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Rethink transport for a sustainable reconstruction after the earthquake

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The reconstruction of the areas affected by the earthquake can only be rethought in the perspective of the principle of sustainability and with full respect to the recent objectives included also the National Recovery and Resilience Plan, the so-called PNRR. In this sense, environmental, economic and social development must be based on compliance with all international, European and national rules on sustainable development, including transport. The importance of the evolution of classical mobility in sustainable and intelligent transport encourages the realisation of the so-called social function of mobility. In fact, given the age index provided by the ISTAT analyses (figure 1), it is necessary to reflect on new instruments capable of making constitutionally protected rights effective, such as the right to health, freedom of association, and so on. Using the car as a functional good for exercising fundamental rights can ensure greater independence of non-autonomous subjects (for example, people with disabilities, the elderly, people who are temporarily unable to drive, minors and so on). In these cases, technology not only serves as an essential means for exercising constitutionally protected rights by non-autonomous passengers but also improves road safety, reduces traffic and reduces the stress of driving in cities.



1) Can the development of Smart Mobility endanger the personal sphere of the person?

The interconnection of vehicles (and, in general, the Smart city's connection) requires the entry into the network of numerous personal data that can cause inconvenience to the person who transfers them. Think, for example, of the tracking of movements and the habits of life (hours, needs, everyday life) that, if misused, may lead to personal injuries such as identity theft or illegally stolen data to threaten the holder of the same. The GDPR (General Data Protection Regulation) provides several means to safeguard the data that are entered into the network so that the interconnection of devices can work properly: the technique of pseudonymization and anonymization of data, the application of privacy by design, procedures aimed at certifying the product and/or service, risk assessment and mitigation systems. The application of the institutes mentioned above protects the person from any misuse of the personal data entered in the network.

Figure 1*

INDICATORI STRUTTURALI PER CLASSIFICAZIONE DEI COMUNI SECONDO LA STRATEGIA NAZIONALE DELLE AREE INTERNE

Indicatori strutturali. Dati Censimento 2020, Marche



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3) Overcoming the problem of energy supply and demand and improving contractual security and agility.

Since the origins of the electric motor, the energy supply and demand problem have been one of the most critical points that have hindered the development of e-mobility. Today, with a view to the creation of interconnected Smart Cities, it is possible to imagine overcoming the problem linked to the supply of electricity through collective selfconsumption and/or energy communities. The decentralized and bottom-up production of electricity is a pivotal point of recent domestic measures for the energy transition. Think, for example, of the so-called PNRR. The self-consumption allows for overcoming the problems related to the overload of the national electricity grid. In addition, recent technologies, in addition to allowing to use of the electric car as a tool for storing electricity auto-produced, c.d. Vehicle to Grid, allow realizing further benefits such as the safe management of energy exchanges through technological tools represented by Blockchain and Smart Contracts.

2) Can installing an artificial intelligence (AI) in transport benefit humans?

The answer can only be affirmative. The application of AI to the transport sector significantly improves mobility and further emphasizes the social function of transport. The artificial intelligence allows individuals such as the disabled, those suffering from disabling, temporary or definitive diseases, minors and the elderly to realize numerous rights constitutionally protected. Think, for example, of the right to health, the right to study, the right to self-determination and so on. In addition to these benefits, it is possible to highlight others, such as more excellent reliability of the vehicles, greater safety on the roads, and less traffic. For these reasons, the rethink of transport can significantly improve the quality of life of those living in inland areas, thereby avoiding depopulation.



