

ERASMUS+ PECUS

**CASE STUDY SHEET**

<b>CS code</b>	<i>IT-01</i>	<b>CS Title</b>	<b>Quadro di Assetto dei Tratturi di Puglia (Spatial Framework of Apulian Drover Roads)</b>
<b>GENERAL INFORMATION</b>			
<b>Type of case study</b>	<input checked="" type="checkbox"/> National or regional level policy/plan/strategy <input type="checkbox"/> Local level policy/plan/strategy <input type="checkbox"/> Study/research <input type="checkbox"/> Project <input type="checkbox"/> Other		
<b>Responsible body/Promoter</b>	Apulia Region – State property and regional assets Section		
<b>Location (region, locality)</b>	Apulia		
<b>Geographical area covered</b>	The case study covers around 6,000 hectares of drover roads of regional property.		
<b>Year</b>	2019		
<b>Summary description</b>	<p>The Spatial Framework of Apulian Drover Roads is a regional-level instrument that identifies, classifies and defines the boundaries of the regional drover roads network, underpinning the definition of the protection and enhancement actions to undertake to achieve a sustainable development and a mindful use of the regional territory. The Framework identifies 3 categories of drover roads:</p> <p>A) those (n. 64) whose original assets are well preserved or can be restored, to be preserved and enhanced due to their historical, archaeological and tourist value;</p> <p>B) those (n. 13) suitable to fulfil public needs, to be transferred free of charge to Local Authorities;</p> <p>C) those (n. 1) having undergone permanent alterations (including development) and thus irreparably compromised, to be alienated to interested private subjects.</p> <p>The definition of the Framework underwent 3 main phases:</p> <p>1) Localization and definition of the boundaries of the historic drover roads network and construction of a GIS knowledge base:</p> <ul style="list-style-type: none"> <li>• Analysis and overlaying of historic maps for identifying and geo-referencing the main elements characterizing the drover roads system</li> <li>• Analysis of interconnections between the network and spatial planning instruments in force;</li> <li>• Survey and study of archaeological, landscape, architectural, anthropological and agronomical elements/aspects linked to transhumance;</li> </ul> <p>2) Quantitative and qualitative analysis</p> <p>3) Final classification of drover roads</p> <p>The Framework does not go into depth in the analysis of single drover roads, this being the objective of future Local Enhancement Plans defined by the involved Local Authorities.</p>		
<b>Link with laws/regulations and with other policies/plans/strategies (if any)</b>	<p>The Framework – approved by the Apulia Regional Government with Decision n. 256/2019 – is the first step of a wider planning process regulated by Regional Law n. 4/2014. This Law (art. 3) classifies drover roads as “a monument of the economic and social history of the Apulian territory involved in seasonal migration of cattle, and an archaeological evidence of settlements dating back to various ages” and transfers their administrative functions to the Regional authority. The planning process foresees, after the Framework, other 2 steps: the preparation of an Enhancement Document by the Region, and the elaboration and implementation of Local Enhancement Plans by the involved Local Authorities. This planning process is preparatory to the establishment of the “Apulian Drover roads Park” that will include those parts of the network that mostly deserve protection and enhancement.</p> <p>The Framework used as a reference a series of plans and studies already implemented (such as the Network of Soft Mobility, ISPRA’s Nature Map, and the Regional Landscape Plan), sharing their objectives in terms of protection, enhancement, rehabilitation and restoration of Apulian</p>		



	landscapes. It also updates the knowledge framework of the Regional Landscape Plan and takes into account the “Drover road municipal plans” already in force (according to Regional Law n. 29/2003), updating them when necessary.	
<b>PROBLEMS AND NEEDS TARGETED</b>		
<b>Problems</b>	In Apulia region, since the XIX century, the diffusion of intensive, highly specialized cultivation (especially cereals, grapevines and olives), the increase of population in plains, the growing urbanization and building of infrastructure has threatened the integrity of drover roads, compromising their visibility and agro-ecological value. Historic architectural elements linked to transhumance are often, nowadays, isolated and dilapidated, while paths once highly structured and visible are now hardly recognizable and indistinctively incorporated in the modern infrastructure system (road networks, etc.), especially in urban areas.	
<b>Needs</b>	<ul style="list-style-type: none"> <li>• Accurate mapping and analysis of the historic drover roads network, to provide a coordinated and evidence-based reference framework for local enhancement actions</li> <li>• Restoration of the continuity of the drover roads network and of their ecological and landscape values as “green infrastructures” connecting natural and agro-environmental areas, and aggregating geographically and economically disadvantaged areas</li> <li>• Restoration and reconnection of historic elements (both architectural and archaeological) along drover roads</li> </ul>	
<b>Quantitative data</b>	<i>Not available</i>	
<b>FOCUS, OBJECTIVES AND OUTPUTS</b>		
<b>Themes</b>	<b>Does the case study address this theme? (YES/NO)</b>	<b>If yes, how? (max 750 characters for each theme)</b>
<b>Spatial planning</b>	YES	In order to assess the feasibility of the enhancement of the drover roads network, the Framework was overlaid with the planning instruments in force: the Nature Map (by ISPRA, the National Institute for the protection of nature), the regional Landscape Plan, the project of the Regional Ecological Network, the municipal drover roads plans (where existing). Moreover, the strategic enhancement orientations contained in planning instruments were included among the criteria considered for the qualitative analysis of the drover roads network.
<b>Protection of landscape/environment (e.g. biodiversity, water, geomorphology, soil, scenic views, historic landscapes, etc.)</b>	YES	When elaborating the Framework, the agro-ecological features of the drover roads network were considered, in order to identify those areas whose environmental value can justify protection, rehabilitation and enhancement actions (aimed i.e. to reconnect natural and agricultural areas within an Ecological Network). An agro-biotope map was prepared, paying special attention to permanent pastures, grasslands, garrigues and scrubs, as well as to areas where traditional farming practices are prevalent (“complex heterogeneous agricultural mosaic”) and protected natural areas. The hydro-geomorphological structure was investigated as well, highlighting the link between the morphological features of the Apulian region and the development of the transhumance-related economy.
<b>Protection/enhancement of tangible cultural heritage (e.g. archaeological sites, historical routes, architecture...)</b>	YES	When elaborating the Framework, an assessment and survey of the historic heritage linked to the drover roads network was performed, by overlaying historic maps. The study regarded both perceptive values (panoramic viewpoints, scenic routes, visual cones) and the structure of settlements and cultural sites linked to transhumance practices.
<b>Protection/enhancement of intangible cultural heritage (e.g. folklore, food, music...)</b>	YES	The anthropological structure was included among the criteria considered for the qualitative analysis of the drover roads network, considering the network itself as an expression of local collective identity embedding shared values, practices and rituals. The analytic

		model took into consideration the incidence of qualitative factors linked to the pastoral world, such as the presence of places of worship, the transmission of founding myths, the presence of material culture objects collected in ethnographic museums, of traditional food heritage, as well as the persistence of economic/productive activities showing at least an ideal continuity with pastoral traditions.
<b>Slow mobility (cycling routes, trekking paths, etc.)</b>	YES	The Framework took into account the prescriptions of the Regional Landscape Plan regarding the infrastructures for soft mobility, by overlaying them with both the drover roads network and the Natura 2000 network.
<b>Economic development of mountain &amp; rural areas (e.g. tourism, agro-food production, agriculture, livestock breeding...)</b>	YES	The preparation of the Framework included a mapping of the livestock and dairy businesses linked to transhumance practices in the region.
<b>INVOLVEMENT OF STAKEHOLDERS</b>		
<b>Actors involved</b>	<ul style="list-style-type: none"> <li>• Apulia Region: approves regional-level planning instruments regarding drover roads (Spatial Framework and Enhancement Document); manages the state property included in the drover roads network</li> <li>• Scientific Committee (composed by Polytechnic university of Bari, University of Foggia, Province of Foggia, Superintendence authorities for the Archival, Architectural, Archaeological and Landscape Heritage): provided regional officers with methodological and technical-scientific indications, ensured coordination and monitoring of the operational activities aimed at the preparation of the Spatial framework.</li> <li>• InnovaPuglia (in-house company of Apulia Region working in the field of digital innovation): provided technical support to regional officers in charge of the preparation of the Spatial framework</li> <li>• Local authorities (Municipalities and their associations): took part in the process of classification of the droves network by preparing observations and/or integrative proposals to the draft Spatial framework; approve the Local enhancement plans for specific parts of the network; control the integrity and conservation of regional droves; check for violations and collect sanctions</li> <li>• Other subjects working in the field of the protection and promotion of the environmental, cultural and ethno-anthropological heritage of the areas to be enhanced: prepared observations and/or integrative proposals to the draft Spatial framework</li> </ul>	
<b>Involvement procedures</b>	The preparation of the document was carried out by the regional offices, supported by the Scientific Committee appointed by the Region and by InnovaPuglia. The preparation procedure embedded (according to Regional Law n. 4/2013) a specific phase for the acquisition of observations and proposals by involved Municipalities and other interested subjects, within 60 days after the publication of the draft Framework on official channels. After the approval of the final version of the document by the Regional Authority, the Municipalities have the role to implement it by drafting, approving and executing Local Enhancement Plans for single sections of the drover roads network, in line with the contents of the Framework.	
<b>Problems and challenges</b>	<i>Information not available</i>	
<b>EXPECTED OR ACHIEVED EFFECTS</b>		
<b>Type of effect</b>	<b>Description</b> (max 750 characters for each type)	
<b>Environmental/landscape (e.g. restoration of habitats, effective protection of historic landscapes...)</b>	<ul style="list-style-type: none"> <li>• Restoration of habitats linked to pastoral activities, such as grasslands</li> <li>• Protection of traditional agro-ecosystems and rural landscapes</li> <li>• Reconnection between natural and agricultural areas, according to a distributed ecological network model</li> </ul>	
<b>Cultural (e.g. restoration of</b>	<ul style="list-style-type: none"> <li>• Preservation and restoration of architectural elements such as posts, taverns, chapels,</li> </ul>	

<b>historic artefacts, promotion of folkloric assets...)</b>	<p>bridges, towers, castles, fountains, mills, etc.</p> <ul style="list-style-type: none"> <li>• Promotion of ethnographic museums in involved Municipalities</li> <li>• Strengthening of local communities' identity and ownership</li> </ul>
<b>Social/economic (e.g. new jobs, new enterprises...)</b>	<ul style="list-style-type: none"> <li>• Promotion of rural products linked to sheep breeding and of the related gastronomy, and consequently of small-sized companies working in milk and wool processing, restaurants, etc.</li> <li>• Propulsion of rural proximity tourism (also linked to cycling mobility)</li> </ul>
<b>IMPLEMENTATION ISSUES</b>	
<b>Financial resources</b>	<p>The Framework does not provide information on funding; however, it does not include concrete actions to be implemented for the enhancement of the drover roads network either. The quantification of the resources needed for the implementation of such actions must be included in the Local Enhancement Plans that will be drafted by Local Authorities as local-level tools to actually implement the Framework.</p>
<b>Implementation procedures</b>	<p>The planning process regarding the drover roads network is structured in 3 phases:</p> <ol style="list-style-type: none"> <li>1) The Region defines the Spatial Framework (the present case study), defining boundaries, classification and zoning of drover roads</li> <li>2) The Region issues a Regional Enhancement Document, defining objectives, guidelines, criteria and procedures for the preparation of Local Enhancement Plans.</li> <li>3) Municipalities (single or associated) prepare Local Enhancement Plans containing: <ol style="list-style-type: none"> <li>a) Identification of areas for infrastructure or equipment for collective use, to improve the fruition of the Regional Drover Roads Park</li> <li>b) Survey of artefacts representing evidences of transhumance phenomena</li> <li>c) Actions to restore and enhance the elements listed at points a) and b), as well as the modalities and forms of their use and management for social purposes</li> <li>d) Indication of the activities that are compatible with the Park's conservation and enhancement objectives, as well as the ways to promote them</li> <li>e) Education actions aimed at raising awareness on environmental protection issues, as well as on the need to preserve typical transhumance elements</li> <li>f) Quantification of resources needed for implementing the above-mentioned actions.</li> </ol> </li> </ol>
<b>SUPPORTING INFORMATION</b>	
<b>Images (pictures, graphics, maps, charts, etc.)</b>	<i>Not available</i>
<b>References (including web links)</b>	<p>Regione Puglia, "Quadro di assetto dei tratturi di Puglia – Una risorsa per il futuro: verso la valorizzazione della rete tratturale attraverso la progettazione condivisa", 2019  Deliberazione della Giunta Regionale 15 febbraio 2019, n. 256 "Legge Regionale n. 4/2013, Testo Unico delle disposizioni in materia di demanio armentizio, artt. 6 e 7. - Approvazione del Quadro di Assetto dei Tratturi", Bollettino Ufficiale della Regione Puglia - n. 31 suppl. 19-3-2019  <a href="http://sit.puglia.it/portal/portale_pianificazione_regionale/assetto_tratturi">http://sit.puglia.it/portal/portale_pianificazione_regionale/assetto_tratturi</a>  <a href="http://webapps.sit.puglia.it/freewebapps/QuadroAssettoTratturiApprovato/index.html">http://webapps.sit.puglia.it/freewebapps/QuadroAssettoTratturiApprovato/index.html</a></p>