



POLITECNICO
MILANO 1863

DIPARTIMENTO DI ARCHITETTURA
E STUDI URBANI

LABORATORIO DI POLITICA DEI TRASPORTI
TRASPOL
RESEARCH CENTRE ON TRANSPORT POLICY

TRASPOL didactical notes

TRANSPORT DISSERTATION HANDBOOK

VERSION 1.1 (2018)



Transport Dissertation Handbook

Version 1.1. February 2018

Author: Paolo Beria, Dario Nistri

TRASPOL – Laboratorio di Politica dei Trasporti
Dipartimento di Architettura e Studi Urbani, Politecnico di Milano
Via Bonardi 3, 20133, Milano, Italia.

www.traspol.polimi.it

Photo credits: Mario Tandoi on unsplash

LABORATORIO DI POLITICA DEI TRASPORTI
TRASPOL
RESEARCH CENTRE ON TRANSPORT POLICY

CONTENTS

| | | |
|-----|--|----|
| 1 | Objectives | 4 |
| 2 | Deadlines | 5 |
| 3 | Contents and workflow | 7 |
| 3.1 | Interim report..... | 7 |
| 3.2 | Organising the workflow | 8 |
| 3.3 | Dissertation report – Fundamental contents | 9 |
| 4 | The sources of the thesis..... | 10 |
| 4.1 | Where and how to search for literature..... | 10 |
| 4.2 | How to write a bibliography..... | 12 |
| 5 | APPENDIX: Example of Interim Report | 15 |

1 OBJECTIVES

The thesis / dissertation is the occasion for students to develop and apply research skills, examine in depth topics encountered during their studies and bridge the gap between a pure theoretical approach and a real world application.

In particular, it is possible to undertake three kind of dissertation /thesis

- Project work report
- Non-research (literature report).
- Design project report

The skills to be developed include (in brackets those relevant for more complex theses only):

- Literature review
- Focus on key issues
- (Original / empirical methodology development)
- (Data analysis)
- Results and policy implication

A **Project work report** requires data analysis and some form of calculations using excel or equivalent programs. The core of the work is mainly analytical and the analysis/production of data and elaborations is the core. Data analysis may be simple or complex depending on the project, the dataset and software available (and yes... the confidence of student in using the software as well!).

The various degree of complexity of calculation will not affect the timing and deadlines after the kick-off meeting.

Non-research dissertations (literature report) will not include any or very limited production of data or mathematical analysis, but it is focused on an in depth review of literature of a chosen topic. This does not mean that there is no quantitative focus in the thesis, but that the student is not developing or producing data or analyses, but refers to third-party ones found in literature.

Finally, it is advisable that a student may undertake a **design project report** only whether a real case and related data are available. The design report project may be a portion or a particular of a real ongoing project.

Fictitious cases are not accepted. Cases in foreign countries will be discussed and, in general, it is necessary that data is clearly available since the beginning, as the tutor has usually no direct knowledge on the case. Design projects may include the design or redesign of transport services, the design of new infrastructure, a land use-transport integrated design. In general, it is not accepted here as a thesis the further deepening of the project works developed during the Infrastructure Design workshop (Pucci + Beria).

2 DEADLINES

Step 0: Topic and Kick-off

Dissertation and Thesis topics must be agreed between the student and Professor Beria. The topic may change and adapt during the work, but the research question must be clear since the beginning to both student and tutor. Kick-off meeting will focus on that. If available, we will give students literature and available materials, but this is not the case for all topics.

Step 1: Interim report and workflow

Once the kick-off meeting is over, the student must start working on the thesis and produce an Interim report in a period of 2-4 weeks, consisting in a document and/or in a Powerpoint presentation.

The Interim Report must include a work plan, consistent with the following deadlines:

| Step | Deadlines | Notes |
|---|---|---|
| [0] Kick-off | | |
| [1] Interim report | 2-4 weeks from kick-off | |
| √ Approval of the Interim | | |
| [2] Literature review, methodology, preliminary results or hypothesis | | |
| [3] Draft | 20 working days before Draft's approval | The Draft's completeness must be such that the Tutor can assess the feasibility to meet the deadline of [4] |
| √ Approval of the Draft | | |
| [4] Final draft | 10 working days before step [5] | The Final Draft must be complete in all parts. Only editing, cross references, full bibliographical refs. can be finalised later. |
| [5] Submission of the Thesis | As published on the Polimi website | |
| √ Approval of the Thesis | | |
| [6] Presentation preparation | 3 working days before [7] | |
| [7] Discussion | As published on the Polimi website | |

It is possible for the student to revise the deadlines and the work plan, but deadlines [3] and [4] must be always respected, not to be delayed to the next session.

Steps 3 and 4: Drafts

The Draft is a complete text – although not finalised – that contains all methodological aspects and most of results. The Draft will be rejected – and the student will pass to the next session – if the remaining time to meet the deadline of the Final Draft is judged as not sufficient to cope with all requested changes and corrections. In

particular, if the methodology is not yet clear, data not elaborated and text far from completeness, and time to Final Draft is limited (1-2 weeks), the Draft will be rejected.

The Final Draft is a document with characteristics of completeness and the further modifications are expected to be only formal.

In practice, the Draft can – in principle – require major revisions, if time is sufficient, while Final Draft will be acceptable only if minor revisions and Minor integrations are still needed.

Step 5: Submission

The student is expected to upload a Final Draft (or a Final version) in the system to be admitted to the session.

The upload is a necessary but not sufficient condition, as the submission is subject to approval from the Tutor.

The submission to the online repository is subject to Polimi deadlines, usually visible via School website

<http://www.auc.polimi.it/> or www.polimi.it.

Step 6: Presentation

The time between the submission (ruled by Polimi) and discussion, can be typically used to prepare and discuss the presentation. The presentation must not – in principle – include contents different from the Final Draft or further elaborations, but simply present and summarise the work and its results.

3.1 INTERIM REPORT

The interim report is a 1000-6000 words document or a Powerpoint presentation where is briefly explained:

- i. **Background of the thesis and preliminary literature review:** *what is the general topic/context of the work? Which is the state of the art from which the thesis starts? To which previous studies the thesis belongs?*
- ii. **Motivation for the study:** *why are you working on this topic? Why is it relevant for the reader? Which are the relationships with your study programme?*
- iii. **Objectives:** *what are you expecting to obtain from the thesis? Which will be the outcomes? Which documents will be produced (book, tables, projects, presentation,...)?*
- iv. **Proposed methodology:** *how do plan to work? Which approaches are you applying?*
- v. **Datasets:** *which information you already have or you need to obtain? When these data are needed and expected to become available?*
- vi. **Dissertation structure:** *which is the structure of the work and of the document (not necessarily the same)?*
- vii. **Workflow and Gantt Chart:** *how are you organising the work in phases? What is the expected timing of each phase? Are there milestones to be considered, i.e. things that must happen before the workflow goes on? → see paragraph 3.2*

An example of interim report is attached. Some important issues that you must bear in mind:

- The main goal of the interim report is to clarify the objectives of the research and to organise the work and its time frame
- The literature review is a process that goes on along the entire thesis work, but it is important to start from an initial comprehensive work which clarifies what literature has already said about the issue, which are the main lacks of the literature, which methods are available and can be applied in the thesis.
- Background and preliminary literature review may be combined together: the dissertation should fade out from the context and land “naturally” at the literature review as a tool to address the questions raised in the previous paragraph. The student should focus on the papers that will help him to choose an appropriate methodology.
- It is important to back the thesis (except the literature based ones) with empirical analyses. Empirical works require that you preliminarily identify the dataset needed (incl. surveys, if needed), and verify if they are actually available and how? What happens if the expected data do not come on time or result not available at all?
- Methodology can be developed later, but as soon as you identify the main issues related to the methodology or data chosen, the better it is
- Consider that the workflow you follow is not necessarily matching with the thesis book structure. The workflow is how **you** undertake the study, the thesis is how you present it to the reader. Typically, the work you do will be broader than the things you are going to show and write in the book: something will be redundant, useless, misleading, or simply already known and not worth to be presented. Also, for clarity’s sake, some parts that you did later can be anticipated or the opposite. For example, the literature review done at the beginning could be spent later in the book if the case study description and the problem setting (which came later in your work) are discussed at the very beginning of the presentation.

3.2 ORGANISING THE WORKFLOW

A proper organization of the workflow is essential to make your dissertation experience fruitful and enjoyable. If you draw a realistic plan, you will be in control of your essay. It is very likely, thus, that you will end up with satisfactory results without too much stress.

First of all, you must identify the tasks that you are going to perform, writing a “to-do-list”. Each task must be neither too much specific nor too broad. It may contain subtasks, such as in the example:

- *Task 1 - Literature review. Sub-tasks: topic 1, topic 2... notes review, chapter writing;*
- *Task 2 - Literature chapter – Sub tasks: chapter 3,4,5 ...*
- *Task 3 - Methodology chapter writing;*
- *Task 4 - Results - Sub-taks: calculations, review against literature results*
- ...

Secondly, you should assign a reasonable time that you expect to spend in order to perform them. Consider the number of subtasks, the different complexities and assess the possible risks of time overrun. How likely are they? Are there critical tasks?


Furthermore, very often tasks are chained. Identifying properly the dependency between the various activities is crucial (i.e. Results calculation can be performed only when the methodology is well established).

At this point, you can start working on your “Gantt Chart”. A simple Gantt chart is a bar chart that helps you to schedule your project. It advisable that you draw the chart at task level and then (for your own sake) at sub-task level.

Most importantly, you should identify the milestones  and include them in the schedule. Milestones are all those steps that must be complete before proceeding to the next one. For example:

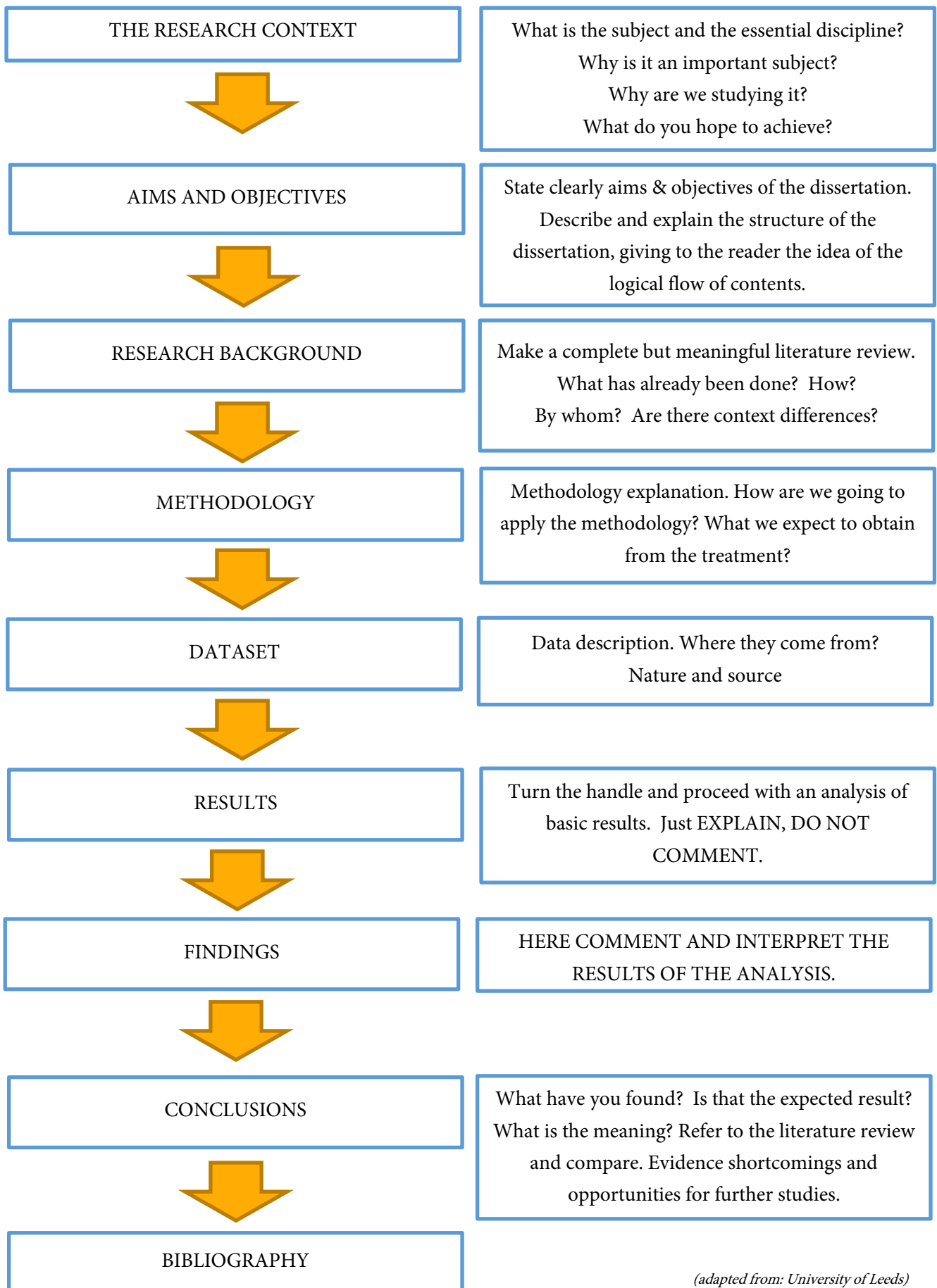
- *“obtain the dataset from ISTAT” is necessary to proceed with the task “Calculations”.*
- *“approval of the draft” is a milestone before to proceed with “submission”.*

| Task | Start | End | February | | | | March | | | | April | | | | | |
|-----------------|----------|----------|----------|----|----|----|-------|----|----|----|-------|----|----|----|--|--|
| | | | W1 | W2 | W3 | W4 | W1 | W2 | W3 | W4 | W1 | W2 | W3 | W4 | | |
| Methodology | 01/02/17 | 20/02/17 | | | | | | | | | | | | | | |
| Data collection | 15/02/17 | 24/03/17 | | | | | | | | | | | | | | |
| Calculations | 30/03/17 | 01/05/17 | | | | | | | | | | | | | | |
| ... | | | | | | | | | | | | | | | | |

The milestone  is necessary to start with the task “calculations” and thus must come earlier. The 3 weeks of the example can be used as a security buffer: if the data does not come on time, the workflow will not be delayed. But if the data are expected on March-week3 and this does not happen, “calculations” will delay accordingly!

You can plan also breaks in the Gantt (e.g. the last exam session), but it is important that all timing is coherent with the deadlines!

3.3 DISSERTATION REPORT – FUNDAMENTAL CONTENTS



(adapted from: University of Leeds)

4 THE SOURCES OF THE THESIS

4.1 WHERE AND HOW TO SEARCH FOR LITERATURE

Since the massive use of web, we can enjoy of a wide range of tools to find the literature we need for our research. Some of the sources are OpenSource and can be freely downloaded and quoted. Most of scientific literature is not OpenSource and you can have it only by purchasing it or being subscribed to a journal. Once you have a paper, you can freely quote it (ok, you also need to read it...).

Politecnico di Milano is subscribed to many journals and owns numerous books, both in paper and digital format. Our library website www.biblio.polimi.it lists all available sources, in particular under “RISORSE ELETTRONICHE” section.

POLITECNICO MILANO 1863

SERVIZI BIBLIOTECARI DI ATENEO

CHIEDI @LLA BIBLIOTECA | APP MOBILE | GESTIONE BIBLIOGRAFIE | ACCESSO DA CASA

HOME | RISORSE | SERVIZI | CORSI E TUTORIAL | OPEN ACCESS | SEDI | Area Login | IT | EN

- RISORSE ELETTRONICHE**
 - PERIODICI ELETTRONICI
 - BANCHE DATI
 - E-BOOKS
 - ENCICLOPEDI E
 - DIZIONARI
 - NORME
 - COLLEZIONI DIP.
 - MATEMATICA
 - WEB OF SCIENCE
 - SCOPUS
- CATALOGHI**
 - CATALOGO DI ATENEO
 - CARTOGRAFIA
 - POLITESI
 - CATALOGO TESI
 - CATALOGO MATERIEOTECA
 - CATALOGHI ESTERNI
- TESI**
 - LAUREA E DOTTORATO
 - DEPOSITO E ASSISTENZA
- ARCHIVI**
 - ARCHIVI STORICI
 - FONDI ARCHIVISTICI

potete visitare la

BIBLIOTECA CENTRALE DI INGEGN

[VEDI MAPPA] [VEDI MAPPA] [VEDI MAPPA]

SUGGERIMENTI D'ACQUISTO | POLICY | COSA È SEARCH ? | > [Catalogo di Ateneo](#)

SUGGERIMENTI E RECLAMI | COSA DITE DI NOI | MAPPA SITO | > POLITesi

AREA BIBLIOTECARI | CONTATTI | > BeeP per le biblioteche

> Scopri i servizi. Guarda il video!

ultimo aggiornamento :10.01.2017

| | |
|---|--|
| ScienceDirect (Elsevier). - ISSN: 15706672 Dal 2006 volume 6 fascicolo 6 al 2009 volume 9 fascicolo 3 | accesso per gli IP della rete del Milano o tramite proxy |
| Nordic Road and Transport Research Directory of Open Access Journals (Statens Väg- och Transportforskningsinstitut). - ISSN: 11015179 Dal 1998 | risorsa web accesso libero |
| Recherche--transports--sécurité ScienceDirect (Elsevier Masson). - ISSN: 07618980 Dal 1998 volume 58 al 2003 volume 81 | risorsa web accesso per gli IP della rete del Milano o tramite proxy |
| Research in transportation economics ScienceDirect (Elsevier). - ISSN: 07398859 Dal 1996 volume 4 al 2008 volume 24 fascicolo 1 | risorsa web accesso per gli IP della rete del Milano o tramite proxy |
| Transport in porous media Kluwer online. - ISSN: 01693913 Dal 1997 volume 26 fascicolo 1 | risorsa web accesso per gli IP della rete del Milano o tramite proxy |
| Transport Policy ScienceDirect (Pergamon). - ISSN: 0967070X Dal 1995 volume 2 fascicolo 1 al 2009 volume 16 fascicolo 2 | risorsa web accesso per gli IP della rete del Milano o tramite proxy |
| Transport Theory and Statistical Physics EBSCOhost Electronic Journal Service (Taylor & Francis). - ISSN: 00411450 15322424 Dal 2001 volume 29 fascicolo 1 | risorsa web accesso per gli IP della rete del Milano o tramite proxy |
| Transportation Kluwer online. - ISSN: 00494488 Dal 1997 volume 24 fascicolo 1 | risorsa web accesso per gli IP della rete del Milano o tramite proxy |
| Transportation research. Part A, Policy and practice ScienceDirect (Pergamon). - ISSN: 09658564 Dal 1995 volume 29 fascicolo 1 al 2009 volume 43 fascicolo 6 | risorsa web accesso per gli IP della rete del Milano o tramite proxy |
| Transportation research. Part B, Methodological ScienceDirect (Pergamon). - ISSN: 01912615 | risorsa web accesso per gli IP della rete del |

For example, the journal “Nordic Road and Transport Research” is freely available for everybody since 1998. The “Recherche--transports—sécurité” journal is available only from Politecnico computers, freely, but until

2003. After that the journal ended publications or the subscription of Politecnico expired. Journals like “Transportation” are continuously available since a certain issue until present.

If we need an article included in this list and in these time ranges, we will obtain it for free automatically. Otherwise, the downloading tool will ask us to pay for the download. For example, we have subscribed access to the “Journal of Transport Geography” since 1995. We will see the issues and the papers before 1995 in red or in white (see figure) because unsubscribed, while since 1995 a green flag shows us the free download.

To obtain the papers you can use the library catalog, i.e. the OPACs, “Catalogo di Ateneo” or use external search engines. Here a list of the ones I currently use:

www.google.com

scholar.google.com

the basic Google search engine includes also scientific literature, but it is advisable not to use it because it presents many more results which will not be relevant for a scientific work.

Google has a specific open research tool for scientific literature, that can be an excellent starting point for broad range researches, called Google Scholar.

Google Scholar finds both academic literature (journals, book, etc.) and “grey literature”, namely reports, conference papers and working papers. The two pictures show the different results obtained in Google and Google Scholar:

The image shows two side-by-side screenshots of search results for the query "rail liberalisation".

The left screenshot is from the standard Google search engine. It shows a search bar with the query "rail liberalisation" and a search button. Below the search bar, there are tabs for "Tutti", "Notizie", "Immagini", "Video", "Maps", "Altro", "Impostazioni", and "Strumenti". The search results are listed below, starting with "Market - European Commission" and "Liberalisation increased competition and the efficiency of rail freight transport, new operators entered the market and rail became better able to compete with ...". Other results include "Liberalisation of passenger rail services: Situation in different membe...", "Railway market liberalisation – a challenge for the financing of railway ...", "First Railway Directive - Wikipedia", "EU rail liberalisation - Norton Rose Fulbright", and "TU Delft: The liberalisation of the European railway market: the role of ...".

The right screenshot is from Google Scholar. It shows a search bar with the query "rail liberalisation" and a search button. Below the search bar, it says "Scholar" and "Circa 19.000 risultati (0,06 sec; Showing 50 matches)". Below that, it says "Redo the above query as: Quoted author name Word matching". There are tabs for "Articoli" and "La mia biblioteca". The search results are listed below, starting with "A comparison of rail liberalisation levels across four European countries" and "EU Passenger Rail Liberalisation: extended impact assessment". Other results include "Rail liberalisation in Sweden. Policy development in a European context" and "EU Passenger Rail Liberalisation index 2004".

www.scopus.com

Scopus is an indexing tool that can be used also as a search engine. Differently from google, it includes only a set of indexed journals, which normally include all the relevant and internationally reputed publications, and articles are always peer reviewed and complete (i.e. no preliminary researches is published). For this reason it is advisable to use Scopus, being aware that it excludes journals that did not adhere to the platform and all grey literature including working papers and conference papers.

www.doaj.com

Is a repository of OpenAccess journals only. All of these are free, and some of these journals are not in Scopus. Consequently, Scopus and Doaj can be used in parallel.

<http://ideas.repec.org/>

Is a **repository**, i.e. collections of published and unpublished papers, reports, working papers, and other stuff, usually submitted by authors or found by the managers of the repositories in the web. The documents found here are usually not peer reviewed, i.e. are submitted by the authors and no one controlled for the quality of them. Typically, repositories are used by authors to give evidence and circulate not-finished works or conference papers or ongoing researches which later on should be published.

Consequently, these papers must be used only if a final published version is not yet available.

4.2 HOW TO WRITE A BIBLIOGRAPHY

The words “bibliography” and “bibliographical references” refer to two different things and must not be confused.

With “bibliography” we intend a list of literature sources that can be considered as the whole body of knowledge on a topic or on an author. For example, in many commentaries or biographies of famous authors, we find at the end the list of their whole production and of the main commentaries on them. This is a bibliography.

For this reason, we do seldom use the word “bibliography” in a thesis or in a paper, unless we are completely sure that we know and we reviewed the whole literature, i.e. we are the main living experts on a topic...

The term “bibliographical references” refers to the literature we quoted in the text and is thus must be present at the end of any scientific text. It is necessary that any document used in the main text is quoted at the end of it, to be consulted and verified by your readers. So, in general, we will usually use the term “bibliographical references” and **we list all bibliographical references used at the end of the paper/thesis.**

Managing the bibliographical references is the same time boring and difficult, but necessary and useful. It is boring to correctly list all the documents quoted and it is advisable to do it during the writing and not at the end to be a bit lighter. It is also difficult because it is easy to make mistakes and because references should be written according to some rules.

The rules vary according to the journal, to the scientific sector and to the type of publication. The following rules refer to the planning and economic sector (often in engineering another standard is used).

Journal

Kanafani, A. and Abas, M.S. (1987) Local air service and economic impact of small airports. *Journal of Transportation Engineering*, 113, 42-55.

Books

Button, K.J. (1982) *Transport Economics*. Heineman, London.

Article in book:

Nash, C.A. (1988) Integration of public transport: an economic assessment. *Bus Deregulation and Privatization: An International Perspective* eds J.S. Dodgson and N.P. Topham, pp. 17-46. Wiley, New York.

Proceedings

Grant, R.A. (1989) Building and testing a casual model and information technology's impact. *Proceedings of the Tenth International Conference on Information Systems*, Boston, MA, pp. 173-184.

Thesis

Cardell, N.S. (1989) Extensions of multinational logit model and the ranked logit model. Ph.D. Thesis, Harvard University, USA.

Report

American Trucking Association (1987) *Motor Carrier Annual Report*. Alexandria, VA. Report American Trucking Association (1987) Motor Carrier Annual Report. Alexandria, VA.

We explain only the “journal article” format, as the others are similar and can be understood simply reading at them.

Every reference starts with the surnames of the authors, followed by the initial of the given name or names. For example Button, K.J. is for Professor Kenneth John Button. After the names, we find in brackets the publication year. Some journals do not use brackets but a full stop after the date. The year is followed by the title of the paper, in plain character. The name of the journal is instead in *italic*, followed by the number of the issue or the issue and the volume (for example “No. 52, Vol 12” instead of “52”). Finally, we indicate the initial and final page. The same information are usually available in the first page of the paper.

The other types of publications are slightly different, as one can verify reading the examples above. For example, we indicate the editor of a book and the city, for example “Heineman, London”; we do not give this detail for the editors of the journals.

An automatic reference can be obtained from <https://scholar.google.com>. When you find the correct document, click on “quote” (“cita” in the Italian version) and pick the APA standard. An alternative is using the service www.citeyoulike.org.

[3] P. Bera, P. Malighetti, ...

Abstract Background and aim The paper focuses on the methodology for assessing Sustainable Mobility (SM) at the neighbourhood scale, and pays attention to two different ex-ante evaluation approaches: the Multicriteria Analysis (MCA) and the Cost-Benefit Analysis

Citato da 48 [Articoli correlati](#) [Tutte e 9 le versioni](#) [Cita](#) [Salvato](#) [Altro](#)

Articoli

La mia biblioteca

In qualsiasi momento

Dal 2017

Dal 2016

Dal 2013

Intervallo specifico...

Ordina per pertinenza

Ordina per data

Cerca nel Web

Pagine in Italiano

includi brevetti

includi citazioni

Crea avviso

[CITAZIONE] La rotaia arrugginita e il vagone del futuro
M. Ponti, P. Bera - il Mulino, 2007 - rivisteweb.it
Qual è la reale situazione delle ferrovie italiane e come si presenta a confronto con quella di altri Paesi europei? Per avere un quadro completo, conviene considerare i costi di esercizio e le scelte di investimento del sistema ferroviario da un punto di vista generale, e osservare
Citato da 8 [Articoli correlati](#) [Cita](#) [Salvato](#) [Altro](#)

[PDF] An early evaluation of Italian high speed projects
P. Bera, R. Grimaldi - Tema, 2011 - core.ac.uk
TeMA Vol 4 No 3 settembre 2011 adopts the French standards of 25kV AC. It specific high speed rolling stock. The two end sections of the Milan-Venice line existing as a whole, adopt the same 3 KV DC standard and must be seen again
Citato da 20 [Articoli correlati](#) [Tutte e 8 le versioni](#) [Cita](#) [Salvato](#) [Altro](#)

Alitalia—the failure of a national carrier
P. Bera, H.M. Niemeier, K. Frhlich - Journal of Air Transport Management, 2011
The paper examines the case of Alitalia, Italy's former flag carrier, as a case managed failure. The history of the airline is characterized by a continuous de competitive position since the progressive liberalization of the European aviation
Citato da 16 [Articoli correlati](#) [Tutte e 6 le versioni](#) [Web of Science: 11](#) [Cita](#) [Salvato](#) [Altro](#)

Strategies and pitfalls in the infrastructure development of a of Milan Malpensa and Berlin Brandenburg International airports
P. Bera, A.B. Scholz - Journal of Air Transport Management, 2010 - Elsevier
The paper analyses two airport investment projects in Europe: the completed Milan Malpensa Airport and the investment at Berlin Brandenburg International facilities were chosen because of similarities in their market environments. The
Citato da 13 [Articoli correlati](#) [Tutte e 6 le versioni](#) [Web of Science: 1](#) [Cita](#) [Salvato](#) [Altro](#)

[CITAZIONE] Transport megaprojects in Italy. A comparative and feasibility studies into EIAs.
P. Bera - 2007 - EUT Edizioni Università di Trieste
Citato da 3 [Articoli correlati](#) [Tutte e 13 le versioni](#) [Cita](#) [Salvato](#) [Altro](#)

[CITAZIONE] Car sharing peer-to-peer: un'analisi empirica sulla città di Milano
I. Mariotti, P. Bera, A. Laurino - 2013 - EUT Edizioni Università di Trieste
Citato da 4 [Articoli correlati](#) [Tutte e 5 le versioni](#) [Cita](#) [Salvato](#) [Altro](#)

[CITAZIONE] Introduzione ai sistemi di trasporto
P. Bera, M. Ponti, M. Ponti - 2007 - Pitagora
Citato da 3 [Articoli correlati](#) [Cita](#) [Salvato](#) [Altro](#)

[PDF] Alcune note sulla valutazione dei progetti infrastrutturali in Italia
M. Ponti, P. Bera - 2011 - academia.edu
La teoria dominante per la valutazione economica di investimenti infrastrutturali è, a livello mondiale, l'Analisi Costi Benefici sociali ("ACB", nel seguito), pur con tutti i limiti che notoriamente implica tale approccio. Tali limiti risiedono principalmente nell'ipotesi di
Citato da 2 [Articoli correlati](#) [Cita](#) [Salvato](#) [Altro](#)

Cita

Copia e incolla una citazione formattata o utilizza uno dei link per importare in gestione bibliografica.

MLA Bera, Paolo, and Aaron B. Scholz. "Strategies and pitfalls in the infrastructure development of airports: A comparison of Milan Malpensa and Berlin Brandenburg International airports." *Journal of Air Transport Management* 16.2 (2010): 65-73.

APA Bera, P., & Scholz, A. B. (2010). Strategies and pitfalls in the infrastructure development of airports: A comparison of Milan Malpensa and Berlin Brandenburg International airports. *Journal of Air Transport Management*, 16(2), 65-73.

ISO 690 BERIA, Paolo; SCHOLZ, Aaron B. Strategies and pitfalls in the infrastructure development of airports: A comparison of Milan Malpensa and Berlin Brandenburg International airports. *Journal of Air Transport Management*, 2010, 16.2: 65-73.

[BibTeX](#) [EndNote](#) [RefMan](#) [RefWorks](#)

[PDF] units.it

[PDF] academia.ec

In the main text we must refer to them by simply using the surname/s of the author/s followed by the year of publication. If we need to quote two references of the same author published in the same year, we will use letters after the year to solve ambiguity. These three information allows identifying univocally each reference. Here the examples that clarify the concepts.

Kanafani, A. and Abas, M.S. (1987) Local air service and economic impact of small airports. *Journal of Transportation Engineering*, 113, 42-55.

Will be quoted in the main text in two ways, according to the sentence we write:

"...Kanafani and Abas (1987) demonstrated that...", or

"...the issue is already discussed in literature (Kanafani and Abas, 1987)..."

If we have two contributions by these two authors in 1987, we will write the bibliographical reference as:

Kanafani, A. and Abas, M.S. (1987a) Local air service and economic impact of small airports. *Journal of Transportation Engineering*, 113, 42-55.

Kanafani, A. and Abas, M.S. (1987b) A comment on local air service and economic impact of small airports. *Journal of Transportation Engineering*, 114, 3-8.

And we will quote them as follows:

"...Kanafani and Abas (1987a) demonstrated that... and further clarified their position in a following paper (Kanafani and Abas, 1987b)".

5 APPENDIX: EXAMPLE OF INTERIM REPORT

IL TEMA

Il tema principale è il Dibattito Pubblico per le grandi opere pubbliche, un esempio di democrazia partecipativa che coinvolge direttamente i cittadini nella fase preliminare di un progetto pubblico. Il dibattito si svolge seguendo le procedure dettate dalla legge se prescritto, come in Francia, mentre seguendo un regolamento come in Gran Bretagna, se non è prescritto.

La procedura di consultazione in Italia sarà regolata da un provvedimento del Ministero delle Infrastrutture e dei Trasporti che ascolterà tutte le parti interessate, all'esito della procedura tutto verrà pubblicato on line per consentire all'opinione pubblica di conoscere i diversi pareri sui progetti più rilevanti. Il Dibattito Pubblico è stato recentemente inserito nel Nuovo Codice degli Appalti, prescrivendolo, quindi, nella legge italiana.

MOTIVAZIONE DELLO STUDIO

Le motivazioni della scelta si appoggiano proprio sull'inserimento nella legge italiana del Dibattito Pubblico. L'Unione Europea chiese, infatti, il riordino della disciplina vigente in materia di contratti pubblici relativi a lavori, servizi e forniture. Le direttive 2014/23/UE, 2014/24/UE e 2014/25/UE chiesero di riformare il modus operandi dell'aggiudicazione dei contratti di concessione, degli appalti pubblici e delle procedure d'appalto degli enti erogatori nei settori dell'acqua, dell'energia, dei trasporti e dei servizi postali.

La rilevanza del tema è data, quindi, dalla recente entrata in vigore in Italia del nuovo Codice degli Appalti (1° Gennaio 2018), che, con l'articolo 22, rende obbligatorio il Dibattito Pubblico per le grandi opere pubbliche.

OBIETTIVI E METODOLOGIA

Gli obiettivi dell'elaborato comprendono in una prima parte la revisione della letteratura scientifica inerente al tema studiando i due principali modelli europei di dibattito pubblico: francese e anglosassone (che perseguono lo stesso scopo ma con approcci diversi nelle decisioni, nell'applicazione dei regolamenti e nella fase conclusiva); si illustrerà poi il modello italiano. Successivamente ci sarà un confronto tra il modello francese, dal quale prende spunto l'Italia, con il nuovo modello italiano, individuando le differenze sostanziali.

Nella seconda parte della tesi verranno presi in esame due esempi italiani: *Débat Public* (Modello Francese) adottato volontariamente per il caso della Gronda Autostradale di Ponente di Genova (2009), e il nuovo 'Modello Italiano' di confronto pubblico adottato per la grande opera del Passante Autostradale di Bologna (2015).

L'obiettivo conclusivo del confronto tra i due casi è di capire com'è cambiato l'approccio attraverso l'utilizzo dei diversi modelli, capire perché si sono riscontrati due esiti e due direzioni diverse, quante alternative di progetto sono emerse dai dibattiti e vedere se e come ha funzionato il ruolo del pubblico.

RIFERIMENTI

- Airoidi, A., Cini, T., & Zucchetti, R. (2017). Introduzione del “dibattito pubblico” in Italia: motivi, obiettivi, rischi e proposte operative. *Nuova Serie – WP CERTeT*, 15(4), p. 41.
- Bobbio, L. (2010). Il dibattito pubblico sulle grandi opere. Il caso dell’autostrada di Genova. *Rivista italiana di politiche pubbliche*.(1), 119-146.
- Castellucci, G. (2012, Ottobre 1). Il dibattito pubblico in Italia: il modello gronda di Genova. (Agorà, Intervistatore)
- Latour, G. (2016, Luglio 1). *Codice appalti - come funziona il nuovo dibattito pubblico*. Tratto da Funding Aid Strategies Investments: <https://www.fasi.biz/it/notizie/approfondimenti/14458-codice-appalti-come-funziona-il-nuovo-dibattito-pubblico.html>
- Ministero delle Infrastrutture e dei Trasporti. (2017).
- Pillon, A. (2017). *Il Dibattito Pubblico obbligatorio sulle grandi opere*. Roma: Avventura Urbana.
- Pomatto, G. (2009). Il Dibattito Pubblico sulla Gronda di Genova: Legittimazione. *XXXI Conferenza Italiana di Scienze Regionali*, (p. 23). Torino.
- Susskind, L., & Cruikshank, J. (1987). *Breaking the Impasse: Consensual Approaches To Resolving Public*. New York: Basic Books.
- Treccani. (2012). *Dizionario dell’Economia e della Finanza*.

STRUTTURA DELLA TESI

Introduzione:

- Tema
- Motivazione
- Metodologia

Task 1-Revisione della letteratura europea:

- Democrazia Partecipativa nei processi decisionali
- Modello Anglosassone
- Modello Francese

Task 2-Revisione della letteratura italiana:

- Situazione italiana
- Modello Italiano
- Differenze sostanziali tra il modello italiano e quello francese

Task 3-Confronto tra i casi di Genova e Bologna:

- Differenze emerse dall’applicazione dei due modelli
- Critiche progettuali e analitiche

Conclusioni:

- Esiti e direzioni
- Alternative di progetto emerse
- Ruolo del Pubblico

Bibliografia

ORGANIZZAZIONE DEL LAVORO

| Task/Mese | feb1 | feb2 | feb3 | feb4 | mar1 | mar2 | mar3 | mar4 | apr1 | apr2 | apr3 | apr4 | may |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|-----|
| 1 | ■ | | | | | | | | | ■ | | | |
| 2 | | ■ | | | | | | | | ■ | | | |
| 3 | | | | | ■ | | | | | ■ | | | |
| Conclusioni | | | | | | | ■ | | | | | | |