

## BERGAMO: Environment and Tourism



***The footprint left by tourism  
on our urban and rural scapes***

(Class 4F - Spring 2017)

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***The footprint left by tourism  
on our urban and rural scapes***

# *Video interviews*

What are the opinions of Bergamasque people, experts and authorities about the **relationship between tourism and the environment?**

Listen to these interviews:

<https://goo.gl/EEUX8>



# **World Tourism Organization**

## **Sustainable Development of Tourism**



Expressed simply, **sustainable tourism** can be defined as *"Tourism that takes full account of its current and future economic, social and environmental impacts, addressing the needs of visitors, the industry, the environment and host communities"*



## Strengths



## Weaknesses

- ❑ Tourism = [engine for growth](#)
- ❑ Resources: the context
  - ❑ cultural offer
  - ❑ accessibility (by car, train, plane) and proximity to Milan
  - ❑ the [cycle path](#) connecting some mansions and the BiGi (like Bike and Bergamo, BG)
  - ❑ infrastructures (i.e. the Fair)
  - ❑ the landscape (Bergamo's hills, the Botanical Garden, protected areas and natural parks)
  - ❑ Food and wine
- ❑ Human resources: sensitive, conscious and experienced people
  - ❑ FAI and CAI with their precious work
  - ❑ IAT (info) points and offer diversification

- ❑ Tourism = cause of trouble
- ❑ The context
  - ❑ [urban space invasion](#)
  - ❑ dirt
  - ❑ traffic  
(too many cars, scarce public transport, no bus service at night)
  - ❑ pollution (with visual and olfactory impact)
  - ❑ [noise](#)
  - ❑ [overbuilding](#), empty houses replacing green
  - ❑ waste of the already deficient financial resources
- ❑ The people: uninformed, incompetent
  - ❑ less healthy life
  - ❑ misuse of resources

## Opportunities



## Threats

- ❑ Citizens' greater awareness and sense of responsibility
- ❑ new need for beauty
- ❑ tourist operators with better entrepreneurial abilities
- ❑ promotion of unique events
- ❑ the candidacy to UNESCO
- ❑ incentivisation of [sustainable tourism](#) and low cost tourism addressing young people

- ❑ Disruption of the town's environmental balance (i.e. because of tourist masses in Astino)
- ❑ a further increase in noise and air pollution due to:
  - ❑ domestic heating
  - ❑ airport development
  - ❑ use of [private cars](#)
- ❑ possible tourist decline as a result of environmental degradation and climate change



## ***The development of tourism***

It **began late**

and was mainly related to **business tourism**, since Bergamo has always had a strong industrial vocation.

Given an already consolidated urban fabric the arrival of tourism hasn't modified Bergamo's appearance profoundly.



YEAR 2012	BIG BERGAMO*	BERGAMO CITY
NIGHT STAYS	934.744	455.00
% staying in hotels	81	63,6
% on the provincial total amount	50,1	24,4
AVERAGE STAY (days)	1,7	1,9
HOTEL USE RATE (%)	46,4	43,7

(\*) Includes 41 neighbouring municipalities

**NOW**

### Bergamo, numeri record per il turismo

*Il 2015 entra di diritto nell'albo dei record per il turismo in terra bergamasca: superati, per la prima volta, i due milioni di pernottamenti e il milione di arrivi. Boom di stranieri.*

(L'ECO DI BERGAMO, Lunedì 11 aprile 2016)

For Bergamo and its province today tourism is an important cultural, economic and labour resource.

**Tourists** coming to Bergamo **keep increasing**. In 2012 night stays were less than 1 million, in 2015 they overcame the **record of 2 millions** with a boom of foreign arrivals.



# Bergamo's airport and transport routes

Bergamo's airport (only 5 km from the city center) is in the heart of Lombardy, a major tourist destination in Northern Italy. In addition to the close proximity to Milan, the airport is an ideal gateway to the Alpine lakes such as Como and Iseo, Alpine ski resorts and cities of cultural, historical and architectural importance.





## A wide public transport network

In addition to the airport, we count on several bus routes, a light railway connecting with the Serio Valley, some green paths supported by a bike-sharing system and a couple of rail routes

### Partenze Departures 18:36

Linea	Destinazione	orario	ritardo
Line	destination	time	delay
34	MILANO PGAR	18:37	20'
44	MILANO C.LE	19:01	10'
44	TRANO	19:02	30'
47	MILANO PGAR	19:07	
54	MILANO PGAR	19:07	CANC.
42	BERGAMO	19:12	
47	SONDRIO	19:15	
54	MILANO PGAR	19:37	
44	MILANO C.LE	20:01	
44	TRANO	20:02	

ATTENZIONE! AV





**On the other hand**  
**invasion of urban spaces**





## Other Drawbacks

The public transport network is wide but little effective; **private cars are the most widespread means of transport** in Bergamo and its Province.

Results:

- ❑ Traffic jams
- ❑ Air pollution
- ❑ Noise



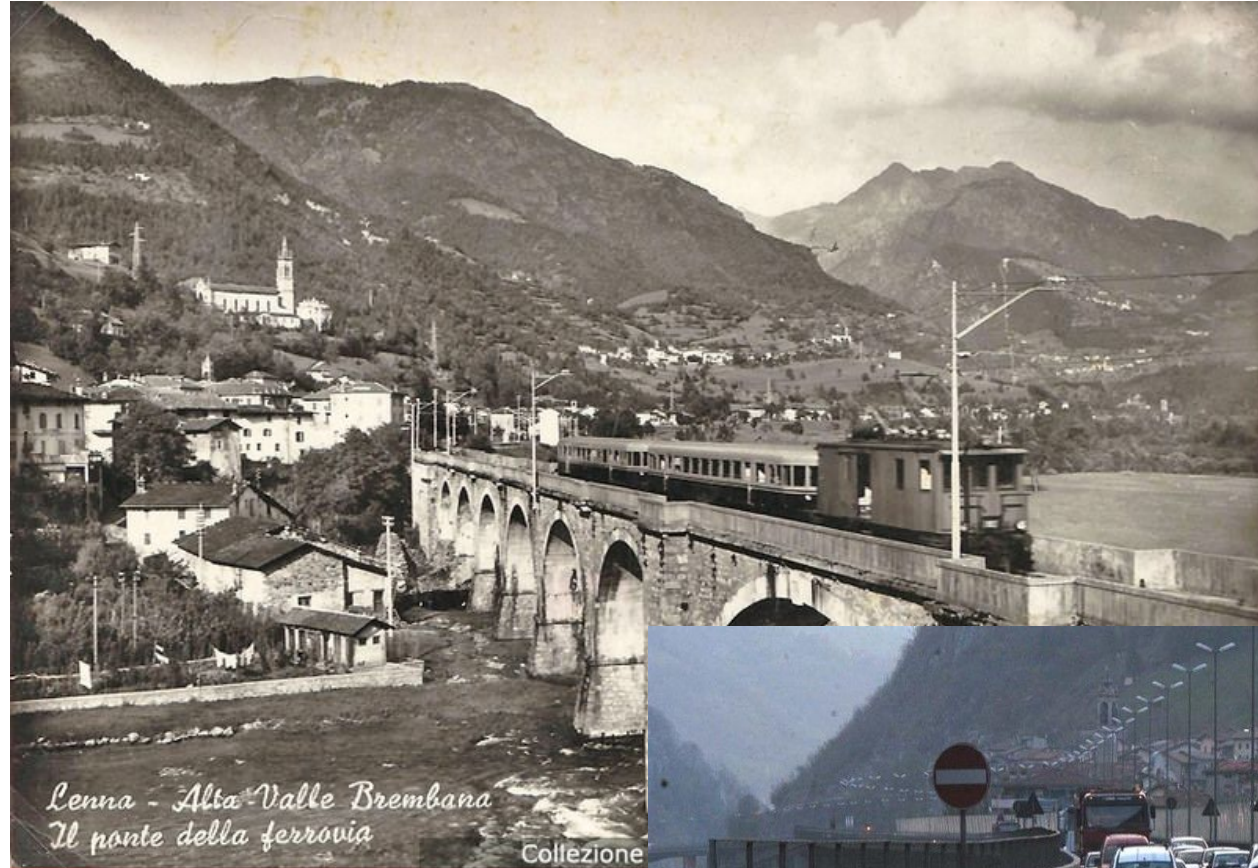


## **TOWARDS THE MOUNTAINS: on the way to Val Brembana destinations**

One of the busiest transport routes in the Province runs through the Brembo Valley, it is the National Road SS470.

**Until 1966 the valley was served by a railway line going from Bergamo to Piazza Brembana. Then only vehicles could move through.**

Presently the public services run from Mondays to Saturdays, but [no public coach is scheduled on Sundays.](#)





## **Looking at the future**

A good part of the ex-railway track from Zogno to Piazza Brembana has been transformed into a **greenway** for cyclists and pedestrians, but **a lot of work is still to be done** in the light of its strategic importance in a tourist perspective aiming to develop sweet mobility under safe conditions in the whole Val Brembana.

The project for **the restoration of the railway connection is still far** and even worse **further cuts in the Provincial bus network are foreseen** for the present year.



# Side-effect of the airport: the noise

The situation is considered more and more dangerous to public health. The people living next the airport have shown sleep disorders and generally they are very annoyed. Side effects rise with the increase in the index of night noise.

Even if by law no plane should take off between 23.00 and 6.00, it does happen (see the report above on the right).

Vengono di seguito riportati i decolli autorizzati in accordo con quanto pubblicato in AIP Italia riguardo le Noise Abatement Procedures, dal mese di Gennaio 2017:

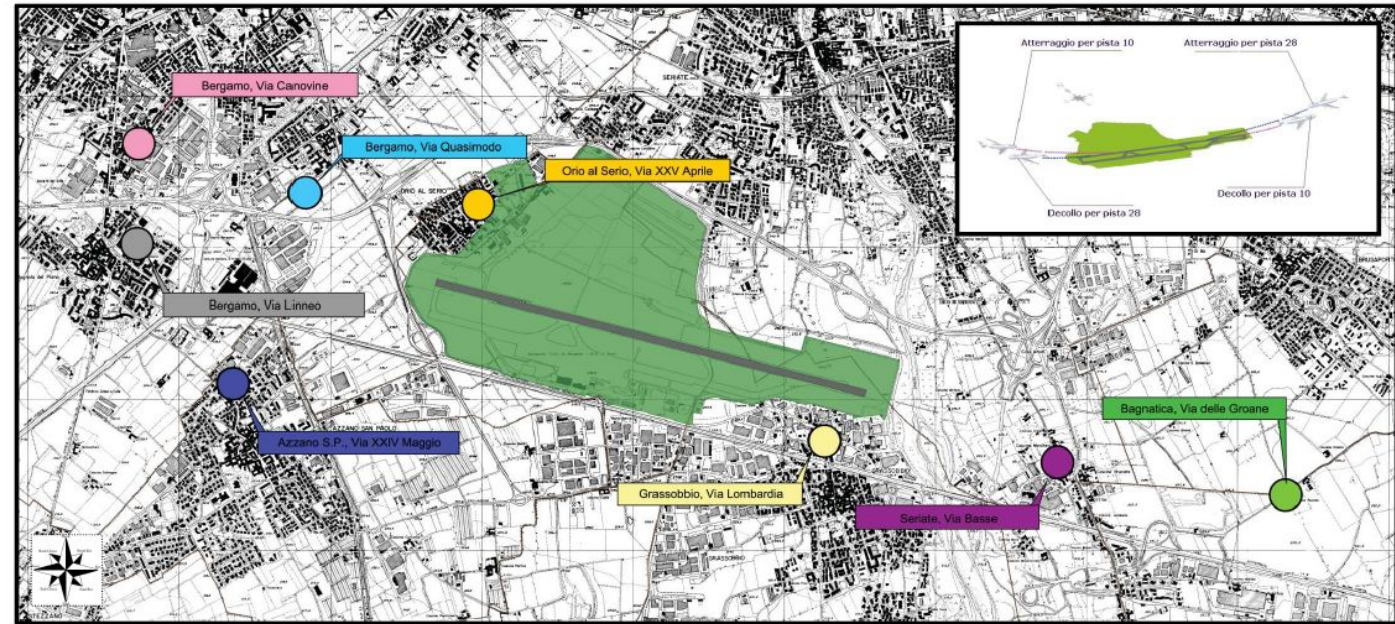
- Si segnala che a causa di eventi meteorologici avversi, secondo quanto pubblicato in AIP Italia riguardo le Noise Abatement Procedures, sono stati autorizzati i decolli per Pista 28 di seguito specificati:
  - volo QY7929 decollo ore 23:06 locali del 04/01/2017;
  - volo FR9061 decollo ore 23:14 locali del 04/01/2017;
  - volo S66497 decollo ore 23:20 locali del 04/01/2017;
  - volo QY961 decollo ore 23:57 locali del 04/01/2017;
  - volo QY307 decollo ore 00:08 locali del 05/01/2017;
  - volo QY131 decollo ore 00:13 locali del 05/01/2017;
  - volo FR5203 decollo ore 00:16 locali del 05/01/2017;
  - volo QY133 decollo ore 00:31 locali del 05/01/2017;
  - volo FR4733 decollo ore 01:11 locali del 05/01/2017;
  - volo QY322 decollo ore 01:49 locali del 05/01/2017;
  - volo SRR6401 decollo ore 23:02 locali del 01/02/2017;
  - volo RYR42 d decollo ore 23:36 locali del 01/02/2017;
  - volo SOP131 decollo ore 23:44 locali del 01/02/2017;
  - volo BCS322 decollo ore 00:47 locali del 02/02/2017;
  - volo BCS7552 decollo ore 05:21 locali del 02/02/2017;
  - volo FR6366 decollo ore 05:21 locali del 02/02/2017;



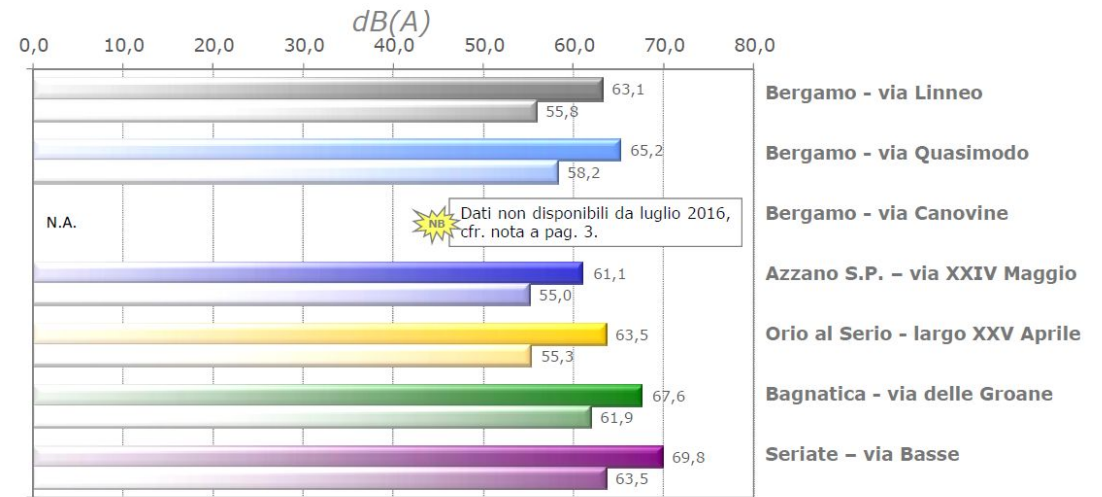


# Monthly report from Orio al Serio Airport on daily noise assessment in January 2017

According to the WHO,  
at night a noise value equal to  
**40 dB** is the threshold  
for protecting the population from  
the negative effects of noise,  
especially considering the most  
vulnerable people such as children,  
the chronically ill and senior citizens.



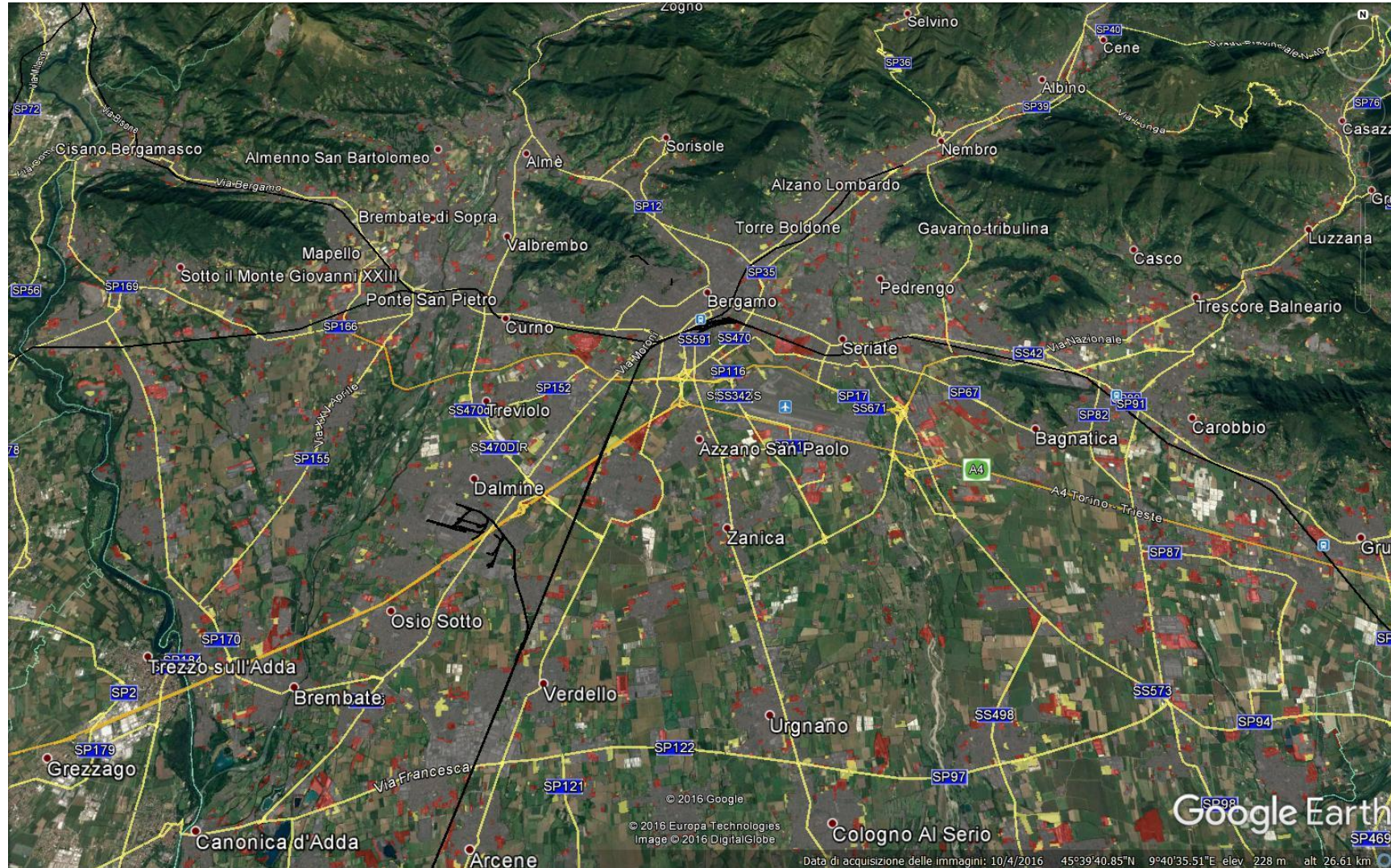
Valori massimi e minimi giornalieri  
del  $L_{VAj}^*$  [dB(A)] rilevati nel mese



\*  $L_{VAj}$ : Livello di Valutazione del rumore Aeroportuale giornaliero



# Soil consumption in Bergamo Province



❖ **Grey:**

man-made space built till 1999

❖ **Red:**

increase in man-made space between  
1999-2007

❖ **Yellow:**

increase in man-made space between  
2007-2012





**The Brembo Valley and  
three tourist  
destinations:**

- **SAN PELLEGRINO**
- **FOPPOLO**
- **ORNICA**

# ***San Pellegrino Terme***



The tourist development of this town occurred after 1700 , when a renovated road network made it easier to reach it. At the start of the 1900s San Pellegrino experienced a thriving development linked to the spa cures; this favoured the construction of many of the buildings that today confer on the town its characteristic Liberty look, typical of Central European "villes d'eau". Today the baths are once again available to the public at the new CQ Terme.

The Grand Hotel, a most eminent example of liberty architecture, may open again in 2019 and finally, the magnificent Casino is supposed to be reestablished in the short term, in order to favour tourism.





Pellegrino in 1900



San Pellegrino in 2016

## **Overbuilding affects the valleys as well:**

Overbuilding happens when people construct more buildings than necessary in an area .  
It is harmful because it destroys nature and greenery.





# Foppolo

Foppolo is a district in the highest part of the Brembana Valley inside the Parco delle Orobie, a huge park covering more than 70000 hectares.

Since the seventies it has been a famous tourist resort for the lovers of winter sports, such as downhill skiing, cross country skiing, skating and snowboarding.

At present, the entire area is divided into different contradas, but **while the old town centre preserves its rural style, the surroundings have been twisted by tourism**; in addition to some hotels, hundreds of apartments have been built as “second houses”, altering the original landscape.





# Overbuilding



Foppolo in **1900** (100 inhabitants)



Foppolo in **2016** (193 inhabitants)

- + up to **1.470 second houses**, equal to 93,75% of the total number of houses in the territory of the municipality



## Foppolo: Tourist statistics



This steady growing soil consumption has not been corresponded by an increase in tourist arrivals, so that many houses are often sadly empty with the lights off. **After the boom recorded in the winter 2009-2010 with 111 thousand arrivals in the last seasons tourists average 50 thousands**

# The drop in snowfall



**Natural** snow in 2009



**Artificial** snow in 2016

**GLOBAL WARMING**

The main problem that affects Foppolo, like most Alpine winter resorts, is the drop in snowfall as a result of global warming.



# ***Sustainable tourism in Ornica***

**Ornica** is a municipality about 40 kilometres north from Bergamo. The village is situated at the foot of the Pizzo (Peak) Tre Signori. Here live now only 159 residents and many of them are over 60, a regrettably steady decreasing number.







1953

## ORNICA

***Yesterday and today... very little has changed and this has helped to maintain the authenticity of the original village***



2016

In the past Ornica was only known by a small group of non-resident people renting a house during the summer season. After the opening of Ornica's "Albergo Diffuso", in 2009, more and more tourists started to arrive all year round.

Tourism in Ornica has brought a lot of benefits. Its development has had economic advantages, at the same time it has respected the natural environment, which is the main attraction of the area.

# FOCUS ON ORNICA'S ALBERGO DIFFUSO

The only accommodation we can find here is the “Albergo Diffuso”, the first in Lombardy. It can provide educational activities based on the relationship between tourists and local residents with their traditions in total respect for flora and fauna.

The idea comes from a group of women who wanted to promote the territory and its customs. They recovered 10 old abandoned houses, which after renovation have become apartments offering 2 to 12 beds.







## **...Its activities and development.**

An increase in tourist flows is recorded in summer, especially in July, August and September and in winter during Christmas holidays. Tourists are mainly families, young couples and sometimes school groups who love nature and animals, in addition to a wholesome cuisine offered through “cene itineranti”, that is while moving around the village, from a serving table to the next.

Actually Ornica is a perfect place for trekking. Many beautiful footpaths start from the village.

Here travellers can live immersive experiences respecting the concept of sustainability.



# Latest solutions and proposals by Bergamo Municipality

- A **metro bus** will soon start to operate on the east-west city axis, from San Fermo (Redona) to the new hospital.
- **Car parks:** In the city centre, the “blue” parking spaces are now “pay and display” on Sundays and public holidays too so as to encourage citizens to use public transport.

In addition a reduction in **parking lots** allotted to hotel and B&B guests in the upper city is foreseen, in order to empty out landmarks like Cittadella from cars.

- Upgrading of the **city’s cycling paths:** we hope they may become more accessible to cyclers and more visible to everyone.





# OUR PROPOSALS

- More evening runs for the urban bus lines starting from line no. 3, out of service between 18:30 to 7 A.M.
- For the Brembo Valley a possible solution to reduce the traffic and favour tourism could be the introduction of a public bus services from Bergamo up to the valley every day of the week, including Sundays.
- For Foppolo the most common mistake is to see Foppolo only like a winter resort, but actually it is enjoyable in summer too, thanks to a lot of activities like downhill, trekking, fishing, and so on.  
Another possible solution to attract people to Foppolo could be to build a sports centre and regularly organise sports events for teenagers and young people. If tourists begin to go to Foppolo more often in summer, the houses and the hotel rooms will be employed to their full.
- Eventually we think the lights on our key monuments should respect their ancient beauty, they should be discreet. Our walls are not a prison wall. As the promoters of this “Blue-sky mission”, we also want to see the stars at night.



This project has been funded with support from the European Commission  
Project number: 2015-1-IT02-KA219-014923



# **BY-TRAIN TRAINING THROUGH EUROPE TOWARDS SUSTAINABILITY**

Con il patrocinio di:

