

BUSTA 1

domanda 1

Il Candidato descriva l'iter procedurale della conferenza dei servizi ai sensi dell'art. 14-bis (conferenza semplificata) della Legge 241/1990 e s.m.i. e descriva altresì in quali procedure può o deve essere utilizzata (in materia urbanistica-edilizia e/o di lavori pubblici).

domanda 2

La VAS. Il candidato descriva con riguardo alle attività di redazione ed approvazione, da parte del Comune, di piani territoriali quando viene utilizzata la procedura di verifica ambientale e le sue eventuali varie fasi.

domanda 3

Il Comune di Casier ha approvato il progetto esecutivo dei lavori di ampliamento della palestra comunale per € 900.000,00 di cui € 650.000,00 per lavori ed € 250.000,00 per somme a disposizione. Il candidato descriva quali sono gli atti per la scelta del contraente e gli strumenti da adottare per l'affidamento dei lavori. Descriva altresì quali sono le figure fondamentali per la realizzazione dell'opera, le loro funzioni e gli atti che assumono.

IL CANDIDATO HA 60 MINUTI PER RISPONDERE ALLE DOMANDE

BUSTA 2

domanda 1

Il contributo di costruzione. Il candidato descriva cosa sono gli oneri di urbanizzazione ed il costo di costruzione, come e chi ne stabilisce l'incidenza e i casi in cui il contributo di costruzione non è dovuto.

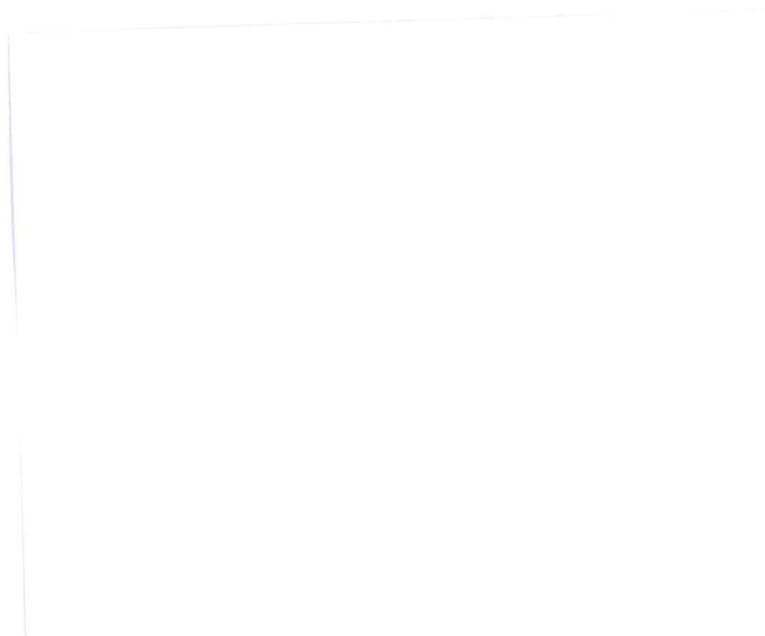
domanda 2

Il candidato descriva quali sono i Piani urbanistici attuativi e da quale normativa sono regolamentati. Espliciti inoltre in quali fasi si svolgono i lavori dell'eventuale conferenza dei servizi ed in quali fasi e modalità si sottopone a VAS.

domanda 3

Il Comune di Casier per l'anno 2022 deve avviare la gara per la scelta del contraente per il servizio di sfalcio delle aree verdi. L'importo annuale previsto è di € 38.000,00. Considerate le soglie di riferimento e le necessità, il candidato descriva quale procedura ritiene avviare per un appalto triennale del servizio su indicato e quali gli strumenti utilizzabili. Descriva le fasi e gli atti da adottare e gli organi interessati a partire dalla programmazione.

IL CANDIDATO HA 60 MINUTI PER RISPONDERE ALLE DOMANDE



BUSTA 3

domanda 1

Il Comune di Casier deve rilasciare un permesso di costruire nell'ambito del Parco Naturale Regionale del fiume Sile. Il candidato descriva il procedimento di rilascio del provvedimento e la normativa di riferimento.

domanda 2

Il candidato descriva i livelli di pianificazione comunale e, in particolare, i contenuti del Piano degli interventi e il procedimento di formazione.

domanda 3

Il Comune di Casier intende realizzare una pista ciclabile lungo Via Principale, il sedime della pista lungo circa 500 metri ricade per la quasi totalità in proprietà privata; i proprietari interessati sono cinque. L'importo delle opere è pari a 700.000 €, di cui € 500.000,00 per lavori ed € 200.000,00 per somme a disposizione.

Il Candidato descriva qual è l'iter per arrivare alla realizzazione dell'opera con particolare riferimento agli atti da assumere e a chi li assume.

IL CANDIDATO HA 60 MINUTI PER RISPONDERE ALLE DOMANDE:

ESTRATTA

PROVA ORALE 18/11/2021

Domanda 1a

Cosa si intende per “dimensionamento di aree per servizi” e a quale strumento urbanistico ci si riferisce?

Domanda 1b

Il Candidato descriva cosa si intende per programmazione degli acquisti e dei lavori pubblici, indicando quali sono le fonti normative nonché la procedura di formazione indicando gli atti essenziali e chi li assume.

Domanda 1c

I regolamenti degli enti locali

Domanda 1d

Che cos'è la firma digitale

Domanda 2a

Il Permesso di costruire convenzionato. La normativa di riferimento e le competenze.

Domanda 2b

Il candidato descriva sinteticamente da quali i documenti che compongono un progetto definitivo di un'opera pubblica, ed in particolare da quali voci è composto il quadro economico, chi lo redige e quali gli organi che lo approvano.

Domanda 2c

Oggetto del diritto di accesso ex L. 241/1990.

Domanda 2d

Qual è la differenza tra una firma Cades e una firma Pades

Domanda 3a

Il Regolamento edilizio comunale REC e le Norme tecniche operative NTO. In cosa si differenziano?

Domanda 3b

Quali sono le figure fondamentali per la realizzazione di un'opera pubblica, a partire dalla sua programmazione fino alla esecuzione, quali le loro funzioni e da chi sono nominati.

Domanda 3c

Il Codice di comportamento dei dipendenti pubblici

Domanda 3d

Qual è la differenza tra pec ed e-mail

Domanda 4a

Il documento del sindaco. Quando viene redatto e cosa deve contenere?

Domanda 4b

Il candidato descriva chi è il Responsabile del procedimento ai sensi del D.Lgs 50/2016 ruoli, compiti e responsabilità. (art. 31)

Domanda 4c

Le fasi del procedimento amministrativo

Domanda 4d

Che cosa si intende per documenti di tipo aperto e di tipo chiuso

Domanda 5a

Interventi di edilizia produttiva realizzabili in deroga allo strumento urbanistico generale. Normativa e limiti.

Domanda 5b

Il candidato descriva ruoli e funzioni del Coordinatore per la progettazione ed esecuzione, e quando deve essere nominato l'uno e l'altro e da chi. (D.Lgs 81/04 art 90)

Domanda 5c

Il silenzio amministrativo

Domanda 5d

Che cos'è l'identità digitale.

Domanda 6a

“Suolo” e “Consumo di suolo”. Dalla definizione alla legge regionale 6 giugno 2017, n. 14.

Domanda 6b

Il candidato definisca quale procedura attuerebbe qualora venisse nominato RUP di un'opera pubblica messa in programma per l'anno 2022, che contempla l'ampliamento della scuola primaria per un importo complessivo di €. 500.000,00, per arrivare alla sua realizzazione.

Domanda 6c

I tempi per la conclusione del procedimento amministrativo

Domanda 6d

Che cos'è il documento informatico e la differenza con il documento analogico.

Domanda 7a

La definizione di “Ristrutturazione edilizia” e la normativa di riferimento.

Domanda 7b

Il candidato descriva le modalità di affidamento di lavori servizi e forniture sotto soglia (D.Lgs 50/16 art. 36 c.2)

Domanda 7c

Gli organi del comune

Domanda 7d

Che differenza c'è tra hardware e software

Domanda 8a

Gli interventi edilizi ammessi in zona agricola da parte di un imprenditore agricolo.

Domanda 8b

Il candidato descriva cosa è CONSIP, MEPA, CENTRALE UNICA DI COMMITTENZA e quando il Comune si avvale di tali strumenti.

Domanda 8c

Le competenze del consiglio comunale

Domanda 8d

Come si fa a comprimere un file.

3. INFRASTRUCTURE FOR SUSTAINABLE MOBILITY

General objectives of the mission	
<ul style="list-style-type: none"> • Creating a modern, digitised and environmentally sustainable infrastructure system for mobility. • Introducing digital remote monitoring systems for the safety of arterial roads and carrying out urgent maintenance work of neglected arterial roads, bridges and viaducts. • Investing in a competitive and environmentally sustainable harbor network with the aim of increasing the waterway traffic toward the main European navigation routes and enhancing the importance of southern Italian ports in Mediterranean commercial traffic and tourism. 	
Resources deployed in the Mission	
High speed railway and road maintenance 4.0	28.3 billion
Intermodal transport and integrated logistics	3.68 billion
Total	31.98 billion

The **Infrastructures for sustainable mobility** mission's objective is to complete, before 2026, the first and significant step of a longer-term project aimed at building a modern, digitised and environmentally sustainable infrastructure system, that can take into account the specificities of the Italian territory. Part of the resources will be devoted to existing projects in order to accelerate their completion, and new investments will be undertaken with the aim of creating synergies with the European infrastructural projects and of addressing the deficiencies that have hitherto penalised the economic development of the Country and, in particular, of the Mezzogiorno and the Islands.

Additional resources, such as the Government's own budget resources, the NGEU and other European funds available for infrastructure development, will contribute to the completion of this strategic objective and create synergies in the investments. Further, interventions that are in line with the strategic design of the Recovery Plan and are financed with the resources of the European Regional Development Fund (ERDF) and the Cohesion Fund (CF) 2021-2027 are also included in this document.

Investments in the railway network aim at completing the main lines by linking them to and integrating them with the high-speed lines (HSLs), while, at the same time, speeding up and securing the entire network, including the regional and southern lines. In particular, the investments will lead to a sizable reduction in travel time and will strive to improve the long-distance transport of goods (between 500 and 900 km) and to solve the last-mile infrastructure problems for rail freight.

Rail investments seek to augment both the **infrastructure's resilience** and its **accessibility**. In fact, carefully planned interventions will ensure that the infrastructure is always available for rail service, that its safety is improved and that the existing equipment is upgraded to match the

1 Public buildings

1.1 Structural renovation of school buildings

Energy efficiency of school buildings, digitisation of learning environments through the internal wiring of schools, in order to promote a progressive reduction of energy consumption and climate-altering emissions, an improvement of energy standards and an increase in the seismic safety of buildings. The rate of renovation of school buildings is to be equal to 20 % of the existing assets, reaching a total share of 50 %, given the starting situation (30 % efficient and safe buildings).

1.2 Construction of new schools by building replacement

Creation of new schools replacing a part of the stock of inherited school buildings, especially in areas with greater seismic risks, increasing green areas, digitising learning environments through the internal wiring of schools. The number of buildings involved is 20 % of the existing assets.

1.3 "Safe, green and social" for public housing

Requalification of the national public housing estate, including the introduction of energy efficiency measures, aimed at achieving the transition from energy class G to class E, as well as seismic improvement interventions. It is estimated that interventions will involve an area of about 10,200,000 square meters, or 1/5 of the entire surface of the public housing estate in Italy; seismic improvements are estimated to involve about 1/5 of this value.

1.4 Energy efficiency and requalification of public buildings in metropolitan areas

Projects under development with the ANCI regarding the requalification of municipal buildings for social use.

1.5 Efficiency of judicial towns

Creation of judicial citadels, ecological and digital requalification and improvements to the real estate belonging to the justice administration. The target is the requalification of about 40 buildings, including the construction of judicial citadels.

This intervention benefits from additional resources of 150 million from the PON projects.

This line of action also benefits from additional resources of EUR 250 million from PON projects for state-owned buildings efficiency.

2 Private buildings: extension of the superbonus of 110 % for energy efficiency and building safety

The measure, recently introduced, provides for a tax deduction of 110 % for expenditure incurred for energy efficiency improvements, such as thermal insulation of buildings and the replacement of winter heating systems, as well as the reduction in the seismic risk of buildings. In the case of such interventions, it is also possible to extend the incentive to cover expenses for the installation of solar photovoltaic systems and infrastructures for the charging of electric vehicles.

The benefit covers expenses incurred for interventions carried out on common parts of buildings, on functionally independent real estate units with one or more independent accesses from the outside, located within multi-family buildings, as well as on individual real estate units. It applies to interventions carried out by households, natural persons, outside the exercise of

2.3 ENERGY EFFICIENCY AND RESTORATION OF BUILDINGS

Objectives of the component
<ul style="list-style-type: none"> • Energy efficiency of public and private building assets, with contextual securing and digitisation of structures. • Relaunch of the construction sector in terms of environmental sustainability and seismic performance

The component intercepts a very important dimension for the reduction of CO2 emissions: the reduction in energy consumption of buildings that generate more than a third of total consumption in Italy, as well as the adjustment of buildings to make them earthquake-resistant. Most of the country's 14.5 million buildings have been built in eras prior to current regulations related to energy efficiency. Italy is also exposed to seismic risks, which require widespread diffusion of preventive interventions.

The component consists of two design lines. The first regards the implementation of a programme for greater efficiency and security of the heritage of public buildings, with particular reference to schools, public housing, municipalities and judicial towns. The second relates to a temporary incentive for energy requalification and anti-seismic measures introduced with regard to private property, through a tax deduction equal to 110 % of the costs incurred for the related interventions.

M2C3 – Energy efficiency and redevelopment of buildings	Resources (EUR/mln)				
	Existing (a)	New (b)	Total (c) = (a)+(b)	ACT-EU (d)	TOTAL NGEU (c) + (d)
1.Efficiency of public buildings	6,10	4,62	10,72	0,32	11,04
<i>Programme for the structural rehabilitation of school buildings</i>	5,87	0,50	6,37	0,05	6,42
<i>Efficiency of state property buildings</i>	-	-	-	-	-
<i>Programme for the construction of new schools</i>	-	0,80	0,80	-	0,80
<i>"Safe, green and social" programme for public housing</i>	-	2,00	2,00	-	2,00
<i>Energy efficiency and requalification of public buildings in metropolitan areas</i>	0,23	0,87	1,10	0,25	1,35
<i>Efficiency of judicial towns</i>	-	0,45	0,45	0,02	0,47
2.Energy efficiency and seismic-resistant private and public housing	10,26	8,26	18,51	-	18,51
TOTAL	16,36	12,88	29,23	0,32	29,55

Notes: (b) includes DCF resources already planned, to be finalised for specific interventions.

extension to *automotive*, bus, nautical and maritime mobility aimed at low environmental impact and smart transportation.

3.3.2 Fleet renewal of buses with low environmental impact

The measure consists of accelerating the implementation of the National Strategic Plan for Sustainable Mobility and provides for the progressive renewal of buses for local public transport and the construction of dedicated charging infrastructures. In particular, the purchase by 2026 of 5,139 low-emission buses is expected: 2,730 vehicles powered by CNG or LNG, 2,051 electric-propelled vehicles and 358 hydrogen-powered vehicles. The Autonomous Province of Bolzano has presented a specific project for hydrogen-propelled buses.

3.3.3 Fleet renewal for regional transport by means of alternative propulsion

The objective is to reduce the average age of the regional rolling fleet through the purchase of electric propulsion trains and hydrogen-powered trains. The total number of trains to be purchased is 80 units by 2026, of which 59 electrically propelled and 21 hydrogen-powered.

3.3.4 Fleet renewal for regional transport with alternative propulsion units

The intention is to renew 25 % of the fleet for local public transport by purchasing low and zero emission units, resulting in the purchase of 12 ferries and 10 high-speed naval units (hydrofoils) powered by LNG, electric or hydrogen. A national control unit will be established to manage purchases by the Regions, to be given in concession to operators regulated by public service contracts.

3.3.5 Digitisation of local public transport

The proposal aims to make public services safer, more versatile and linked through two measures. The first involves the design and realisation of a national enabling platform with C-ITS services based on flagship projects in the cities of Turin, Rome and Naples, that can be replicated also in other urban realities. The second involves the creation of a living lab within the city of Milan that optimises the most advanced solutions in terms of powertrains for urban buses and the adaptation of infrastructures with C-ITS and 5G technologies in order to improve vehicle safety and service to users.

3.3.6 Rapid mass transport

The measure envisages the construction of 195 km of networks equipped for rapid mass transport infrastructures such as metros, trams, trolleyways, Bus Rapid Transit, including rolling stock. Among the interventions already identified are those involving Genoa, Bergamo, Rimini, Florence, Rome and Palermo. In addition, further interventions for rapid mass transport systems are planned. These will be identified through a new expression of interest in early 2021.

2.6 Research in the field of hydrogen

The investment aims to improve knowledge regarding the implementation of the hydrogen vector at all stages: production, storage and distribution. Alongside the technologies, experimentation will be supported in the main segments as well as the realisation of prototypes for the industrialisation of innovative processes. This project will be linked with those foreseen in Component 2 of Mission 4 ("From Research to Enterprise") with particular reference to IPCEI and the creation of centres of excellence for research and emerging technologies.

2.7 Technological Development of Green Hydrogen

The main objective of the investment is to make gas turbines an integral part of the future energy mix, meeting incoming demand to extend the capacity of existing energy generation infrastructures to incorporate green fuels, in particular hydrogen. The strategy is to design and build burners capable of using hydrogen to replace natural gas by up to 70 %, corresponding to a 40 % reduction in CO2 emissions.

3 Sustainable local transport, cycleways and renewal of vehicle fleets

The line of investment consists of the following projects:

3.1 National Cyclone Plan

Construction and maintenance of urban, metropolitan, regional and national cycling networks, both for tourist or recreational purposes, as well as for daily travel and intermodality, ensuring safety. In particular, the measure provides for the construction of (i) 1,000 km of urban and metropolitan cycle paths; (ii) 1,626 km of tourist cycle paths.

3.2 Sustainable mobility: hurry slowly

The project plans to implement integrated measures (cycling routes, school buses, *sharing mobility*, *mobility management* etc.) in 40 municipalities with more than 50,000 inhabitants, to be identified through the publication of an expression of interest, to the benefit of urban areas most affected by the negative impact of poor air quality, road accidents and congestion.

3.3 Green Local Public Transport and Rapid Mass Transport

3.3.1 Strengthening the green transport industry and related national supply chains

The investment includes various support measures for related production chains. A first measure envisages the conclusion of 25/30 development contracts for companies in the national bus supply chain to implement industrial transformation projects to serve the increase in demand for buses with low environmental impact. A second measure promotes, in the form of a tax credit, the purchase or construction of molds for vacuum lamination of hulls for recreational craft in infusion of fibreglass or pre-grained fabrics, which allow greater efficiency in navigation. A third measure envisages the activation of tenders, pre-competitive procurement, *early adoption* systems with lower thresholds than the current ones to encourage SMEs to convert to new technologies (electric/hybrid vehicles, digitisation, ecodesign, etc.), new productions and

1 Production of energy from renewable sources

1.1 Production and distribution of renewables and support for the industrial chain

The investment action includes support for the development of floating and *offshore* wind photovoltaic projects, *onshore* projects carried out on sites owned by the PA or with low land consumption or combined with storage technologies, as well as financial support through funding (senior/junior loans and/or *credit enhancement*) for *grid parity* systems (parity between cost of self-produced electricity with a photovoltaic system and cost per kilowatt hour of energy produced from traditional sources). Grants will help mitigate commercial risk, while loans will facilitate project bankability and/or financial sustainability with a specific focus on grid parity initiatives. The targets for 2026 are represented by an increase of 4.5-5 GW in installed renewable capacity, in order to support the NECP target for 2025. In combination with wind power plants, 100 MW floating photovoltaic systems will be designed and installed in a high irradiation area, thus increasing total energy production. The program aims at the realisation of a first group of integrated wind/photovoltaic/ storage systems and related connection infrastructures. At the same time, the electricity transmission infrastructure will be developed to support emerging offshore renewable technologies.

This intervention benefits from additional resources of 300 million from the PON projects.

1.2 Support for the industrial supply chain in the technological sectors related to renewables

Support for the growth of industrial sectors linked to the production of technologies for the generation of electricity from renewable energy sources. The investment focuses on two sectors, photovoltaic and wind. In particular, with regard to new generation photovoltaic panels, the investment objective is to increase the national production from the current 200 MW/year to at least 2 GW/year in 2025 and to 3 GW/year in the following years. With regard to wind turbines, the investment will support the creation of intellectual property and the acquisition of missing technologies and skills for the production of high-efficiency turbines, with the creation of a prototypal production plant.

1.3 Upgrading and digitising electricity grid infrastructure

The investment involves the installation of thermal storage systems to decouple the thermal and electrical flows of the CCGT (*Combined Cycle Gas Turbines*) systems, allowing the temporal displacement of electricity production while ensuring a safe and continuous supply to industrial complexes. These actions will contribute to the objective set out in the NECP of increasing the renewable share in the Italian energy mix (55.4 % in 2030) and achieving a storage capacity of 3.0 GW by 2025 and are in line with the EU decarbonisation strategy. In order to increase the integration of renewable energies into the electricity distribution network, substantial physical infrastructure and digitalisation of the grid are expected.

Further interventions are aimed at increasing the resilience of the electricity distribution network and installing integrated charging poles for electric vehicles. In order to achieve the European targets for decarbonisation, a fleet of around 6 million electric vehicles is planned for 2030 (of which 4 million are fully electric and 2 million hybrid plug-ins). It is therefore essential to

2.2 RENEWABLE ENERGY, HYDROGEN AND SUSTAINABLE MOBILITY

Objectives of the component

- Increase the share of renewable energy sources (ERFs), in line with the NECP and European targets
- Stimulate the growth of an industrial chain in the technological sectors linked to the production of energy from renewable sources
- Strengthen transmission and distribution networks to accommodate increased production from RES and increase their resilience to extreme climate phenomena
- Promote the production, distribution and end-uses of hydrogen, in line with Community and national strategies
- Increase the sustainability of individual mobility by enhancing rapid mass transport and cycle routes, as well as through the renewal of the local public transport fleet and private vehicles.

This is one of the most important components of the Plan because of its strategic role for reaching the objective of environmental sustainability and as reflected by the resources dedicated to it. The component primarily deals with the production and distribution of energy, encouraging the use of renewable sources and providing the necessary infrastructure for their integration into the national electricity system and for powering electric vehicles as well as the exploitation of liquid hydrogen. These actions, funded by the NRPR, will contribute to the achievement of the EU's objectives, made even more challenging by the revision of the existing European legislation (Fit for 55 package) which will be incorporated into the revision of the NECP.

The investment programme in offshore renewables and the Hydrogen Plan will make use of ongoing consultations and projects currently under definition. Their likely cost has been taken into account given the decarbonisation targets included in the NECP and the strategies announced at EU level.

The component also foresees interventions for the decarbonisation of the transport sector, with particular attention being paid to the renewal of the rolling stock of local authorities – which is one of the oldest in the European Union – and green public mobility solutions. The approach adopted will aim to ensure that public demand for vehicles, trains and ships with low or zero emissions is accompanied by the development of national production in all components of the relevant supply chains. As far as private mobility is concerned, solutions will also be introduced that take account the most effective and efficient production chains.

These structural changes in the production and energy system will also contribute to the reduction of local pollution: 3.3 % of the Italian population lives in areas where the limits of pollutants (particulate matter and nitrogen oxides) in the air are exceeded, as set by European directives. At the same time, national legislation on air pollution control will be reinforced.

Foreword

At the beginning of last year – and perhaps as early as the end of 2019 – the SARS-CoV2 virus began to spread in China and other countries. Italy was the first European country to be severely affected by it. The strategy to contain the spread of the virus adopted by the Italian Government and followed by almost all other European countries has entailed personal, social and economic sacrifices to protect public health and to avoid the even worse damage that an uncontrolled spread of the virus could have caused and could still cause.

The economic cost for families and businesses – albeit necessary – was high. The Italian Government has allocated huge resources to support income and employment, protect the most vulnerable members of society, strengthen public health – which has been subject to unprecedented pressure – and ensure a constant flow of liquidity to the economy. Overall, the refunds, tax cuts and other forms of support introduced in 2020 amounted to € 108.3 billion (6.6% of GDP). Guarantees and loan moratoriums supported the disbursement of credit for about € 450 billion.

The times we are living will be remembered as some of the hardest in recent history, both for the global and the European economy. The rapid succession of two financial crises and an ongoing health emergency of global magnitude, which has already caused almost two million deaths worldwide, have had serious consequences on employment, the productive fabric, and the economic and social cohesion of almost all countries. These consequences have aggravated the already-difficult adaptation of our economies to climate change, the digital revolution and the profound geopolitical changes that are under way.

Today, Europe and Italy must face a new epidemic wave, which has brought about further economic and social costs that the Government has dealt and is still dealing with.

However, we now have the tools to address and overcome these difficulties.

We have strengthened the responsiveness of the healthcare system. We have learned how to modulate restrictions to deal with the virus without imposing excessive costs. We have launched an unprecedented mass vaccination campaign, which will enable us to go back to normal life within a year. All this has been achieved thanks to an extraordinary international effort with regard to research and vaccine production and a coordinated European plan ensuring administration of vaccines to all people, starting with the most fragile and most vulnerable.

On the international policy front, the spirit of cooperation prompted by the health emergency must be supported and strengthened, overcoming the geopolitical tensions that have exacerbated uncertainty and economic difficulties in recent years. The new US leadership shows considerable openness to multilateralism. Italy, as the holder of the G20 presidency, will play a fundamental role in leading this change; indeed, we have already launched a fruitful dialogue with the G20 member countries and – in particular – with the new US administration.