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**ABSTRACT
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The port system in Campania: critical of the port authorities of Naples and Salerno

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ABSTRACT

The purpose of this paper is to analyze, through the study of port authorities as hybrid and complex organizations, and the process of institutional change resulting from their establishment, what innovative effects and what concrete territorial economic impact the reform law has had on portuality Italian, on the 'infrastructural gap' due to poor programming, with particular regard to the port of Naples and the port of Salerno, and the comparison between them.

Ports, by their natural vocation, play a fundamental 'structuring' role in the economic system of the surrounding area, generating a series of direct and indirect effects capable of promoting the development of numerous typical port activities and other so-called 'Port related, functionally linked to them. The resulting economic impact, both from the point of view of income produced and employment, is capable of generating strong demographic growth as well as welfare in the territory concerned.

The "port market" adjustment requirements led the legislature of the 1990s to a comprehensive reform of the sector with the aim of regulating the order and port activities to adapt them to the objectives of the general transport plan while dictating at the same time guiding principles As regards the updating and definition of the implementing instruments of the plan, and the adoption and modification of regional transport plans (see Article 1 of Law No 84 of 28 January 1994).

It seems indisputable, according to the letter of the law, as well as the reference to the 'market' market (the rule identifies the sort and port activities as subject of the discipline) as regards the 'regulation' (the legal framework is directed to adapt The objectives of the port market to those of the general transport plan, to define implementing instruments for the plan and to lay down guiding principles and guidelines for the adoption and modification of regional transport plans).

The object of the reform under Law no. 84/1994 remains the administrative organization of ports, infrastructure management, port work, port operations and so on, sectors already fully covered by the navigation code and the laws.

The port market therefore legally regards as sorting and activity, according to the precise and precise reference contained in Article 1 of Law 84/94.

In this framework lies the establishment of port authorities, introduced by 84/94, with administrative autonomy and budgetary and financial autonomy within the limits set by law, to which many functions have been entrusted, some of which have previously been carried out By the Maritime Authority.

This study aims to answer the questions "how the port, as an infrastructure, affects the economy of a territory" and "because through the reform we hope to specialize and diversify the port activities according to the Territorial needs "; Which leads to the case study, which, though descriptively, highlights and highlights why the reform, how it has

been implemented and what results it has come from assuming that ports are strong infrastructures, thus a source of wealth for the Country.

As well as "What role do the port of Naples and Salerno in the development of the economic sectors", "What is their impact on the territory and what is the future and future competitive development line", "What is their position with regard to politics" The port system "suggested by Europe" also because there is a causal link between infrastructure facilities and public administration governance and the competitiveness of a sector.

In the course of research, domestic law has come to know a new reform of port authorities. Reference is made to D.lgs 4 August 2016, no. 169, published in the Official Gazette of 31 August 2016, which modifies in detail the general law on ports (Law No 84 of 28 January 1994).

The objectives of the reform are represented by an attempt to reorganize and simplify a fragmented and complex port system.

Focus on a theoretical analysis of literature and how the process of change, from a bureaucratic point of view to a managerial perspective, is reflected in the theories of New Public Management and, in some ways, in the theories of Public Governance. It explains how the transport system and, therefore, the Port Authorities are framed in this context.

It outlines the European governance models, in particular with regard to Italian law, Law No.84 of 1994 and the subsequent amendment to Legislative Decree No.169 of 2016. Photographs The port scenario: classification, actors, port activity; And the Port Authority: functions, organs. Lastly, the reform proposals for this reorganization-oriented law and the full financial autonomy of the Port Authority will be discussed briefly, which in the future could work as a real business.

The institutional set-up of the Port of Naples and the Port of Salerno is compared with the SWOT Analysis tool, taking into account the correlation between these portual realities due to their geographic position, the resulting contestability of similar international maritime traffic flows and Of the potential competitive position in the relevant relevant reference market. An attempt was made to highlight any criticalities between the two comparative realities, as well as the strengths and weaknesses that derive from the downsizing of the powers governing the two Port Authorities in System Authorities.

The research on the subject of a comparison between the Port Authorities of Salerno and Naples and the chapter on the questionnaire with which the investigations have been conducted is presented.

Research leads to some reflections:

- 1) What role do the port of Naples and Salerno play in the development of the economic sectors.

2) What is their impact on the territory and what is the future and future competitive development line.

3) Identify possible strengths and criticalities.

4) What is their position on the "port system" policy suggested by Europe?

In addition, the present paper highlights some critical issues and highlights the questions.

Particularly:

-- Fully agrees with the idea that finally there is an enlarged Governance model for the development of ports and port back logistics, being among the regions the most important institutional actors. It is necessary to pursue development policies that promote international relations and the synergies between ports, since such strategies may have an impact on the overall commercial growth strategies of ports. At this stage, a normal resistance to change is announced.

-- Faced with the incorporation of the Port Authorities into the Port Authority, both ports have shown a favorable opinion even though, in fact, there is still a lack of attention to the issues of retro-port not only for the "border" issue but also in the matter of skills;

-- Why there is still no real synergy between maritime trade between Campania's ports of Naples (Naples, Salerno, Castellammare di Stabia, Torre Annunziata and Pozzuoli), which, however, roam in a dispersed and sometimes conflicting order (read the sterile controversy among the fans of Port of Naples and port of Salerno);

-- Why does it lack an organic development plan, with functions and roles integrated within each single port?

-- How do you expect to face the increase in container traffic due to the small port space and the geographic conformation of many port bays penalized in addition to the low depth of the seabed and the inadequacy of land transport infrastructures?