, Prof. Aly El-Sayed and Dr. Abdallah Al-Naggar, two members of the Egyptian research team, visited Rome and participated in a workshop hosted by Istituto Storico Italiano per l'Età Moderna e Contemporanea. Another workshop was also organized by the Italian team headed by Dr. Luciano Gallinari between 10-15 December. During that workshop which was held in Rome, the Egyptian participation was represented by Prof. Aly Al-Sayed, Dr. Abdallah Al-Naggar and Mr. Ahmed Sheir.

Considering the international interest in heritage and the common heritage shared by Egypt and Italy; a special workshop was devoted for that topic in 17 December, 2017. During the workshop, which was held in Alexandria and organized by Prof. Heba Saad together with Dr. Luciano Gallinari, Egyptian and Italian researchers presented papers, focusing on heritage as an aspect of peace-building and potential for sustainable development.

The results of the Bilateral Project were disseminated by various publications. The first is a multilingual (English-Arabic-Italian-Hungarian) book, entitled *Relations between East and West - Various Studies: Medieval and Contemporary Ages*, which contains all papers compiled by both research teams. This volume contains 11 papers in addition to a preface. The papers were prepared by 6 Egyptian researchers, 4 Italians, and 1 Hungarian. The current issue of *RiMe* is the second publication containing 3 papers on history (2 Italian researchers and 1 Egyptian), 6 papers on heritage (3 Italian researchers and 3 Egyptians) in addition to 1 focus and 3 book reviews.

Within the next few weeks, the third publication will be issued in the form of a book which presents histories of peaceful coexistence between various people, empires, cultures and religions from the Middle Ages to the end of the 20<sup>th</sup> century. The authors examined the contact points of different cultures from the Byzantine Empire, through the Trebizond Empire period and into the Seljuk Sultanate. The book also presents insights into the peaceful coexistence between

Egyptian Copts and Muslims in the period from 1882 to 1952. Researchers from Egypt, Italy, Germany, and Hungary participated in this work.

Ali Ahmed El-Sayed

Peaceful relation between East and West is an important topic that attracted the attention of both Egyptian and Italian researchers to work on. Thus; a formal research project was established between CNR and ASRT entitled "History of Peace-building: peaceful relations between East and West (11<sup>th</sup>-15<sup>th</sup> Century). The current issue of *RiMe* is dedicated to publish some results of that project.

Leaving aside the first part of the Issue, already presented by Luciano Gallinari, I will focus on the second part of it which is dedicated to heritage since the Egyptian and Italian partners of the project believe that this wide and yet diverse aspect insures the deep relations between Egypt and Italy. The Italian contribution in the creation of the modern Egyptian heritage is unquestionable and the Egyptian heritage presented in Italy is irreplaceable; thus, heritage can provide a common ground for planning for the future. It ensures sustainable development of tourism and can strengthen the future relations between the two countries. Due to that importance of heritage a special seminar was organized in Alexandria in December 2017 to discuss Egyptian-Italian heritage and how it can be another aspect of peace-building between the two countries.

Many papers were presented in the seminar and 6 of them were chosen to be published in the current issue of *RiMe*. Sandra Leonardi's paper is entitled "*The cultural places' valorization through new models of tourism*" and it focuses on the sustainable tourism as one of the principles of economic development. The paper sheds light on new forms of tourism aiming at enhancing, integrating environmental sustainability of the landscape, cultural heritage and environmental resources by identifying their potential value and making them attractive.

Sara Carallo's paper which is about "*Digital Cultural Heritage and Tourism: Valle dell' Amaseo Web Portal*" presented a cultural heritage project executed in Valle dell' Amaseo to encourage the local community participate in the development of the cultural heritage. The project focuses on the census of cultural and environmental heritage and on the creation of tourist travel routes aiming at promoting sustainable mobility and improving accessibility through the proposal of alternative routes.

An innovative approach of using cultural heritage was presented by Luisa Spagnoli - Lucia Grazia Varasano in their paper "*Unused railways for a planning idea- A Tangible and Intangible Cultural Heritage*". They proposed the idea of the

transformation of two railways of Basilicata Region – the Lagonegro-Spezzano Albanese and the Matera-Montalbano Jonico, – which have a historical, cultural and environmental important value. The paper suggests that the reusing of these abandoned railways can have effects on the territory crossed, on the places, on the historical settlements, activating a special type of “experiential” tourism and other innovative forms of it. Such an experience can also represent an extraordinary Intangible and Tangible Cultural Heritage experience.

Another idea of using the tangible and intangible heritage for the benefit of tourism is proposed by Heba Saad in her paper *“Thematic walking tours in Alexandria as a way to discover its heritage: Case study of Italian heritage in Alexandria”*. The paper sheds light on the role of the Italian community in the creation of both the tangible and intangible heritage of the cosmopolitan city; Alexandria. The paper presented thematic walking tours as a way to discover the vivid Italian heritage of Alexandria; proposing a wide range of themes to present that heritage and the different routes of such tours.

Heba Said and Sherine Hamid in their paper *“Community participation in heritage sites tourism planning: Case study Dahshur mobilization plan”* explained the essential role of community participation in the planning, development and conservation of heritage sites. They applied their study on one of the sites in Egypt; “Dahshur World Heritage Site” to investigate the local community participation. The study proved that the residents had a positive perception of the participation experience which empowered them to influence the decision making process, enhanced their quality of life, created job opportunities and improved their skills.

In her paper *“Italian Egyptologists through the Ages”* Reham El-Shiwy looked at heritage from a different prospective focusing on how part of the Egyptian heritage was discovered in the past by Italian archaeologists, explorers and missionaries. The paper sheds light on the efforts of famous Italians such as Ippolito Rosellini, Giovanni Battista Caviglia, Belzoni, Ernesto Schiaparelli, Silvio Curto and others; highlighting their findings in Egypt and discussing their participation in the field of Egyptology.

Heba Mahmoud Saad



## Unused railways for a planning idea. A Tangible and Intangible Cultural Heritage\*

Luisa Spagnoli

(CNR - Istituto di Storia dell'Europa Mediterranea)

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(Università degli Studi della Basilicata)

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Date of acceptance: 13th December 2018

### *Riassunto*

Molte sono in Italia le ferrovie dismesse, incompiute o semplicemente chiuse al traffico, che rappresentano uno straordinario patrimonio culturale materiale e immateriale. Il loro riutilizzo può innescare un processo virtuoso di rigenerazione territoriale, soprattutto in termini di valorizzazione ambientale, culturale e turistica, con ricadute sui luoghi dell'attraversamento, sugli insediamenti storici, attivando così forme innovative di turismo "esperienziale".

In tal senso, lo studio intende proporre un'idea progettuale sul possibile riuso di due ferrovie dismesse in Basilicata – la Lagonegro-Spezzano Albanese e la Matera-Montalbano Jonico – in quanto caratterizzate di un importante significato storico, culturale, ambientale.

L'esperienza della *Via Verde de la Sierra* in Andalusia costituisce un importante modello di riferimento.

### *Abstract*

In Italy there are many disused, unfinished or simply closed railway tracks, which represent an extraordinary Intangible and Tangible Cultural Heritage. Their reuse could trigger a virtuous process of territorial regeneration, especially if it involves an environmental, cultural and touristic enhancement. Moreover, it can have effects on the territory crossed, on the places, on the historical settlements, thus activating a particular type of "experiential" tourism and other innovative forms of it.

The paper aims to present a project idea on the transformation of two disused railways of Basilicata Region – the Lagonegro-Spezzano Albanese and the Matera-Montalbano Jonico, – which have a historical, cultural, environmental significant value.

The experience of *Via Verde de la Sierra* of Andalusia had been represented as an essential model of comparison.

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\* Although this contribution is a joint work, paragraphs: *A territory enhancement path for Cultural Heritage*, and *The project idea and the definition of its objectives* are specifically attributed to Luisa Spagnoli; while paragraphs: *The Via Verde de la Sierra of Andalusia: an example of integrated territorial planning* and *From the Lagonegrese to the Materano: a proposal for the realization of two attractors for Matera 2019* to Lucia Grazia Varasano. All translations into English are ours, unless otherwise indicated.



*Parole chiave*

Patrimonio Culturale; Ferrovie dismesse;  
Valorizzazione territoriale; sviluppo locale;  
Governance.

*Keywords*

Cultural Heritage; Not used railways;  
Territorial enhancement; Local  
development; Governance.

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1. *A territory enhancement path for Cultural Heritage* - 2. *The Via Verde de la Sierra of Andalusia: an example of integrated territorial planning* - 3. *From the Lagonegrese to the Materano: a proposal for the realization of two attractors for Matera 2019* - 4. *The project idea and the definition of its objectives* - 5. *Bibliografic References* - 6. *Curriculum vitae Luisa Spagnoli* - 7. *Curriculum vitae Lucia Grazia Varasano*

1. *A territory enhancement path for Cultural Heritage*

According to current legislation on the national and transnational scale, the definition of cultural heritage is used in a broad sense and includes the tangible and intangible cultural resources of a given territory. UNESCO has taken account of this evolution and extension of the concept of cultural heritage and, after a first division of the World Heritage into Cultural and Natural Heritage, it further makes a distinction between Material and Immaterial Cultural Heritage. The breakthrough, as is known, is the *UNESCO Convention for the Safeguarding of the Intangible Cultural Heritage*, approved in Paris on October 17, 2003<sup>1</sup>, and ratified in Italy in 2007. It shows increasing attention towards the immaterial aspects of culture seen as the main factors of cultural diversity and proves the deep interdependence between intangible cultural heritage, material cultural heritage, and natural heritage. Even the Italian legislation had to incorporate the indications of the *Convention* by adding to the text of the *Code of the Cultural and Landscape Heritage* (Legislative Decree 42/2004) art. 7 bis (Legislative Decree 62/2008), which recognizes the existence of intangible cultural assets and the

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<sup>1</sup> Art. 2 of the *Convention* clarifies that the intangible cultural heritage should be understood as “the practices, representations, expressions, knowledge, skills – as well as the instruments, objects, artefacts and cultural spaces associated therewith – that communities, groups and, in some cases, individuals recognize as part of their cultural heritage. This intangible cultural heritage, transmitted from generation to generation, is constantly recreated by communities and groups in response to their environment, their interaction with nature and their history, and provides them with a sense of identity and continuity, thus promoting respect for cultural diversity and human creativity. For the purposes of this Convention, consideration will be given solely to such intangible cultural heritage as is compatible with existing international human rights instruments, as well as with the requirements of mutual respect among communities, groups and individuals, and of sustainable development”.



necessary protection of the same<sup>2</sup>. In other words, within the Cultural Heritage, the tangible and intangible heritage of the communities residing in the territory are jointly included.

This is a prerequisite to underline that both the unused railways and the related artefacts represent extraordinary material and immaterial cultural heritage, made up of real estate and historical identity, to be preserved and, above all, valued.

From the legislative point of view, draft laws have been submitted during 2013 regarding “soft mobility and restoration of disused railways”. However, a provision named *Norme per la realizzazione di una rete nazionale della mobilità dolce e per il recupero e per la valorizzazione delle infrastrutture dismesse, in stato di abbandono o sottoutilizzate* [Construction of a national soft mobility network and restoration and promotion of disused, abandoned, or underused railways (A.C. 72 Realacci, A.C. 599 Bocci, A.C. 1640 Famiglietti and A.C. 1747 Busto)] is currently being examined. The provision is aimed at providing

lean, flexible legislative reference for the drafting of a National soft mobility plan and technical guidelines whose aims are mapping, integrating, restoring networks and services, clarifying Regional authorities’ responsibilities and implementation powers, binding public lands, providing incentives and benefits to public and private stakeholders who are to supply services and reception (Maggiorotti, 2016, p. 16)<sup>3</sup>.

In spite of this delay in legislation, Italy, like several other countries, has tried to implement various projects revolving around the reconversion of disused<sup>4</sup> or

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<sup>2</sup> “The expressions of collective cultural identity contemplated by the UNESCO *Conventions for the safeguarding of intangible cultural heritage and for the protection and promotion of cultural diversity*, adopted in Paris, respectively on November 3, 2003, and 20 October, 2005, are equally subject to the disposition of this code if they are represented by material testimonies and if conditions exist to apply article 10” (*Code of the Cultural and Landscape Heritage*, article 7 bis, Legislative Decree 62/2008). Article 10 declares that “cultural property consists of immovable and movable things belonging to the State, the Regions, other territorial government bodies, as well as any other public body and institution, and to private non-profit associations which possess artistic, historical, archeological or ethno-anthropological interest”. (*Code of the Cultural and Landscape Heritage*, article 10, D. Lgs. 42/2004).

<sup>3</sup> On the other hand, it is also true that on 24 January 2017 the Chamber of Deputies approved a bill for the establishment of tourist trains with the aim of reusing the abandoned or suspended lines owned by the FS group, located in naturalistic and archaeological sites of undoubted value.

<sup>4</sup> Disused railways are those sections that have been disused under a special decree by the Ministry of Infrastructure and Transport.

closed railways<sup>5</sup> on a regional and local scale, with the aim of achieving soft mobility networks or, more in general, *greenways*. Most restoration projects, however, were implemented following purely functional criteria and virtually no plan was actually based on a renewed vision of the specific landscape, history, culture, and identity of individual sites.

Indeed, railway landscapes encompass the fabric of relations that local communities have built with the railways themselves. For these reasons, it is necessary to re-invent these railways according to a vision which gives the infrastructure a different function and, at the same time, includes its original characteristics, thus strengthening the community's sense of belonging to a specific site and interpreting it according to a new vision. Only through integrated actions of local governance, based on the promotion of local resources and the active participation of communities shall we be able to give new meaning to Italian railway landscapes. Besides the renovation itself of unused railway infrastructures (small train stations, railway cabins, warehouses and public land), it is also necessary to implement actions aimed at promoting the substantial intangible heritage they constitute, taking into consideration that each specific site is a "system" of historical, cultural, and environmental values. Therefore, the reusing of abandoned railways can represent an opportunity to trigger a virtuous redevelopment process of those territories which, although characterized by an important endogenous potential and original local aspects, own qualitative environmental conditions and cultural values that are still sometimes not expressed. This implies the activation of projects based on the reuse of unused railways in terms of promotion of their environmental value, tourist-attraction, and recreational potential.

There are several ways to reuse disused railways and closed railway lines; the best way to do it depends on the specific context. Tourist trains, *velorails*, unstaffed stations, *greenways*: a disused railway can find a second life in several different ways. "This *network of unused tracks*, in its turn, intersects with a *network of paths*, a *network of waterways*, a *network of hauling paths*, a *network of secondary and low-traffic roads*"<sup>6</sup> (Ferrovie dello Stato Italiane, 2016, p. 7).

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<sup>5</sup> Variants roots may be closed to traffic routes, namely abandoned lines for creating parallel lines on which the railway route is diverted.

<sup>6</sup> So much is the recent attention and interest in Italy for creating tourist-cultural routes that the MiBACT (*Ministero dei Beni e delle Attività Culturali e del Turismo*), for instance, has developed a series of itineraries crossing Italy from North to South to establish a network of slow mobility in order to equip the country with a real intermodal infrastructure of green roads. In this sense, the *Atlante dei Cammini d'Italia* has recently been established (MiBACT, Directorate General for Tourism: <http://www.turismo.beniculturali.it/news/atlante-digitale-dei-cammini-ditalia-nuova-mappa/>). *Cammini d'Italia* is a dynamic and interactive web portal created under the MiBACT directive during the *Anno Nazionale dei Cammini 2016 (National Year of the Cammini)*,

Railways which are not used for train traffic anymore “can still be potentially active within a system of green pathways, after having been rethought and assigned the right requalifying function” (Ferrovie dello Stato Italiane, 2016, p. 7).

The territorial contexts in which reconversion is a consolidated practice should also be mentioned. The first attempts to recover abandoned stretches of railway paths come from the United States, when around the middle of the 1960s it was decided at the federal level that the same had to be converted into green lines. By establishing the greenways, it was undoubtedly intended to underline the sustainable dimension of the intervention, being it a form of soft mobility capable of integrating with the surrounding environment rather than overlapping it. The US experience has influenced European decisions on the reuse of abandoned railways, increasingly spreading the idea of opening the old railway lines to a social, recreational, and touristic function. It is focused on the model of the ‘slow’ tendency, which praises slowness: the slowness of the landscapes, the slowness of their fruition, the slowness of their modifications (Spagnoli - Varasano, 2016, p. 190). In this way, the abandoned railways have become in many European contexts a considerable asset to be also reconsidered in terms of an opportunity for tourism, which should be first slow and green, and which would allow preserving the railway landscape without overly nostalgic tones.

That being said, our project vision is based on the requalification and reuse of some disused railways in Basilicata that are not included in the official heritage of national railways (i.e. they are not the property of FS S.p.A. and RFI S.p.A.). Amongst the general reasons which led us to focus on Basilicata’s former railways, the first and foremost is the assumption that, at the national level, there is no complete knowledge of Basilicata’s unused railways. Indeed, no survey has been carried out in order to create a complete list of all stretches, because most railways are owned by the State and licenced to FAL (Ferrovie Appulo Lucane)<sup>7</sup>, and not to the Ferrovie dello Stato Group (National

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which involved local authorities and private institutions for the knowledge and use of over forty walks which had their first official mapping. It is, therefore, a container of routes and itineraries designed as slow mobility network for travellers and tourists who are interested in moving around Italy on foot, by bicycle, on horseback, or using other ways of soft and sustainable mobility. This way, they promote a new tourist dimension.

<sup>7</sup> Starting from Legislative Decree 422 of 1997 (*Burlando Decree*), the regional and local authorities have the functions and duties of planning and administration of both the railways under government commission and those licensed to persons other than Ferrovie dello Stato S.p.a. Under the decree and its subsequent amendments, the ownership of property, buildings and plants along the disused railway lines has been transferred to the regions, but in some cases, this process of transition has not been completed yet. Basilicata, for example, has

Railways). Indeed, such former railways are mentioned neither in the *Atlante delle linee ferroviarie dismesse (Atlas of disused railway lines)* (2016)<sup>8</sup> nor in the more recent *Atlante di viaggio lungo le ferrovie dismesse (Journey atlas along disused railway lines)* (2017)<sup>9</sup>. The above-mentioned Atlases were jointly created by the FS Group and Associazione Greenways Italia, which has been active in the restoring of unused railway lines for decades, especially for tourism promotion purposes. Both are certainly a valuable tool aimed at filling gaps in the database of “abandoned railways”, which has been made available on the Internet for some years now ([www.ferrovieabbandonate.it](http://www.ferrovieabbandonate.it)) as a result of a constant effort by *Associazione Italiana Greenways*. Furthermore, they provide a picture of the situation of the lines that are no longer active by Ferrovie dello Stato Italiane, with the ultimate aim of soliciting integrated projects of territorial development.

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provided for the transfer of assets to the State thanks to the 2000 program agreement, but only some of them are part of the region’s available assets. In March 2017, Basilicata signed two Program Agreements related to the construction of the *Ciclovia del Golfo di Taranto-Tratto lucano Bernalda-Nova Siri (Gulf of Taranto Cycle route)* and of the *Ciclovia Lagonegro-Rotonda, connessione con tratto calabrese Rotonda-Spezzano (Lagonegro-Rotonda Cycle route)*. In the latter, it signed the agreement with the municipalities in question (Castelluccio Inferiore, Castelluccio Superiore, Lagonegro, Lauria, Nemoli, Rivello, Rotonda and Viggianello), the Agenzia del Demanio and Ferrovie Appulo Lucane S.r.l. since the intervention involved a disused railway section consisting of assets that are property of the State and licensed for use to railway company FAL.

<sup>8</sup> In the Atlas, the lines of the railways abandoned under Ministerial decree and those abandoned for variant routes and the real estate that are no longer used are recorded. Only the sections that are part of the ownership of the two Group companies, Ferrovie dello Stato Italiane S.p.A and Rete Ferroviaria Italiana S.p.A, are described; the former lines by Ferrovie dello Stato that have been given to other subjects are not included. The Atlas consists of a textual part, which introduces the features of the line and provides some technical data of the same, and an iconographic part consisting of the photographs and maps of the itinerary.

<sup>9</sup> The *Journey Atlas* is somewhat the continuation of the *Atlas of Disused Lines* and is presented as a deepening of the former, an enrichment particularly of the historical and spatial dimension. Besides identifying the routes and the technical data concerning them, it stresses the historical aspect of the infrastructure and the description of the settlement and naturalistic contexts crossed by the disused railways by the FS Italiane Group. ‘We have outlined their history, describing the years for which they have served the country and why it was decided to cease the activity of rail transport, both at the service of travellers and of goods [...] Space was given to the wonderful surroundings of the disused lines: nature reserves, historic villages, castles, parks, and still many beauties that are placed along these tracks. The existing operating lines and cycle paths, the footpaths and greenways have been described [...]’ (Maggiorotti, 2017, p.15).

## 2. *The Vía Verde de la Sierra of Andalusia: an example of integrated territorial planning*

The *Vía Verde de la Sierra* is located in the South-West of Andalusia and develops between the province of Cadiz (Olvera, Puerto Serrano) and Seville (Coripe, El Coronil, Montellano, Pruna), for a total of 36,5 kilometres. It is part of a territory rich in natural resources which, located less than 5 kilometres from the path<sup>10</sup>, enjoy special protection; these are: *Intercontinental del Mediterráneo* (*Intercontinental Biosphere Reserve of the Mediterranean*), *Peñón de Zaframagón*, a nature reserve, *Laguna de Coripe* LIC (Site of Community Importance-SCI), and ZIC (Special Area of Conservation-SACs) - *Arroyo de Santiago, Salado de Morón and Matabueyes/Garrapata, Peñón del Zaframagón, Río Guadaira, Río Guadalete, Sierra Lijar* - as well as the natural monument *Chaparro de la Vega*.

People began to conceive these old railways, that is those that were to link Jerez de la Frontera-Almargen, in the 19<sup>th</sup> century. However, the real construction started in 1926 during Primo de Rivera's dictatorship. Therefore, it was never completed nor opened to the public. The commercial trains serving the sugar factory of Jédula travelled only in the stretch from Jerez de la Frontera to Arcos, which was chiefly used by the *Sociedad Azucarera Ebro Agrícola* to transport sugar beets (Millán, 2012).

The *Vía Verde de la Sierra* has been one of the first Spanish lines affected by a requalification project which was undertaken almost at the same time as the launch of the *Programa Vías Verdes* (*Greenways Program*). It was drawn up at a national level by the Ministerio de Obras Públicas, Transportes y Medio Ambiente - MOPTMA (Ministry of Public Works, Transport and Environment).

In 1993, in agreement with the main railway infrastructure managers<sup>11</sup>, it placed the charge upon the *Fundación de los Ferrocarriles Españoles* (FFE)<sup>12</sup> to establish an inventory of disused railway lines. The *Programa Vías Verdes* was

<sup>10</sup> According with Martín A. Espinosa, the greenways can contribute to the promotion of natural areas within the area up to a maximum of 5 kilometres away from the underused railway tracks.

<sup>11</sup> In the early 1990s, the Spanish railway infrastructure was managed by RENFE (Red Nacional de los Ferrocarriles Españoles) for normal gauge lines and by FEVE (Ferrocarriles de Vía Estrecha) for reduced gauge lines. With the approval of Law 39/2003 on the reorganization of the state railway system, and with the subsequent abolition of FEVE, thanks to Law 22/2012 Spain has created a single public body called ADIF (Administrador de Infraestructuras Ferroviarias), which carries out construction, management and administration tasks of the entire railway infrastructure.

<sup>12</sup> The Fundación de los Ferrocarriles Españoles is a state-owned public foundation with its own legal personality created in 1985 and which aims to promote all aspects related to the greenways by encouraging cultural activities, courses, studies, publications as well as the management of the museum and library of the same name, thanks to the activity of the *Gerencia de Vías Verdes y Medio Ambiente* (Administrator of *Vías Verdes* and Environmental).



prepared in the *Plan Director de Infraestructuras* (1993-2007) (*Infrastructure Master Plan*) within the *Plan Tejido Verde* (Aycart, 2006), with which the Spanish government decided to recover not only the abandoned railways, but also a whole series of linear infrastructures that could be integrated into the cultural and environmental heritage by converting them into 'green corridors', thanks to their singular landscape, historical, cultural and recreational interest.

From this moment on, the requalification of abandoned railways started, setting the criteria for projecting and suggesting general proposals about the analysis (at regional and local level) of the territorial context and its potential (as for environment and its historical and artistic heritage), as well as of the infrastructural and signalling adjustment in order to standardize all the *vías verdes*.

The fundamental prerequisite that validated the proposal processed by the Ministry was the appropriate consultation between the various actors. At present, the program generally falls back within the *Programa de Caminos Naturales* of the Ministerio de Agricultura y Pesca, Alimentación y Medio Ambiente - MAPAMA, which is the primary investor that allocates the necessary resources to the development of the railway paths.

The conversion process is participatory: the FFE coordinates the program at a national level; the Ministerio de Fomento (through ADIF - *Administrador de Infraestructuras Ferroviarias*) deals with the release of the railway territory; the *Comunidades Autónomas y Diputaciones provinciales* and *forales* are interested in the investment and execution of the public works, their maintenance and administration; the local administrations (*municipalities* and *mancomunidades*) concentrate on the design and promotion of the projects and, quite often, to their management and maintenance.

Moreover, autonomous and local communities, are also responsible for laying down the rules regarding special protection, in accordance with the deeds of territorial planning and developmental forecasts of the social or touristic activities. Although the collaboration between the territorial actors is one of the strengths of the *vías verdes*, this model is seldom applied to the letter<sup>13</sup>.

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<sup>13</sup> Multilevel and inter-institutional collaborations often work with some difficulty, and greater support will be needed from all actors. Moreover, the involvement of ADIF, which would have the task of granting the routes at a symbolic price, does not always facilitate the path for the start-up and maintenance of the greenways. Concerning the state of the paths, there is a lack of connection between the greenways and railway infrastructure, between bicycles and trains. This does not allow the construction of a real intermodal network; the maintenance of some paths is the task of local administrations that do not always have sufficient financial resources <[http://www.viasverdes.com/noticias/noticia.asp?id=722&cat=\\*>](http://www.viasverdes.com/noticias/noticia.asp?id=722&cat=*).

However, this is the context where the autonomous community of Andalusia became, in 1994, alongside the dynamism of the political action of the central government, a pioneer in the recovery of the underdeveloped railways. It was the incipit to the requalification of *Vía Verde de la Sierra*, dedicating its use to bikers and trekking lovers.

The first studies and projects upgrading of the former railway track started in 1994 and could only be carried out just three years later thanks to the funding of 2,06 million euros by the then MOPTMA, with which the section from Puerto Serrano to Colada de Morón was reconverted. In the meanwhile, in 2001, the path to the Olvera station was recovered with a further loan of 480,000 euros.

The *Vía Verde de la Sierra* has four viaducts, thirty tunnels, five stations, nine rest areas, seven parking areas, five areas devoted to youngsters, six fountains and is currently one of the best examples of redevelopment and management of the entire system of national greenways.

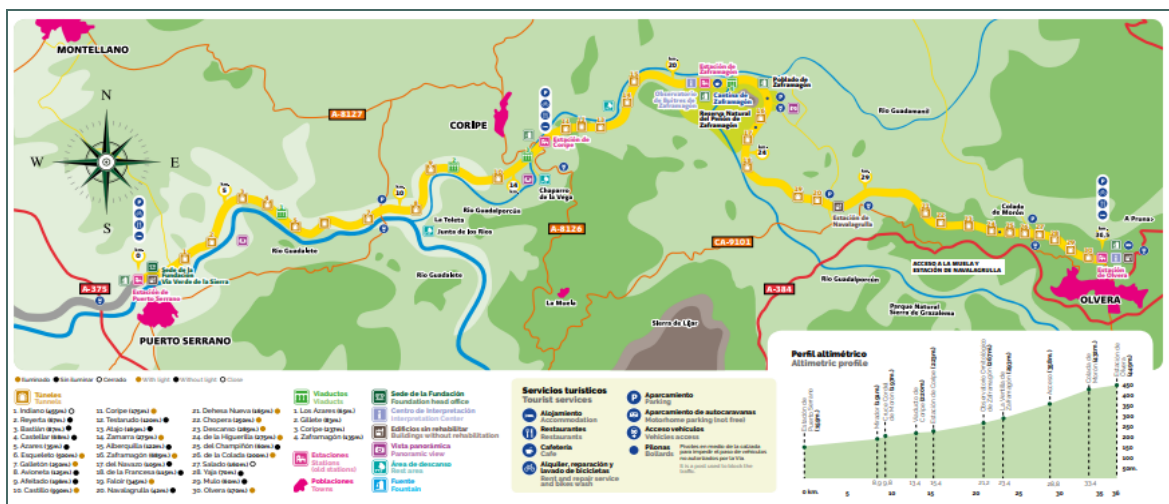


Fig. 1. The *Vía Verde de la Sierra* map <<https://www.fundacionviaverdedelasierra.es/>>

The *Vía Verde de la Sierra* is a good model in terms of the organization of tourism, environmental, economic and social impact on the territory, the level of participation of local actors and it has received numerous awards. The route is managed by the *Fundación Vía Verde de la Sierra*, established in 2000, which includes the Seville and Cadiz deputations, plus the six municipalities crossed by the converted route, each of which pays an annual fee based on the percentage of population and the extent of the territory to cover up some expenses for maintaining the greenway. The Foundation is responsible for the conservation, maintenance and use of the structures and facilities along the routes and operates in accordance with the *Tejido Verde* program, which keeps the greenway in public domain, prevents the deterioration of the infrastructure

and buildings (aiming them to social use), enhances alternative or recreational activities (paths, horseback riding, cycle tourism, etc.), creates environmental awareness campaigns, and manages advertising at national and European level.

In addition to these activities, there is a constant search for European funds to intercept, with a particular focus on starting brand new rural development programs. The history of the line, the environmental, historical and cultural resources of the area is delivered in the *Centro de Interpretación Vía Verde de la Sierra* of Olvera. The narration takes place thanks to information panels and multimedia supports. At the beginning of the tour you can request the audio guide, and inside the center you can access a hall and watch a 4D projection.

Each village crossed by the railway is characterized by a particular feature: Olvera for its art, history and naturalness; Pruna for the *Castillo de Hierro* which surmounts the city; Coripe as the heart of the greenway; Montellano, for its monumental landscape; El Coronil for the mixture of tradition and innovation; Puerto Serrano for its location on the bank of the river Guadalete. The brief description of each village is accompanied with some reproductions placed in special showcases: Olvera with the *Lunes de Quasimodo* cake, a cake prepared for the *romería*, the second Monday after Easter; Pruna with liqueurs from its distilleries; Coripe with the famous oil; Montellano with flowers and aromatic herbs used during the *Romería de San Isidro Labrador*; El Coronil with a solar panel, castañuelos and legumes; Puerto Serrano with garden products including artichokes, strawberries, tomatoes and peppers.

The *Vía Verde de la Sierra* is an integral part of the greenway development project in Andalusia. To date, the region has more than 450 kilometres of *vías verdes* distributed over about 23 routes and other minor routes, a figure which, compared to national estimates, constitutes 22% of the total number of redeveloped routes.

In 2013, the *Agencia de Obra Pública* of the *Junta de Andalucía* (*Consejería de Fomento y Vivienda*) approved a research project<sup>14</sup> on the *vías verdes* of the region presented by the *Universidad de Sevilla - Departamento de Geografía Física y Análisis Geográfico Regional*, jointly with the FFE, which envisaged the creation of an observatory to diagnose and draft an action plan to connect the public and private sectors; the creation of a web platform to collect spatial data on the greenways of the region, and a mobile application to make it available to smartphones; the dissemination of the results of a research on the economic impacts that cycling tourism generates in Europe and the potential of the Andalusian region; the creation of a pilot project on intermodal mobility *train*

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<sup>14</sup> The project named "I + D + i" was initiated and carried out thanks to the EU-funded "Programa Operativo FEDER de Andalucía 2007-2013" and positively closed in 2015.



and greenway; the improvement of accessibility for people with reduced mobility; the drafting of a manual for signalling routes.

In April 2017, the Andalusian Parliament approved a law proposal<sup>15</sup> for the development and promotion of greenways in the region, which was merged with the new law on sports passed in June of the same year (*Ley del Deporte de Andalucía*), and which mentions the *Vía Verde de la Sierra* as an example of the contribution of the greenways to the socio-economic development of the territories in which they are inscribed. Meanwhile, the autonomous community of Andalusia has started up its own system of promotion of the *vías verdes* which are among the region's nature-related tourist routes and enjoy a page specifically hosted on the main tourist information site<sup>16</sup>, as well as its own dedicated section on the FFE<sup>17</sup> platform.

The re-development of the former railway tracks is, in fact, part of the development programs of the regional cycle paths and, in particular, in the *Plan Andaluz de la Bicicleta* (PAB 2014-2020) (Plan of Andalusia for the bicycle) for the growth of cycle tourism that moves in accordance with the *Plan General de Turismo Sostenible de Andalucía* (General Plan for the Sustainable Tourism of Andalusia), in which the landscape becomes a fundamental element into tourism planning (Fernández - Santos - Muñoz, 2016); and with the *Plan de Ordenación del territorio de Andalucía - POTA* (Territorial Organization Plan of Andalusia), which considers the cultural and natural heritage to be strategic elements of the territorial capital, and is implemented at the sub-regional level, including the guidelines for the valorisation of resources for tourism and recreational purposes (Fernández - Latorre, 2015).

### 3. From the Lagonegrese to the Materano: a proposal for the realization of two attractors for Matera 2019

The Basilicata region has approximately 240 kilometres of disused railway tracks distributed over four lines, two of which, the Potenza-Laurenzana and the Matera-Montalbano Jonico, are born and develop within the regional territory, while the remaining ones, the Lagonegro-Spezzano Albanese and the Atena Lucana-Marsico Nuovo, cross the administrative boundaries of Calabria and Campania respectively.

<sup>15</sup> <<http://www.parlamentodeandalucia.es/webdinamica/portalwebparlamento/pdf.do?tipodoc=bopa&id=120514>>.

<sup>16</sup> The section dedicated to the green Andalusian routes on the main tourist information site of the region can be reached at the following link: <<http://www.andalucia.org/es/rutas/tipos/rutas-de-naturaleza/vias-verdes/>>.

<sup>17</sup> The web page is available at the following link: <<http://www.viasverdes.com/vvandalucia/principal.asp>>.

These routes arise mainly in interstitial contexts on which the phenomena that generally affect the internal and rural areas of Southern Italy (emigration, the ageing of the population, the weak entrepreneurial fabric, the lack of attention on the part of the institutions, etc.) weigh.

The arrival of a project to enhance the cultural, environmental, historical and infrastructural heritage of disused routes – as in the Andalusian view – must take into account multiple factors related to the complexity of the territory and the plurality of its spatial representations, the dynamics of development of the internal areas and the strategies implemented by the various actors (local authorities, Regions, State, European Union).

This requires a preventive reflection on the «concepts of marginality and (re)valorisation, but also that of territorial innovation, which represent (...) elements of possible keys to understanding the problems» (Stanzione, 2001, p. 12) and possible solutions.

A sustainable management of the territory, the redevelopment of the contexts in which the former railway tracks fall, the implementation of adequate planning and development policies oriented towards new forms of tourism (rural, experiential, eco-tourism, small villages<sup>18</sup>) can trigger virtuous processes and dynamize the territorial, social, cultural and entrepreneurial fabric.

In this respect, each railway track, connected to villages, naturalistic areas and archaeological sites, becomes a slow route in which all resources are held together, on a tangible and intangible level, by a single common thread, namely the itinerant narration of the railway past. It becomes essential, that is, to identify the potential of the tangible and intangible resources present along the tracks and recount, in an innovative way, the territorial context in which they fit, thus to make it a tourist attraction.

To this end, the disused railways of Basilicata that are potentially more responsive to this type of intervention are the Lagonegro-Spezzano Albanese and the Matera-Montalbano Jonico. The evaluations that allowed us to reach this proposal are manifold and count on both the peculiar characteristics of each path and the policies implemented by the various actors.

The starting point is represented by the recovery of the former Lagonegro-Spezzano Albanese railway line. It will be a sort of pilot project because it presents peculiar infrastructural features (such as extraordinary artefacts, including cogwheel trafficking and the helical tunnel) and a particularly troubled history (Spagnoli - Varasano, 2016), in addition to falling into an area

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<sup>18</sup> According to the surveys carried out by the *Centro Studi Turistici* - CST (Center for Tourist Studies) of Florence, in the year 2017 the tourist demand in over 5,500 Italian villages was estimated at about 22 million tourist arrivals and 95 million tourist presences <<http://www.turismo.beniculturali.it/media/dati-turismo-2017/>>.

of extraordinary natural heritage (Pollino Park, Val d'Agri Lagonegrese Park; Valley of the Mercure river and of the river Noce, this latter considered amongst the Special Areas of Conservation as well as a Site of Community interest) and cultural heritage (crossing eight historical villages of the lagonegrese).

From the point of view of territorial policies, the Lagonegro-Spezzano Albanese is one of the routes on which the Basilicata region is showing growing interest. The construction of a cycle route in the stretch from Lagonegro to Rotonda connecting the Calabrian stretch from Rotonda to Spezzano has been foreseen in the provision named *Patto per lo sviluppo della Regione Basilicata* (Development Pact of the Basilicata Region) and is a part of the new *Piano regionale dei Trasporti della Regione Basilicata* (Regional Transport Plan of the Basilicata Region), which includes the cycling routes of *Eurovelo*<sup>19</sup> and *Bicitalia*<sup>20</sup> as an integral part of the fundamental network. Moreover, the itinerary is at the center of the interregional project that involves the Basilicata, Calabria and Sicily Regions, in order to create a *Ciclovia della Magna Grecia* (Magna Grecia Cycle Route) included in the *Rete Nazionale delle Ciclovie Turistiche Italiane* (National Network of Italian Tourist Cycle Route).

Regarding the area of the Matera hill (where there has been an exponential increase in the number of tourists due to the election of the city of Matera, which was already a *UNESCO World Heritage Site*, as *European Capital of Culture 2019*<sup>21</sup>), the objective of local actors is to extend the benefits of the event to the most marginal and indirectly involved areas.

The route of the former Matera-Montalbano Jonico line concerns the area of eight municipalities (Matera, Montescaglioso, Pomarico, Miglionico, Ferrandina, Pisticci, Craco, Montalbano Jonico) and is placed in a context rich in landscape, historical, cultural, anthropological values.

Starting from Matera, with its landscape of the Sassi and the *Parco Regionale Archeologico Storico Naturale delle Chiese Rupestri* (Archaeological Historical Natural Regional Park of the Rupestrian Churches), both *UNESCO World Heritage Sites*, and proceeding towards the other stages, we reach the landscape of the *Gravina di Matera*, the *Lake of San Giuliano* and the homonymous regional nature reserve called *Riserva Naturale di San Giuliano* (San Giuliano Natural Reserve), rivers (Bradano, Basento, Cavone), special conservation areas and

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<sup>19</sup> *Ciclopista del Sole* (Cycle Route of the Sun) and *Via Romea Francigena* (Romea Francigena Route).

<sup>20</sup> *Ciclovia dei Borboni* (Bourbons Cycle Route), *Ciclovia degli Appennini* (Apennines Cycle Route), *Ciclovia dell'Acquedotto Pugliese* (Cycle Route of the Apulia's Aqueduct), *Ciclovia dei Tre Mari* (Cycle route of the Three Seas), and *Variante Agri*.

<sup>21</sup> The year 2019 will also be the year of slow tourism, of the paths, of the cycle paths, of the routes and of the historical and tourist railways.

sites of community interest (Lago San Giuliano e Timmari, Valle Basento - Ferrandina Scalo), and the *Riserva Naturale Speciale dei Calanchi di Montalbano Jonico* (Calanchi di Montalbano Jonico Special Nature Reserve).

The project idea, which is the subject of this contribution, is identified in the first case as an innovative factor in the completion of an interregional scale project and, in the second, as the promotion of new forms of slow tourism that, starting from Matera, may decongest the tourist influx in the city and push towards a somewhat diversification of the tourist offer. The re-development of the railway landscape is based on two different levels, looking on the one hand at the territory understood as the theatre of human action on which the actions of structuring and de-structuring, territorialisation and re-territorialisation intervene; on the other hand, at the landscape which, as a spatial projection, restores “the measure of humanization as if it were a reflection, as the course of the cultural annexation of that nature and its elements” (Turri, 2008, p. 56).

The project idea is presented as a proposal embracing the physical, cultural and social dimensions of the contexts in which the disused railways are located, with the aim of providing a range of access keys to all the elements that make up the territory and the railway landscape, removing them from their physical structure and bringing them to the level of technological innovation.

According to the demand for experiential and sustainable tourism, the project is characterized as a proposal for integrated use where the user is called to interact and take part in the reconstruction of the landscape understood as:

the link between objectivity and subjectivity: it is the world made up of objects and individuals who look, perceive and feel, and who give us back the fullness of places, their cultural meanings and values. They show themselves not as a silent substratum that indifferently and passively welcomes man’s action, but as a reality ready to accept a reform action that is nourished and redefined in the differences and durations, in the plurality of deposits of sense and inherited materials (Lanzani, 2011, p. 33).

This is possible, above all, through the application of the latest technologies to the cultural and historical heritage,

prerequisite for the creation of a basic model developed by generic users who decide to approach heritage from a cultural heritage point of view, thus becoming ‘do it yourself’ tourists and creating induced territorial effects and measurable impacts on the territory. This role is not placed upon generic users, but the objective is to try to convince them to approach the cultural heritage in the way that suits them best (Garau, 2014, p. 242).

#### 4. *The project idea and the definition of its objectives*

According to the *Vias Verde* program experience, the project aims at looking at a governance being able to actually pull through territorial integration. Inspired by the experience of Andalusia, it intends to put the several elements of the territory into a single system. A disused line is, therefore, seen not only as a strategic element of local development, but also as an opportunity to re-launch sustainable and responsible tourism, in order to offer a new occasion to regenerate marginal areas and to enjoy Basilicata's landscape in a 'slow' way.

The first phase of the project includes the creation of an online platform that includes the disused lines and the variant routes in Basilicata that do not fall within the assets of the railways belonging to the Italian FS group. It will start using the two lines already mentioned – the Lagonegro-Spezzano Albanese and the Matera-Montalbano Jonico – as pilot projects. This tool must be usable in digital mode and available on the web with the aim of communicating and informing on the tangible and intangible heritage of the railways. Furthermore, it can be related to the realization of digital and multimedia cartography.

In other words, the goal will be to better restore the change and dynamism of the space-time process. It will be, in fact, a matter of setting up a dynamic and constantly updated tool that will not be a mere collection of purely descriptive data, but must be presented as a 'key to reading', a 'reasoning' that considers both a plurality of phenomena and the same phenomena at different planes of spatial analysis. An interactive and multimedia mode, shared, open, accessible, participatory, that can allow the user to 'dialogue' with the platform, telling stories of life or vicissitudes related to the railroad as well as inserting collected material to contribute to the recovery of its memory.

This digital tool will encompass the historical and geographical data regarding specific lines and surrounding areas, in order to provide the user with an 'identity card' of the unused line. The cards regarding individual lines will include the identification and description of the main natural sites (national parks, protected areas, rivers, lakes, etc.) and settlements in the area, as well as the location and reconstruction of the path via the implementation of GPS maps. This system will allow hikers to be guided through the railway path that is partly not visible anymore, thus suggesting alternative pathways on certain stretches (for example, tunnels) which cannot be trodden safely. In addition to the already existing cycle paths, the in-progress projects and/or the completed ones (but not yet activated) about the recovery and reuse of each of the "railways" identified, must be considered.

A history of the construction and subsequent disuse of the former railways will be provided for each line, thus giving the user the opportunity to access several sources texts (deeds, provisions, decrees, government circulars, orders

and studies on the line construction) and iconographic sources (historical maps, floor plans, longitudinal sections, and vintage photographs).

The implementation of a set of technological solutions allowing the promotion of the railway heritage in an innovative way (through virtual reality software, augmented reality apps, etc.) is also included. Besides telling the story of the former railways and showing places of interest from a historical, cultural, and environmental point of view, it will provide the opportunity to shift from today's reality to a virtual historical reconstruction of the pathway, thus enriching and renovating the tourists' experience.

The special technology of 'augmented reality'<sup>22</sup> can contribute to the redevelopment of the railway 'fabric', with effects certainly also on the crossing places, thus determining the possibility of activating a new type of tourism that looks at innovative, creative, authentic, interactive and personalized tourist experiences, to propose a revival of the emotions of the past<sup>23</sup>.

The aim is to develop a set of highly technological solutions oriented towards the 'intelligent' enhancement of the considerable heritage; an exciting immersion among the many infrastructures and the territories of Lucania through a new experience of territory exploration.

The key, which lies in the technological innovation, will be the *trait d'union* with the second phase of the project idea, which looks at the creation of ecotourist itineraries (that is, a network of connected and usable greenways on the entire regional context). They will alternate with virtual scenarios and increased fruition through which to explore physical and non-physical places, to access historical reconstructions, and to make tourists/hikers directly interact with their surroundings.

It is therefore planned to create eco-tourism routes that can be travelled on foot, by bicycle or on horseback, reusing at first the routes of the former Lagonegro-Spezzano Albanese and Matera-Montalbano Jonico railway lines, analyzed and made accessible through the digital tool. The project intends to create a recognizable and integrated image of the itineraries aiming at the creation of a real regional macro-attractor able to offer unique modes of tourist use. The aim is to choose the name and the identifying logo of the routes (starting from the history of the railways and the relationships interwoven

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<sup>22</sup> By generating a composite overlap of virtual interactive elements of reality, augmented reality is an excellent support for the increase of human sensory perception and guarantees an innovative experience with a high degree of interaction (Dunleavy - Dede, 2014).

<sup>23</sup> Experiential tourism refers to an alternative tourism way based on the possibility for travellers to experience the culture and traditions of the places visited by participating in moments of everyday life and, in this way, making a unique and authentic experience of their journey.



between the communities present on the territory) and to prepare a travelling narrative through which to reconstruct the past history of the railway line using panels that recollect its memory and image. Moreover, we intend to develop a communication and organization planning for promotional purposes, to create guides, brochures and maps (in paper and digital format), to access the technological solutions already set up in the web portal and to the digital reproduction of documents (virtual tour of the structures, especially for those that are today partly no longer visible and accessible), and to create an app for the use of the 'walk' eco-tourism downloadable and usable by hikers via smartphones and tablets.

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