



COMUNE DI GENOVA

(CITY OF GENOA)

RESOLUTION PASSED BY THE CITY COUNCIL

AT THE COUNCIL MEETING OF 29/01/2016

Meeting chaired by: The Mayor Marco Doria
Assisted by: The Secretary-General Pietro Paolo Mileti

During the motion, the following were present (P) and absent (A):

1	Marco Doria	Mayor	P
2	Stefano Bernini	Deputy mayor	P
3	Pino Boero	Councillor	P
4	Giovanni Antonio Crivello	Councillor	P
5	Anna Maria Dagnino	Councillor	A
6	Elena Fiorini	Councillor	A
7	Emanuela Fracassi	Councillor	P
8	Isabella Lanzone	Councillor	A
9	Francesco Miceli	Councillor	A
10	Emanuele Piazza	Councillor	P
11	Italo Porcile	Councillor	P
12	Carla Sibilla	Councillor	P

RESOLUTION OF THE CITY COUNCIL-2016-16
GUIDELINES FOR IMPLEMENTATION OF THE BLUEPRINT

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The Mayor Marco Doria, together with the Councillor for Urban Planning Stefano Bernini and the Councillor for Promotion and Management of the Non-Residential Municipal Heritage Emanuele Piazza, proposes adoption of the following resolution:

Art. 1, paragraph 1 of Law n. 149/2000 titled “Measures for the Organization of the G8 summit in Genoa”, as amended by Art. 145, paragraph 153 of Law 388/2000, provided that the areas and assets of State property which had undergone a definitive change in use owing to the G8 were to be transferred to the Municipality of Genoa after payment of compensation.

To implement the ruling, with a deed of the Secretary General of the City of Genoa on 30/06/2004 rep. n. 64861, Genoa City Council became the owner, by purchase from the State Property Agency, of the “trade fair complex” and structures, including areas already subject to administrative concession by the Port Authority to the Genoa trade fair (covering a surface area of 115,671 m²) and other areas and adjacent structures – not part of the administrative concession – for a total of approx. 151,718 m².

Following the purchase by the City of Genoa with resolution n. 1204/2006, the properties were classified as disposable civic assets, on the ground that the objectives pursued by the trade fair cannot be characterized as public activities in the strict sense.

Considering also that, given the essential need to maintain the trade fair function as a strategic lever for the development of the territory and the City, the City Council’s resolution n. 51 of 30/07/2013 took note of the need, expressed by Fiera di Genova S.p.A, to reduce the space available to the trade fair, limiting its use to the seafront area defined as follows:

- Pavilion B
- Pavilion D
- Tensile structure in concession on State property
- Areas of land and water of the harbour in concession by the State (in addition to the

request to have the disposal of space in the buildings left free during various events);

with the consequent return to the disposal of the Trade Fair of the spaces relative to pavilions S and C, the Office Building and the areas appurtenant to it. These are spaces on which the City of Genoa could develop its own improvements as a function of the plans for developing the Trade Fair, where a variant to the urban plan would make it possible to alter the constraint on the use of the premises as a trade fair site, envisaging a use compatible with the aims of the improvement of the area.

The above measure of the City Council n. 51/2013 decided to eliminate the limitation on the use of the areas of the Trade Fair site returned to the City. The measure mandated the Planning Office to submit a variant that would change the intended use of these areas with provision for uses compatible with those indicated in the same measure. Among other matters, it gave a mandate to the Directorate of Subsidiaries

and Patrimony to identify a Subsidiary Company willing to start the process of enhancement of the areas of particular value to the city's waterfront, through purchase for payment of the right to ownership of the spaces and buildings no longer required for the Trade Fair's activities.

As a result of the above considerations, the City Council's resolution n. 87 of 24/04/2014 identified the "Società per il Patrimonio Immobiliare – S.P.IM. S.p.a." as an appropriate subsidiary company to start the process of improvement, by purchase of the right of ownership of the properties no longer required for the Trade Fair's activities (Pavilion S., Pavilion C, Office Building, Pavilion M, the building for storage of plants and their appurtenant areas).

By deed of the Notary Piero Biglia di Saronno, dated 8 August 2014, rep. n. 40059, formalized the above transfer to "Nuova Foce Srl," a company instituted by S.P.IM. S.p.a. and appointed by the latter pursuant to Art. 1401 and amendments for the purchase.

In order to implement the above resolution n. 51/2013, with a subsequent resolution of the City Council, n. 96 of 05/13/2014, it was determined to conclude a deed of acknowledgment of the completed accession with the Fiera di Genova S.p.a., in order to define completely and finally the issues related to the construction of the Nouvel pavilion and to lease to the Genoa Trade Fair a portion of the trade fair site (Nouvel Pavilion and Pavilion D and an area to be used for an access path).

With deeds registered by the Notary Public Federico Cattanei on May 26, 2014, respectively, rep. n. 20164 and rep. n. 20166, the deed of acknowledgment of completed accession and the lease were signed with Fiera di Genova S.p.a.

In implementation of the above resolution n. 51/2013, the City Council, on the proposal of the Councillor for Urban Planning, with resolution n. 24/2014, approved the guidelines for the promotion of a Planning Agreement, relative to the Trade Fair-Piazzale Kennedy area, with the purpose of improving these areas, no longer necessary to the Trade Fair and restored to the City Council.

The general planning instruments, both those previously in force and those newly approved, have always inserted the trade fair site into a broader context. This was done to safeguard and develop its connections and integration, in particular with regard to the continuity of sustainable mobility, access from the urban infrastructural network, the landscape and urban value of the seafront in the City, and in keeping with the Civic Urban Plan (PUC) recently approved and currently in force. This develops and regulates the connections of the Trade Fair site with the coastal areas of the Foce district immediately to the east, extending from Piazzale Kennedy as far as Punta Vagno.

One of the effects of reducing the space of the Trade Fair is the prospect of functionally reclaiming and using the waterfront as part of the city centre, together with Piazzale

Kennedy, the waterfront promenade of Corso Italia and the neighbouring bathing and sports facilities.

The integration/completion of the Old Port coincides, on the east side, with the reorganization of the Trade Fair site and dry docks for ship repairs. This follows agreement with the Port Authority in order to define the objectives of the reconversion to urban uses of the Gadda wharf (calata Gadda) and Boccardo wharf (calata Boccardo), a zone that is also directly affected by the project for the tunnel under the port.

For the north side, the waterfront development project gravitates around the project for the Parodi bridge (ponte Parodi), and the forthcoming decisions about the functions to be attributed to the Hennebique grain silos, given the failure to find operators interested in obtaining a concession of the complex after public tender by the Port Authority. This is because they are components of the same urban system, which includes the rehabilitation of the road network, which should be directly connected with the ramifications of the new junction at San Benigno.

In this respect, with the resolution of the Port Committee of 30 April 2014, the Port Authority expressed its agreement to Art. 38, paragraph 2, letter f of Regional Law N. 36/1997 and subsequent modifications of the preliminary Municipal Urban Plan, which specifically also included the Trade Fair-Piazzale Kennedy zone.

By resolution n. 8 of 04/03/2015, the City Council approved the document containing the decisions on the opinions and observations concerning a preliminary Municipal Urban Plan (PUC). It approved the counter-arguments to the observations and adopted the definitive draft of the Municipal Urban Plan, inserting the planning recommendations stemming from the Council's resolutions n. 51/2013 and n. 24/2014 in the specific Trade Fair-Piazzale Kennedy zone.

Subsequently, the Port Authority, with protocol n. 14837 of 18/6/2015, on the basis of the contents of the Port Master Plan approved on 27.03.2015, decided to present further observations on the Final Design of the Municipal Urban Plan, in particular the Trade Fair-Piazzale Kennedy zone, including an observation on the objectives of the conversion and two specific observations on sectors 1 and 2.

With the City Council's deliberation n. 42 of 30 July 2015, in approving the Municipal Urban Plan, the City Administration decided to accept the observation concerning the objectives of the urban conversion, supplementing the wording of the text of the passage dealing with the Trade Fair-Piazzale Kennedy site by adding recreational-sports activities to its objectives, so perfecting the agreement already reached on the former Art. 38, subparagraph 2, letter f of the regional law n. 36/1997 and subsequent modifications.

Conversely, in the same act, in view of the final stage of approval of the Municipal Urban Plan, the Civic Administration decided not to adopt the references requested specifically to Sectors 1 and 2 of the same Zone, proposed on the basis of a Master Plan of the port. A procedure of strategic environmental evaluation on these sectors was activated on 11 May 2015, and the City is required to express its agreement to them in accordance with Law 28 January 1994 n. 84. At that time the appropriate agreements on areas of common interest can be made between the City and the Port Authority.

One of the principal objectives of the current Municipal Urban Plan is to redevelop the area of the coast of Genoa based on forecasts consistent with the objectives of sustainable development and integration with the strategic framework of urban development. At the same time, it will seek investments for the construction of qualified and innovative projects by promoting the intervention of private capital, developing one of the strategic axes of the multifunctional urban model that the city is pursuing, namely tourist, cultural and recreational functions.

The achievement of these objectives, as outlined in the City Council's resolution n. 24/2014 regarding the Trade Fair-Piazzale Kennedy zone, "entails the need to work to ensure that the City of Genoa, through its subsidiary, maintains a presence in the ownership structure, so as not to impoverish the public heritage and to protect the interests of the community, not only through the exercise of planning functions but also by the management of the area and the generation of value."

By resolution n. 57 of 24.11.2015, "Pursuant to Art. 79 clause 3, letter b) item 3) of Regional Law 11/2015, acceptance of the regulations of the Liguria Region and of the Metropolitan City of Genoa, entailing compliance of the acts of the Municipal Urban Plan. Updating of the documentation of the plan to incorporate the substantial variant to the Plan for the Polcevera stream basin approved by the resolution of the Council of the Metropolitan City N. 26 of June 25, 2015, and correction of material errors", the City Council accepted all the instructions of the superordinate body.

Executive Determination n. 2015-118.0.0.-18 of the Urban Planning Division, Executive Planning Instruments and Major Projects of the City, formalized the conclusive decision of the Decisive Services Conference on the Municipal Urban Plan in Genoa and, following the publication under Art. 79, paragraph 3, letter b, point 3), of the Regional Law 11/2015, the Municipal Urban Plan took effect from December 3, 2015.

Specifically, the Municipal Urban Plan (PUC) inserts the Trade Fair-Piazzale Kennedy zones in the broader Transformation District n. 20 "Trade Fair-Piazzale Kennedy." The objective of the transformation is to construct a complex of structures intended to enable the Dock to service large yachts and pleasure boats or provide for sporting activities, by retaining the outworks in the sea and the existing *piazzale*. The tracts of

water, piazzas, and the areas reserved for public use will also be made available for the activities and special functions of the Genoa International Boat Show (Salone Nautico) in certain periods.

The plan further allows for public use of the waterfront structures along the pedestrian paths above grade and/or at grade, in continuity with the enjoyment of the sea in front of Piazzale Kennedy. It also integrates this area with the more extended system of walkways and cycle paths intended to connect Corso Italia with the areas of the Old Port to the west of the trade fair development and Brignole Station, while preserving the monumental complex of Viale delle Brigate Partigiane, Piazza della Vittoria and the gardens in front of the station. The plan envisages the conversion to urban functions of the decommissioned areas and buildings due to the reduction of the trade fair site to the pavilions on the dock (D.C.C. n. 51/2013). It undertakes the redevelopment of Piazzale Kennedy and reorganization of its waterfront, in order to ensure access to and use of the sea, while integrating the layout of the square with the urban fabric, enhancing its visual axes and perception of the sea, as well as inserting greenery and shade. Other changes include upgrading the coastal arc between Piazzale Kennedy and Punta Vagno with improvements to increase its appeal; the reorganization of storage spaces for boats and beach equipment, as well as tourist facilities; integration of the area with the use of the surface of the water treatment plant and the restructuring of its spaces and facilities for public and collective use, in connection with the system of footpaths mentioned above.

In particular, sectors 2 (areas decommissioned by the Trade Fair), 3 (areas of Piazzale Kennedy) and 4 (Punta Vagno) of the above-mentioned Transformation District n. 20, will adopt a Planning Agreement as the method of implementation, when the relevant conditions arise, namely by activating forms of consultation for the definition of the future urban project, and the subsequent Operative Urban Plan (PUO), to be developed either for each sector or as a single, uniform plan. For sector I (new dock), the implementation is planned as defined by the Programme Agreement undersigned on 07/05/2003 and specified in the Urban Plan approved by the City Council with resolution n. 340/2010 and resolution 386/2010, while a public works project is envisaged for sector 5 (Trade Fair).

In addition, the centrality and importance of the area in question, which could be a driving force for development of the whole area, has led the Liguria Region, the City of Genoa, and the Port Authority to express their intention to develop and harmonize the industrial and urban functions present in the eastern areas of the Port of Genoa. They jointly requested the architect Renzo Piano to produce a design for this purpose. The architect, in the spirit of service typical of his relationship with the City of Genoa, expressed his willingness to donate to the City, the Region and the Port Authority his plan for the area given concrete form in the "Blueprint for Genoa". The donation was accepted by the City Council with resolution n. 185 of 30 July 2015, and by the other two bodies with relevant resolutions.

The Blueprint donated to the City by the architect Renzo Piano offers a unique opportunity for taking practical measures to deal with one of the most complex and unresolved nodes in Genoa's spatial planning and necessary development, in full compliance with the guidelines contained in the Municipal Urban Plan recently approved definitively.

With this project Renzo Piano has managed to unify the developmental requirements of one of the city's most important industrial sectors – ship repairs – with an authoritative project, to serve as the basis of the regeneration of one of the most delicate and important stretches of the entire urban coastline, while offering a valuable solution to the relocation of the sports activities conducted by the long-established Genoese sailing clubs.

The revival and development of the ship repair sector is closely bound up with the provision of new spaces and a radical reorganization of all the other activities. It necessitates filling in Duca degli Abruzzi harbour, now enclosed between two areas dedicated to productive activities. At the same time, the crisis of the international Trade Fair and the need to redevelop the whole area between Piazzale Kennedy and the Rotonda di Carignano offer a unique occasion to restore a stretch of seafront to the city and relocate the sports activities in well-designed settings, with all the appropriate equipment for carrying out sea sports.

The solution proposed by Renzo Piano is to excavate a long canal running parallel to the coast, extending from the sports complex (Palasport) to Porta Siberia. The main point of access will be at the location of the former NIRA building overlooking the Trade Fair marina, occupying the boundary between the municipal properties and those of the Port Authority.

Construction of this canal is far from simple, since it will mean first moving a large number of facilities and demolishing substantial buildings of notable economic value. It also entails the need to excavate embankments built after the war, and transfer the soil removed to dedicated spaces, in keeping with strict, and consequently expensive, environmental regulations.

Hence, to develop the Blueprint into a concretely feasible technical project will take further investigation. It is essential to develop architectural projects that combine high quality and balanced budgets, given that the operation is still, at least in part, focused on major public works. It cannot, therefore, be separated from dedicated public investments, especially with regard to the area forming part of the Port Domain: the infill of the Duca degli Abruzzi pleasure boat harbour, and its redevelopment for ship repairs, with excavation of the canal behind it, a key factor in the urban regeneration of this part of the city.

The urban and architectural projects obviously have to comply with the guidelines in the Blueprint, but at the same time they will have to be based on a search for economically balanced solutions that could appeal to international investors.

A distinctive feature of the Blueprint is, as we have seen, the canal, with its twofold value as a quality element and as the preliminary basis for the transfer of water sports from the Duca degli Abruzzi sailing harbour, and reconstruction of the buildings demolished to build it, principally the largest ones, placed in the eastern sector, on property owned by the City of Genoa and the S.P.IM municipal company.

Another important measure, to ensure a result of outstanding quality, will be to hold one or more design competitions, international in scope. This will focus attention on Genoa, attracting both big names on the international scene and young architects interested in measuring themselves with this extremely complex issue, challenging by its cultural significance and the worldwide interest it is sure to arouse.

The City Council and its subsidiary S.P.IM are convinced that a design competition is the most appropriate instrument for gaining greater international prominence for an operation of urban redevelopment, environmental upgrading and productive development with few equals in Italy or abroad, especially in such a delicate and valuable setting, the shoreline of a city that has played an Important part in the history of the Mediterranean and Europe.

Consequently the City and S.P.IM consider it essential to launch the development process by holding a design competition dealing with the area in their possession, including the main entrance to the new coastal canal, to be located on the site of the former NIRA building, in contact with the domain of the Port Authority.

This area offers potential, among other things, for a further margin of manoeuvre, since the space to be developed is larger, allowing consideration to be given to building more highly articulated volumes with fewer restrictions. The possibility should also be examined of demolishing part of the overpass in order to turn it into an avenue with an urban character, set at ground level, at the foot of Corso Saffi, so favouring integration of the new development into the structure of its urban setting.

To conduct such a demanding competition, it will, however, be advisable to involve the whole city, including a search for sponsors through crowdfunding, conducted systematically, by involving the institutions directly concerned, starting with the Liguria Region and the Port Authority, and asking the Genoese business community to make a particular effort, to realize an initiative that could successfully revitalize the whole city, just as the redevelopment of the old port did in its day.

The optimal solution would be to extend the competition to include the Port Authority sites, so as to develop all the areas between the former NIRA building and the Gadda wharf (calata Gadda). But at present this would be objectively complicated, since the Port Authority is temporarily entrusted to a commissioner appointed by the Government. Hence the City considers it advisable to go ahead on its own, acting promptly, naturally with the intention of involving the Port Authority as soon as a new President is named.

While the competition is being held, the S.P.IM municipal company, which has recently taken over Tunnel di Genova S.p.A., will undertake a critical review of the plan for building a tunnel running below the port. This infrastructure could have an important influence on the area belonging to the Port Authority included in the Blueprint, given the restricted spaces available. In this respect it is appropriate to recall the importance of the issues related to the road network linking the Trade Fair site with Foce, and the area of the Old Port. Positively resolving this issue will be crucial for an effective urban regeneration project.

While the design competition is being held, S.P.IM will also have to conduct all the necessary technical studies of the context of operations in collaboration with the relevant municipal offices. This will first mean quantifying the technical costs of the operation, from urban and architectural planning to assessment of the environmental impact, soil reclamation, and market analysis. This will enable it to progressively define the costs and develop a credible and stringent time schedule for carrying out the operation, on the basis of in-depth analyses of possible procedural approaches.

The competition should include the sports complex (Palasport), for which an interesting operational proposal has come from the CONI. It was examined with the supervision of Renzo Piano and deemed compatible with the overall structure of the Blueprint, but not yet adequately developed in concrete terms. Hence it is still advisable to sound out other potential investors, as well as obtaining design ideas from the competition.

The competition will also take into due account the buildings assigned to the Trade Fair, with the physical restriction of retaining only the new building designed by Jean Nouvel. Pavilion D is of no special value, and is used marginally in ways inconsistent with the mandate of the Trade Fair company. Hence it could be among the buildings to be demolished and replaced with a new urban development.

On this basis, S.P.IM and the Municipal offices can now proceed to define the various procedures in the near future, starting with the launch of the design competition, for which the Liguria Region has earmarked a moderate but useful sum.

It is advisable to give practical form to the unity of purposes expressed by the public bodies on accepting Blueprint.

Given the need for coordination between the administrative measures and the resulting programmes of the public bodies, at the time of the first phase of the implementation of both the Municipal Urban Plan (PUC) in 2000 and the Regional Landscape Plan (PRP), a Framework Agreement was signed on 7 May 2003 between the Liguria Region, Port Authority, and City of Genoa, and endorsed by the International Fair of Genoa S.p.a. Its aim was to “delineate... an organic and integrated overall design for the reorganization of the zone in question [Ship Repair Site/Trade Fair/Piazzale Kennedy], while defining specific actions, services, methods of implementation and a schedule for each sector into which this area is divided...”

Subsequently, a start was made on a project embodying a possible solution to the provision of infrastructure, creating a connection between the mouth of the Torrente Bisagno, the Trade Fair, and the Ship Repairs area with the San Benigno district, so as to proceed towards the highway tollgate at Sampierdarena, towards the Lungomare Canepa, and the west of the city (tunnel under the port). The preliminary draft, prepared by Tunnel di Genova S.p.a., was approved by the Liguria Region with the DGR n. 1466 of 20 November 2003 and forwarded to the Ministry of Infrastructure and Transport on 5 December 2003. It was approved in June 2005 by the Superior Council of Public Works, pending approval by the CIPE (Comitato Interministeriale per la Programmazione Economica).

Genoa’s Civic Urban Plan (PUC), as noted above, incorporated these instructions, adapting them to an updated urban, infrastructural, and environmental framework, while the design approach outlined by the architect Renzo Piano is consistent with the planning decisions of the new PUC.

The planning and programming acts of the other public bodies require adjustments to bring them into line with the Blueprint, particularly the Master Plan for the port approved by Regional Council Resolution 35 of 31/07/2001, and the updated variant to the P.T.C. (Coastal Territorial Plan), adopted by D.G.R. n. 936 of 29.07.2011, whose procedure is still in course.

It should be noted that the preparatory phases of the Strategic Environmental Procedure (VAS) were activated in the first half of 2015 for the Master Plan for the Port (PRP), and that the City applied for supplements and assessments in order to secure adequate parameters of environmental quality in urban contexts related to the Port.

It is necessary to reformulate the agreement between the Institutions in order to draft the outline presented in the Blueprint into their planning and programming measures, ensuring a synergic and coordinated action between the bodies that govern the different parts of the territory covered by the Blueprint. This will ensure that the project the municipality intends to initiate will be coherently inserted within a coordinated framework in a matter of common interest, namely construction of a broad waterfront in the area of the Old Port at Piazzale Kennedy.

The City Council takes note that the design approach outlined by the architect Renzo Piano is consistent with the planning choices in the new Municipal Urban Plan, and compatible with its qualitative and quantitative instructions. Hence it offers a practical architectural solution for implementing the planning instrument itself. With regard, in particular, to the municipally owned areas identified by the Blueprint, the project can be developed independently of the scheduling of the remaining parts that are in the domain of the port.

In this respect it is essential to take action to define the necessary agreements with the public bodies involved, in order to coordinate their planning and programming with the contents of the Blueprint.

Considering, therefore, that it is desirable to implement the Blueprint in the areas owned by the City of Genoa, and given the annexed opinions regarding its technical and budgetary regularity expressed respectively by the competent Service Manager and the Head of the City's Accounts Department, as well as its legitimacy expressed by the Secretary General, it is decided to:

- 1) mandate the Technical Office, through the Departments concerned, to perform the following tasks:
 - in collaboration with S.P.Im, to prepare, by 30 April next, an operational programme of the administrative and technical activities to be completed to give practical form to the project; these will comprise, for instance:
 - > - infrastructures, reclamation work, demolition operations
 - > - preliminary calculation of costs and preliminary surveys
 - > - quantification of other technical costs, including primary urban works and taxes
 - to organize the competition notice for the municipally owned areas, within the above time frame, after consultation with S.p.Im.
 - to develop the necessary deeds of agreement between the bodies involved to coordinate their relevant planning and operations, in line with Blueprint's contents.
- 2) to activate the competent Councillors and their offices, so that, again in collaboration with S.p.Im., they involve the City and the social, cultural and business communities in support of the project, given its importance for the future of Genoa.
- 3) finally to mandate the competent offices, after consulting S.p.Im, so that they conduct publicity campaigns and search for sponsors.
- 4) to acknowledge that this provision was drafted in compliance with the legislation on the protection of personal data.

Genoa City Council

It has been judged advisable to replace the following paragraph which follows “Further considered that”, in the preamble:

“The optimal solution would be to extend the competition to take in the Port Authority sites, so as to develop all the areas between the former NIRA and the Gadda wharf (calata Gadda). But at present this would be objectively complicated, since the Port Authority is temporarily entrusted to a commissioner appointed by the Government, so that the City considers it appropriate to go ahead on its own, acting promptly, naturally with the intention of involving the Port Authority as soon as the new President is named”

with the following:

“The best solution would be to extend the competition to the Port Authority areas – for development of the whole area between the former NIRA building and Gadda wharf, but at the present time this is subject to adoption of the Blueprint in the urban plan in force for the Port.”

After a regular vote, the proposal was passed unanimously.

RESOLUTION

To adopt the following resolution in the text below:

Mayor Marco Doria, in accord with the Councillor for Urban Planning Stefano Bernini and the Councillor for the Promotion and Management of the Municipal Non-Residential Heritage Emanuele Piazza, proposes the adoption of the following resolution:

Art. 1, clause 1 of Law n. 149/2000 on “Measures for the Organization of the 08 Summit in Genoa”, as amended by Art. 145, clause 153 of L. 388/2000, has disposed that the areas and property owned by the state which had undergone a change of use for 08 were to be transferred to the City of Genoa on payment of compensation. To give effect of the law, by a notarial deed the Secretary General of the City of Genoa on 30/06/2004 rep. n. 64861, Genoa City Council became the owner, by purchase from the State Property Agency, the trade fair site, including the areas and structures previously the object of an administrative concession by the Port Authority to Genoa Trade Fair (an area of approx. 115,671 m²), and other adjacent areas and artefacts, not part of the administrative concession, for a total of approx. 151,718 m². Following the purchase by the City of Genoa with resolution n. 1204/2006, the property was classified as disposable civic property on the grounds that the objectives pursued by the trade fair cannot be characterized as public activities in the strict sense.

Considering further that it is essential to maintain the trade fair as a strategic lever for the development of territory and city, with City Council resolution n. 51 of 30/07/2013, and having taken note of the need expressed by the Genoa Trade Fair S.p.A. to reduce the spaces available to its activities, limiting its use to the perimeter on the seafront so defined:

- Pavilion B
- Pavilion D
- Tensile structure in state concession
- The areas on land and the tracts of water in the harbours in state concession

(in

addition to the request for disposal of space in the buildings left free during various

events held by the trade fair); with the consequent return of the Trade Fair of spaces to Pavilions S and C, the office building and the areas appurtenant to it, spaces where the City of Genoa could develop its own improvements in the light of the Trade Fair's plans for development, where a zoning variant would allow it to abandon the constraint on its use for the Fair and plan for a use compatible with the aims of development.

The resolution further acknowledged that the above-mentioned resolution of the City Council n. 51/2013 decided to eliminate the Trade Fair constraint on the areas that were to be returned to the disposal of City of Genoa, giving a mandate to the Planning Department for the submission of a variant that would change the use of these areas in anticipation of a use compatible with those present in its surroundings.

The same measure also mandated the Departments of Shareholdings and Patrimony to identify a Subsidiary Company willing to start the process of enhancing particularly valuable areas of the city's waterfront, by purchase of the property rights of spaces and buildings no longer functional to the trade fair activities.

As a result of the above, the City Council's resolution n. 87 of 24/04/2014 identified the Real Estate Company – S.P.Im. S.p.a. as an appropriate subsidiary company to start the process of enhancement, whether by purchase of the right to ownership of the properties no longer needed for the Trade Fair activities (Pavilion S., Pavilion C, Office Building, Pavilion M, the plant storage building and appurtenant areas).

A deed by the Notary Piero Biglia of Saronno, on 8 August 2014 rep. 40059, formalized the above transfer to the Nuova Foce S.r.l., a company formed by SP.Im. S.p.a. and appointed by the latter under Art. 1401 and amendments for the purpose of the purchase.

Also to implement the above resolution n. 51/2013, with the subsequent resolution of the City Council n. 96 of 13/05/2014, it was decided to stipulate with the Trade Fair

(Fiera di Genoa S.p.a.) a deed of acknowledgment of the event, in order to completely and definitively define the issues bound up with the construction of the Nouvel Pavillon and to lease the Genoa trade fair a portion of the above “trade fair district” (Nouvel Pavillon, D Pavillon, and an area to be allocated as the access path).

With deeds registered by the notary Federico Cattanei, on 26 May 2014, respectively, index n. 20164 and index n. 20166, consequently the deed of acknowledgment was signed with the Fiera di Genova S.p.a., recognizing that the act of accession and the lease had taken place.

Considering that, in implementation of the above resolution n. 51/2013, the City Council, on the proposal of the Councillor for Urban Planning, with resolution n. 24/2014, approved the guidelines for the promotion of a Planning Agreement relating to the Fiera Kennedy zone, functional to the path of enhancement of the sites no longer necessary to the Trade Fair’s activities and returned to the disposal of the City Council.

The general planning instruments, both previously in force and approved, have always included the Trade Fair area in a broader context in order to safeguard and enhance its connections and integration, particularly in continuity with sustainable mobility, with access to it from the urban infrastructure network, the scenic and urban areas of the city’s seafront; in keeping with these values, the existing Municipal Urban Plan (PUC), recently approved, develops and regulates the connections of the Trade Fair site with the coastal areas of the Foce district, immediately to the east, with Piazzale Kennedy, and as far as Punta Vagno.

One of the elements resulting from the contraction of the exhibition space is the prospect of reuniting the function and use of the waterfront of the city centre with Piazzale Kennedy, the seafront promenade of Corso Italia and the adjoining bathing and sports facilities.

The integration/completion of the Old Port (Porto Antico) coincides, on the east side, with the reorganization of the Trade Fair and ship repair facilities, after reaching agreement with the Port Authority to define the goal of conversion to urban uses of the Gadda and Boccardo wharfs, a zone that is also directly affected by the project for the tunnel under the port.

For the north side, the waterfront development turns on the Ponte Parodi project and upcoming decisions to be taken in relation to the functions to be attributed to the Hennebique Silos (a result of the failure to find operators interested in taking over the property, following public tender by the Port Authority), since they are components of the same urban system. This includes the reorganization of the road network, which will have to be directly connected to the offshoots of the new San Benigno interchange.

For this purpose, with the Port Committee's resolution of 30 April 2014, the Port Authority expressed agreement under Art. 38, paragraph 2, letter. f of l.r. n. 36/1997 and subsequent modifications on the Preliminary Draft of the Municipal Urban Plan, which specifically included the Trade Fair Kennedy district.

The City Council, by resolution n. 8 of 03/04/2015, approved the document containing its decisions on the opinions and observations on the preliminary draft of the Municipal Urban Plan (PUC). It approved its opposition to the observations and adopted the final draft of the Municipal Urban Plan (PUC), inserting in the specific Trade Fair Kennedy District the planning recommendations stemming from the City Council's resolutions n. 51/2013 and n. 24/2014.

Subsequently, the Port Authority, with prot. n. 14837 of 18/6/2015, on account of the content of the scheme of the Port Authority's Plan approved on 27.03.2015, decided to present further remarks on the Definitive Project of the Municipal Urban Plan, and in particular on the Trade Fair Kennedy district, with one observation on the targets of the redevelopment and two specific observations on sectors 1 and 2.

With resolution n. 42 of 30 July 2015, approving the Municipal Urban Plan (PUC), the City Council decided to accept the observation concerning the transformation targets. It supplemented the text dealing with the Trade Fair Kennedy area concerning the Objective of the redevelopment, by including recreational and sports activities, so perfecting the agreement already reached pursuant to Art. 38, paragraph 2, letter. f l.r. n. 36/1997 and later modifications.

Conversely, by the same deed the City Administration decided not to implement, in view of the final stage of approval of the Municipal Urban Plan (PUC), the requests relating specifically to Sections 1 and 2 of the same District, proposed on the basis of a Scheme in the Master Plan for the Port which activated the SEA (Strategic Environmental Assessment) on 11 May 2015, on whose contents the City is required to express agreement in accordance with the Law n. 84 of 28 January 1994. In that place appropriate accords can be concluded between the City and the Port Authority concerning areas of common interest.

One of the main objectives of the current Municipal Urban Plan is to redevelop the area of Genoa's coastline, based on forecasts consistent with the objectives of sustainable development and integration with the strategic framework of urban growth. At the same time, it aims to attract investments for the construction of authoritative and innovative projects to encourage the involvement of private capital, developing one of the strategic axes of the multifunctional urban model that the city is pursuing, namely tourism, culture and leisure.

The attainment of these objectives, as outlined in the City Council's resolution n. 24/2014 regarding the Trade Fair Kennedy area, "entails the need to ensure that the

City of Genova, partly through its subsidiary, to retain a stake in the ownership, without impoverishing the public patrimony, while safeguarding the interests of the community, not only through the exercise of planning functions but also those of management and the generation of value.”

It should be further considered that, with resolution n. 57 of 24.11.2015, “Acceptance, pursuant to Art. 79 paragraph 3, letter b) point 3) of l.r. 11/2015, the requirements of the Liguria Region and the Metropolitan City of Genoa involving adaptation of acts of the Municipal Urban Plan. Updating of the documentation of the plan to include the substantial variant to the Plan of the Basin of the Polcevera Stream, approved by resolution of the Council of the Metropolitan City n. 26 of 25 June 2015, and correction of clerical errors”, the City Council has accepted all the instructions of the higher Authorities.

By Executive Decision n. 2015-118.0.0.-18, the City’s Planning Department, SUE (Building Office) and Major Projects Department formalized the conclusive decision of the Decisional Conference on Services concerning the Municipal Urban Plan (PUC) of Genoa and, following publication under art. 79, clause 3, letter b, point 3), of the L.R. 11/2015, the Municipal Urban Plan PUC went into force from 3 December 2015.

Specifically, the Municipal Urban Plan (PUC) in force inserts the Trade Fair-Kennedy areas into the broader Trade Fair-Kennedy Redevelopment District n. 20. The aim of the transformation is to build a complex of works which will enable the Dock to service large yachts and leisure craft, retaining its structures in the sea and the existing Piazzale Kennedy. The tracts of water, piazzas, and areas reserved for public use will be made available for the activities and special services of the Genoa International Boat Show in its busiest periods. By enabling public use of the seafront structures, with pedestrian paths set at grade and above grade, in continuity with the use of the seafront of Piazzale Kennedy, supplemented with a broader network of pedestrian and cycle paths, it is intended to connect Corso Italia with the areas of the Old Port to the west of the Trade Fair complex and Brignole Station, in consideration of the monumental complex of Viale delle Brigate Partigiane, Piazza della Vittoria and the gardens in front of the station. The areas and buildings freed by the contraction of the trade fair site to the pavilions (D.C.C. n. 51/2013) facing the boating dock will be reconverted to urban functions. The redevelopment of Piazzale Kennedy and reorganization of its seafront, so as to enable access to the sea and its public use, with regard to supplement the arrangement of the piazzale with an urban fabric, enhancing the visual axis and the perception of the sea and including greenery and shading systems. Redevelopment of the coastal arc between Piazzale Kennedy and Punta Vagno, with facilities to encourage its use, together with reorganization of the storage spaces for boats, beach services and hospitality facilities; integration with the use of the surface of the water treatment plant and the restructuring of its spaces and facilities for public and collective use, in connection with the system of pedestrian paths mentioned above.

In particular, the above-mentioned Transformation District n. 20, for sectors 2 (decommissioned Trade Fair sites), 3 (areas of Piazzale Kennedy), and 4 (Punta Vagno), envisages as the method of implementation a Planning Agreement, whenever the conditions are favourable, namely by engaging in forms of concertation for the definition of the future planning project, and the successive Operative Urban Plan (PUO), to be developed for each sector or unified area: for sector 1 (the new dock) implementation is envisaged as defined by the Programmatic Agreement signed on 07/05/2003 and specified in the Urban Plan (P.U.) approved by D.G.C. n. 340/2010 and D.G.C. 386/2010, while for sector 5 (Trade Fair) there will be a public works project.

Furthermore, the centrality and importance of the area in question, which could become a driving force for the enhancement of the whole area, means that the Liguria Region, the City of Genoa and the Port Authority have expressed the intention of developing and harmonizing the industrial and urban functions present in the eastern areas of the Port of Genoa. They have jointly requested the architect Renzo Piano to contribute a project for this purpose. The architect, moved by the spirit of service that has always characterized his readiness to act for the City of Genoa, agreed to donate his project to the City, the Region and the Port Authority, a tribute which has been embodied in the "Blueprint for Genova". It was accepted by the City Council's resolution n. 185 of 30 July 2015 and by the other two bodies with the appropriate measures.

Furthermore, the Blueprint donated by the architect Renzo Piano to the city offers a unique opportunity to deal effectively with one of the most complex nodes, so far unresolved in its spatial planning, and the necessary transformation of Genoa, in full compliance with the instructions in the Municipal Urban Plan (PUC) recently approved definitively.

With this project Renzo Piano has succeeded in combining the needs of development of one of the city's most important industrial sectors – ship repairs – with an authoritative approach to the project, providing a basis for the modification of one of the most delicate and valuable stretches of the urban waterfront, while offering a valuable solution for the relocation of the sports activities of the long-established Genoese sailing and rowing clubs.

While the revival and development of the ship repair sector urgently need new spaces and a radical reorganization of their activities, which will entail filling in the Duca di Abruzzi harbour, now enclosed between two areas dedicated to productive activities, the crisis of the international Trade Fair and the need to transform the whole area between Piazzale Kennedy and the Rotonda di Carignano offer a unique opportunity to return a seafront to the city and relocate the sports activities in more attractive settings, with all the appropriate equipment for rowing and sailing.

The solution proposed by Renzo Piano envisages excavation of a long canal set parallel to the coast, extending from the sports complex to Porta Siberia, with its main access on the site of the former NIRA building overlooking the harbour and the fair, and occupying the boundary area between the municipally owned property and the Port Domain.

Construction of this canal will certainly not be simple: it involves first moving a whole series of activities, demolishing buildings of considerable size and notable economic value, excavating embankments built in the postwar period and transferring the land to dedicated spaces, in compliance with very strict, and consequently expensive, environmental regulations.

Hence, moving from the Blueprint to a feasible project will require technical insights and it is essential to develop architectural projects combining high quality and economic restraint, it being understood that the operation is, at least partly, focused on major public works and cannot therefore do without dedicated public investments. This is especially true of the sector owned by the Port Authority: this will involve filling in the Duca degli Abruzzi harbour in order to expand naval repairs, and digging the canal behind it, a key factor in the urban redevelopment of this part of the city.

The urban-architectural projects must of course be consistent with the Blueprint guidelines. But at the same time they will have to be based on research into solutions that show economic balance and have a chance of attracting international investors.

A distinctive feature of the Blueprint, as has been said, is the canal, as a quality element. It is also the basis for the prior transfer of the sailing and boating activities from the Duca degli Abruzzi harbour, and the reconstruction of the volumes to be demolished to enable this to be done, above all the largest one to the east of this area, coinciding with property owned by the City of Genoa and the S.P.IM municipal company.

A further notable initiative, which will ensure an outstanding qualitative result, will be the organization of one or more design competitions, international in scope, that will focus attention on Genoa. They will attract both big names on the international scene and young architects interested in measuring themselves against an extremely complex situation, stimulating and qualifying by its cultural importance and global significance.

The City Council and its subsidiary S.P.IM are convinced that the design competition is the most appropriate instrument for giving greater international prominence to an operation of urban renewal, environmental regeneration, and productive redevelopment, which has few equals nationally or internationally, especially

considering its delicate yet extremely important location on the coastline of a city that has shaped the history of the Mediterranean and Europe.

Consequently, the Municipality and S.P.IM consider it essential to launch the redevelopment process by holding a design competition to redesign the areas it owns, including the main entrance to the new coastal canal, located on the site of the former NIRA building, adjoining the port domain.

This area, among other things, offers the greatest room for manoeuvre: since the space to be redeveloped is larger, it means coping with fewer restrictive volumes. It is also possible to consider the advantages of demolishing part of the final section of the overpass to turn it into an avenue with an urban character set at ground level, at the foot of Corso Saffi, so as to favour the integration of the new development into the surrounding urban structure.

To hold such a challenging competition will mean involving the whole city, even seeking sponsors through crowdfunding conducted systematically and involving the institutions directly concerned – the Liguria Region and the Port Authority. It will require a particular effort on the part of Genoa's business community to realize an initiative that could prove successful for relaunching the whole city, just as the transformation of the Old Port did in its time.

The optimal solution would be to extend the competition to include the Port Authority's domain, so as to develop the whole area between the former NIRA building and Gadda wharf. But at present this would mean acceptance of the Blueprint in the current urban plan for the Port.

Meanwhile, at the same time as the competition is being held, the S.P.IM company, which recently took over Tunnel di Genova S.p.a., will undertake a critical review of the proposed design of a tunnel under the harbour. In the stretch of the Blueprint dealing with the Port Authority, this infrastructural option could be of primary importance, because of the restricted size of the spaces available. In this respect it is relevant to recall the importance of the issues bound up with the link road between the Trade Fair site, Foce, and the area of the Old Port. Finding a positive solution to this issue is crucial for effectively repairing this part of the city.

While the design competition is taking place, S.P.IM, in collaboration with the relevant municipal offices, will have to conduct all the necessary technical studies of the context of operations, first by quantifying their technical costs – from the urban project and the architectural design to assessing the environmental impact of the operation, reclaiming the soil, and market analysis – in order to progressively define the costs and develop a credible and tight schedule for completion of the operation, based on analysis in depth of the possible procedural paths.

It is advisable for the competition to include the sports complex. The city has received an interesting practical proposal for it from CONI, examined with the supervision of Renzo Piano and deemed compatible with the overall scheme of the Blueprint, but not yet adequately developed in detail. This means it is still appropriate to sound out other potential investors and obtain ideas for its redesign in the competition.

The competition will also devote due attention to the properties assigned to the Trade Fair, subject to the condition that the physical maintenance of the constraint only holds good for the new building designed by Jean Nouvel, since Pavilion D has no qualitative value and is used for marginal purposes, inconsistent with the Trade Fair's mandate. Hence it is possible that Pavilion D could be one of the buildings to demolish and replace with a new development.

On the basis of the above points, S.P.IM and the municipal offices can now begin to define the various operational procedures, starting from the launch of the design competition, for which the Liguria Region is also offering a modest but significant dedicated financing.

Given that it is advisable to embody the unity of purpose manifested by the authorities in accepting the Blueprint, the need to coordinate the measures and the resulting programmes of the public bodies had already emerged in the early stages of implementation of both the PUC 2000 (Municipal Urban Plan) and the PRP (Master Plan for the Port). This took the form of the signing of a Framework Agreement, on 7 May 2003 between the Liguria Region, the Port Authority, and the City of Genoa, with the support of the Fiera Internazionale di Genova Spa, with the aim of "delineating ... an organic and integrated overall plan for the reorganization of the territorial area in question [ship repairs/Trade Fair/Piazzale Kennedy], while defining the specific actions, measures, working methods, and schedule for each sector into which the area is subdivided."

Subsequently, a project was undertaken inherent in a possible infrastructural solution that envisaged a road linking the mouth of the Bisagno River, the Trade Fair, and the ship repair site with the San Benigno neighbourhood, and continuing it as far as the highway toll barrier at Sampierdarena, towards the Lungomare Canepa and the west of the city (tunnel below the port). The preliminary project, devised by Tunnel di Genova S.p.a., was approved by the Liguria Region with DGR n. 1466 of 20 November 2003 and transmitted to the Ministry of Infrastructure and Transport on 5 December 2003. It was approved in June 2005 by the Superior Council of Public Works pending approval by the CIPE (the government's economic planning body).

The City of Genoa's Municipal Urban Plan (PUC), as stated above, incorporated these guidelines, adapting them to a more up-to-date urban, infrastructural, and

environmental framework. The project outlined by Renzo Piano is consistent with the planning decisions contained in the new Municipal Urban Plan.

The planning and programming measures taken by the other institutions require adjustments as outlined in the Blueprint, particularly the Master Plan for the Port approved by a deliberation of the Regional Council n. 35 of 31/07/2001, and the updated variant to the territorial plan for the coast (P.T.C. della Costa), adopted by DGR n. 936 of 29.07.2011, whose proceedings have not yet been concluded.

Attention should be given to the fact that the preparatory phases of the SEA (Strategic Environmental Assessment) were activated for the Master Plan of the Port in the first half of 2015, and the City presented some requests for additions and evaluations in order to attain adequate standards of environmental quality in urban contexts related to the Port.

It will be necessary to form an agreement between the public bodies to incorporate the contents of the Blueprint into their planning and programming instruments, so ensuring synergy and coordinated action by the institutions that govern the different parts of the zone covered by the Blueprint. This will ensure that the project which the City intends to initiate will be organically set within a coordinated framework with a prospect for a common interest in the construction of a large waterfront area comprising both the Old Port and Piazzale Kennedy.

Given that the design approach delineated by Renzo Piano is consistent with the planning decisions of the new Municipal Urban Plan (PUC), and its qualitative and quantitative guidelines, it is an architectural solution capable of implementing the planning instrument itself.

As for the municipally owned areas in particular, identified by the Blueprint project, they can be developed independently of the remaining parts owned by the Port Authority. This raises the need to take measures to define the necessary accords with the public bodies involved, in order to coordinate the planning and programming measures in line with the Blueprint's recommendations.

Considering it desirable to start implementing the Blueprint in the municipally owned areas, and given the attached opinions endorsing its technical and budgetary regularity by, respectively, the head of the relevant department and the head of accounting and auditing, as well as the acceptance of its legitimacy expressed by the Secretary General, it is therefore resolved:

I) To mandate the Technical Department, through the relevant departments, to undertake the following measures:

- to prepare, in collaboration with S.P.Im, by 30 April next, an operational programme for the administrative and technical activities to be carried

out in order to fulfil the project, of which the following points are furnished as examples:

- > - Infrastructure, reclamation, demolition
 - > - preliminary estimate of costs and preliminary surveys
 - > - estimates of other technical costs including urbanization and taxes.
-
- Having consulted S.P.Im., to draw up the competition notice for the municipally owned areas, by the above deadline.

 - To arrange for the necessary acts of agreement with the public bodies involved in order to achieve the coordinated operation of the related planning and programming measures in line with the contents of the Blueprint.
-
- 2) To designate the competent Councillors, as well as their offices, to work in with S.P.IM. to ensure the city, the social and culture forces and the business community support the project, given its importance for the future of the City of Genoa.
- 3) After consulting S.P.IM, to authorize the relevant offices to conduct communications campaigns and begin the search for sponsors.
- 4) To acknowledge that this measure has been prepared in accordance with legislation on data protection personal

Mayor
Marco Doria

Secretary General
Pietro Paolo Mileti

THIS IS AN INTEGRAL PART OF PROPOSAL 133 0 0 N. 2016-DL-20 OF
29/01/2016 FOR:
GUIDELINES FOR IMPLEMENTATION OF BLUEPRINT

TECHNICAL OPINION (Art 49 c. 1D.Ls. 267/2000)
The undersigned express a favourable opinion on the technical regularity of the present measure

29/01 / 2016

Executive Officers

Roberto Tedeschi, architect

Giovanni Battista Poggi, architect

Silvia Capurro, architect

Document signed digitally

ATTACHMENT TO TECHNICAL OPINION
ART. 25, PARAGRAPH 2, BUDGETARY
REGULATION

OFFICE CODE: 133 O O ADMINISTRATION OF PATRIMONY, DOMAIN AND SPORTS
FACILITIES

Proposed Resolution N. 2016-DL-20 DEL 29/01/2016

RE: GUIDELINES FOR IMPLEMENTING BLUEPRINT

- a) Does the present proposed resolution involve accepting commitments for expenditure charged to the annual or multi-year budget, or the budget for future years?

YES

NO X

If the answer is yes, indicate in the following table the chapters of the City budget (PEG) (and any expenses already recorded) which provide coverage for the expenditure:

Year of operation	Expenditure under the present measure	Chapter	Commitment Year Number
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b) Does this proposed resolution **lead to changes in the forecasts** of revenues or expenditures in the annual or multi-year budget, or the budget for future years?

YES

NO X

If the above question d) was answered affirmatively, fill in the following table:

Year of operation	Chapter	Cost Centre	settled forecast	new forecast	Difference + / -

Document signed digitally

c) Does this proposed resolution **involve a change in the inventory of assets, or the value of the investment** registered to the patrimony?

YES

NO X

If the answer to the previous question c) was yes, fill in the following table (for depreciable assets, consider the depreciated value):

Inventory type and inventory category	Type of Participation (controlled/ connected or otherwise)	Description	Present value	Value after resolution

d) With reference to subsidiaries, is this proposed resolution consistent with the need to ensure the continuation of solid business conditions for their economic and financial stability, in relation to the overall balance of the budget of the public body?

YES

NO

If the answer to the previous question d) was no, fill in the following table:

Negative effects on income	
Negative effects on the balance sheet	
Observations of the proposing officer	

Genoa, 29/01/16

The Manager
Roberto Tedeschi,
architect

Document signed digitally

THIS IS AN INTEGRAL PART OF THE PROPOSED RESOLUTION 133 0 0 N.
2016-DL-20 OF 29/01/2016: GUIDELINES FOR IMPLEMENTATION OF
BLUEPRINT

OPINION: REGULARITY OF THE ACCOUNTS (Art. 49 c.1D.L2: s.267/2000)

Pursuant to and by effect of Art. 49 - clause I - TU D. Lgs 18 August 2000 n.
267 the undersigned expresses a favourable opinion of the accounting
regularity of the present measure.

29/01/2016

The Executive
Responsible
(Dr. Giovanni Librici)

THIS IS AN INTEGRAL PART OF THE PROPOSED RESOLUTION 133 0 0 N.
2016-DL-20 OF 29/01/2016 FOR:
GUIDELINES FOR IMPLEMENTATION OF BLUEPRINT

<p><u>CERTIFICATION OF FINANCIAL COVER</u> (Art. 153 c. 5 D.Lgs. 267/2000) Certification not requisite</p>
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29/01/2016

Director of Accounts [Dr. Giovanni Librici]

OPINION OF LEGITIMACY ADVANCED BY THE SECRETARY
Mayor's Ordinance n. 368 of 2.12.2013

The undersigned expresses a favourable opinion of the legitimacy of the present measure

Favourable opinion of the legitimacy of the present measure.

29/01/2016

The Secretary General [Dr. Pietro Paolo Mileti]