# Public Transport in Italy: situation and prospects

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# Urban transport infrasctructure: where are we?

- **Since 2000:**
  - 2 more metro cities: Turin and Brescia
  - 5 metro cities with extended networks: Milan, Rome, Naples, Genoa and Catania
  - 7 new tram cities: Messina, Sassari, Cagliari, Bergamo, Florence, Padua and Venice-Mestre (Palermo coming soon…)
  - 5 historical tram networks retained: Milan, Turin, Rome, Naples and Trieste
  - 10 trolleybus cities (old and new) with 6 more to join

# The 7 metro networks…

| | Km 2000 | > 2007 | > 2013 | Km 2013 | Δ 2000/2013 | u/c |
|---|---|---|---|---|---|---|
| Milan | 70.6 km | + 4.2 km | + 13.3 km | 88.1 km | + 24.8 % | 13.6 km |
| Rome | 40.6 km (+ 28.5 ) | -- | + 4 km | 44.6 km (+ 28.5) | + 9.9% | 26.5 km |
| Naples | 8 km | + 6.3 km | + 14 km | 28.3 km | + 253,8 % | 4.5 km |
| Turin | -- | + 9.6 km | +3.8 km | 13.4 km | New | 1.9 km |
| Brescia | -- | -- | + 13.7 km | 13.7 km | New | -- |
| Genoa | 3 km | + 2.5 km | + 1.6 km | 7.1 km | + 136.7 % | -- |
| Catania | 3.8 km | -- | -- | 3.8 km | -- | 5 km |
| **TOTAL** | **154.5 km** | **+ 22.6 km** | **+ 50.4 km** | **227.5 km** | **+ 47.2 %** | **51.5 km + 22.6 %** |

# …and the new tramways

| City | Type | Opened | Network length (2013) | u/c |
|---|---|---|---|---|
| Messina | City tram | 2003 | 7.7 km | -- |
| Sassari | Tram-train | 2006 | 4.3 km | -- |
| Cagliari | Former railway | 2008 | 6.5 km | -- |
| Bergamo | Former railway | 2009 | 12.5 km | -- |
| Florence | City tram | 2010 | 7.4 km | 8.9 km |
| Padua | City tram (TransLohr) | 2007-09 | 10.3 km | -- |
| Venice-Mestre | City tram (TransLohr) | 2010 | 6.3 km | 14 km |
| Palermo | City tram | u/c | -- | 15 km |
| **TOTAL** | | | **55 km** | **37.9 km** |

# Expanding public transport networks: a tough challenge

- Once opened, new public transport infrastructure generally achieves great public success, often beyond previous forecasts, BUT:
- construction is almost invariably behind schedule, for various reasons (bureaucracy, missing funds, archeological findings, construction firms bankruptcies…);
- strong NIMBY opposition, especially where rail-based public transport is a novelty and where there is a high level of car usage

# Expanding public transport networks: a tough challenge

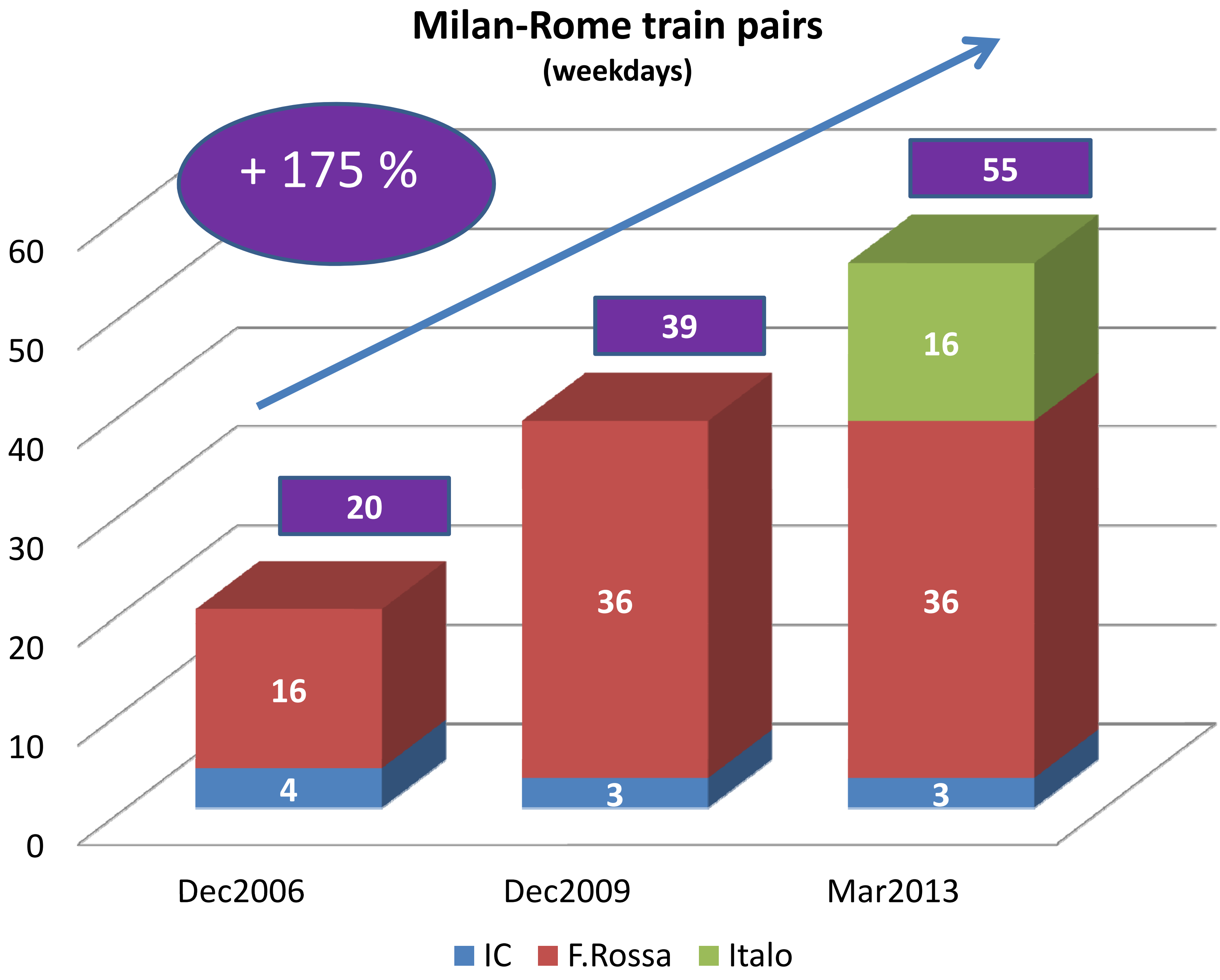
- weak political support and strong opposition from minority leaders and even from environmentalists (absence of a powerful pro-PT lobby);
- opposition often leads to erratic choices ("innovative" vs. "cost-effective"): the cases of Verona, Padua and Bologna
- Under-utilization of trolleybus networks

# High speed: a long but successful story

- December 2009: completion of the Turin-Salerno high-speed line (*Direttissima* begun in 1977 and completed in 1992; TAV Rome-Naples started in 1994)
- > 900 km of new lines (1.342 km with interconnections and urban sections)
- 365 km with 3 Kv DC (high capacity – quadrupled sections and *Direttissima* with mixed traffic – max speed 220-250 km/h)
- 536,5 km with 25 Kv AC (high speed only – max 300 km/h)
- 2 train operating companies: Trenitalia and Italo

# Evolution of train offer on high speed relations

| Route | | Milan-Rome (565 km) | | | Venice-Rome (510 km) | | |
|---|---|---|---|---|---|---|---|
| Train Category | | IC | F.Rossa | Italo | IC | F.Argento | Italo |
| Dec2006 | Train Pairs | 4 | 16 | -- | 3 | 8 | -- |
| | Travel time | 6h | 4h05m / 4h30m | -- | 5h50m | 4h30m | -- |
| Dec2009 | Train Pairs | 3 | 36 | -- | 2 | 13 | -- |
| | Travel time | 6h30m | 3h / 3h30m | -- | 6h | 3h30m / 3h45m | -- |
| Mar2013 | Train Pairs | 3 | 36 | 16 | 2 | 18 | 5 |
| | Travel time | 6h40m | 3h / 3h20m | | 5h30m / 6h | 3h10m / 3h30m | |


Milan-Rome train pairs
(weekdays)
+ 175 %
60
50
40
30
20
10
0
20
16
4
39
36
3
55
16
36
3
Dec2006
Dec2009
Mar2013
IC
F.Rossa
Italo

# High speed and competition: value for the customer

- More connections by rail
- More discounts up to the last minute
- Train competitive with both air and road travel
- Both air and rail incumbents have not reduced their offer
- New air competitor (Easyjet) on the Linate-Fiumicino route (end of Alitalia monopoly) with prices halved

# High speed and competition: value for the customer

- Enhanced customer service by both air and rail carriers
- Good timekeeping (train punctuality > 95%)
- New high-speed destinations to be launched (Milan-Ancona)
- + 5% of Italian high speed market despite ongoing recession

# Competition on Italian Railways: is it fair?

- Infrastructure Manager (RFI) and incumbent Train Operator (Trenitalia) part of the same group (FS)
- Track access charges among the highest in Europe (>13 euro per train-km for high speed)
- Homologation process not well defined and influenced by the incumbent
- No ticket sales integration
- Physical obstacles (no access to main stations, ticket office locations…)

# What beyond high speed?

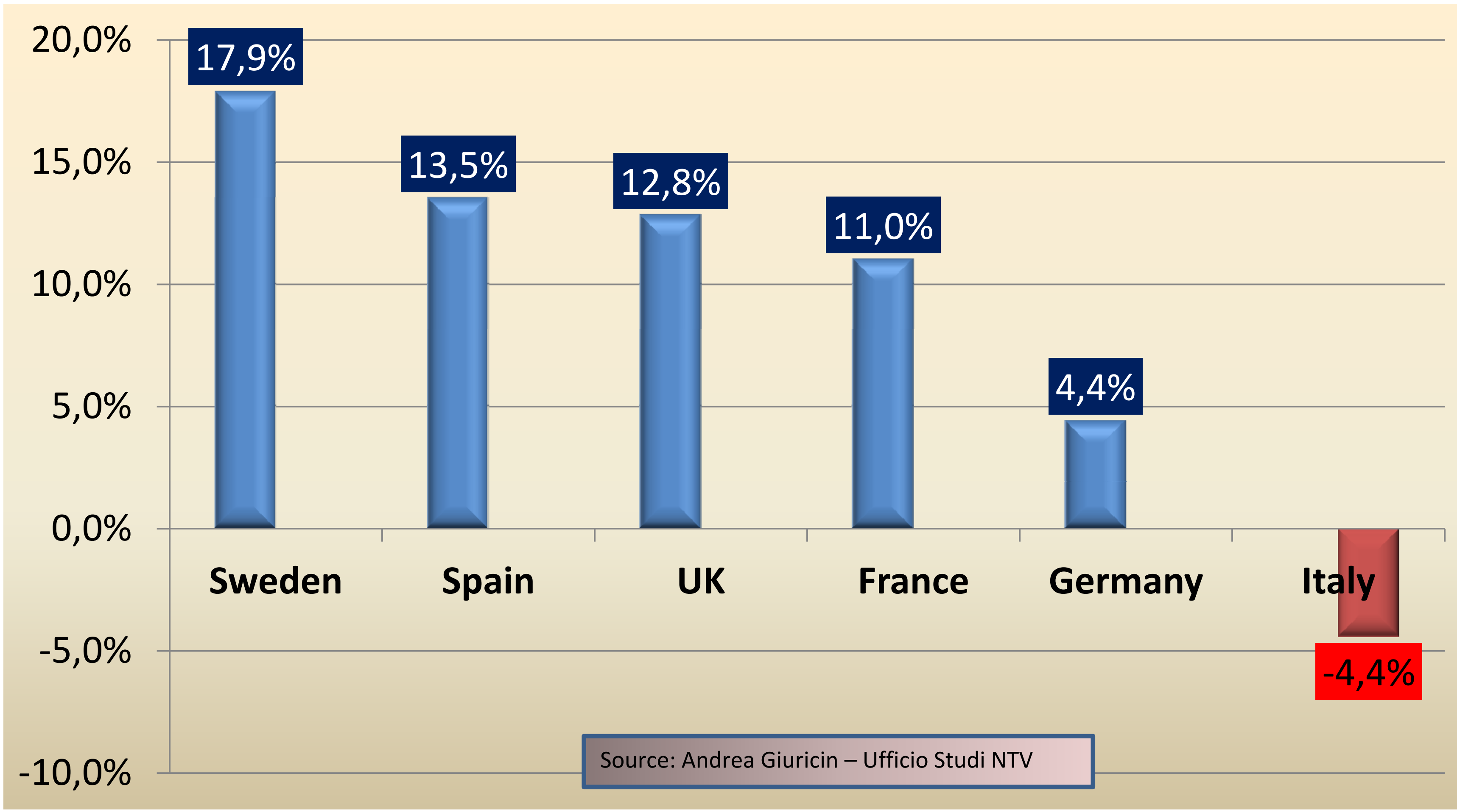
- Two types of traditional long distance services: “market-driven” (Frecciabianca) and state-subsidised (Intercity)
- Frecciabianca trains (refurbished ICs on the more profitable routes) have suffered bad publicity due to high prices and serious technical problems
- Continuous decline in state subsidies has resulted in fewer IC services, especially night trains

# What beyond high speed?

- State-owned Trenitalia has shown very little interest in running IC or international trains
- Despite this, any attempt made by other operators (DB-OeBB, ArenaWays…) to run these sevices have always been met with fierce opposition by the monopolist
- Focus on cutting costs instead of improving services has led to losing patronage

# Rail passenger trends 2006-2009

(passenger-km variations)



# Regional trains: a never completed reform

- Since 2001, all regional trains in Italy have been transferred to the Regions, who are in charge of planning and funding services and signing contracts with train operators
- However, the Regions still having limited fiscal powers, funds are still provided by the State, based on historical figures
- Very few Regions (mainly Lombardy, Tuscany and South Tyrol) have managed/wanted to put additional money on local trains and have provided themselves with the necessary skills to plan rail services
- As a result, most Regions have just prolonged the status quo as before the regionalization

# Regional trains: a never completed reform

- A national law passed in 1997 stated that all local transport services, including trains, must be put on tender; however, this obligation has been continuously postponed
- Currently, there is the possibility of (but not the obligation to) competitive tendering
- But real competition is mostly theoretical, since Trenitalia onws almost all the rolling stock and the depots
- However, in the very few cases where services have been put on tender, savings of up to 15% have been obtained, even if the winner has always been the incumbent

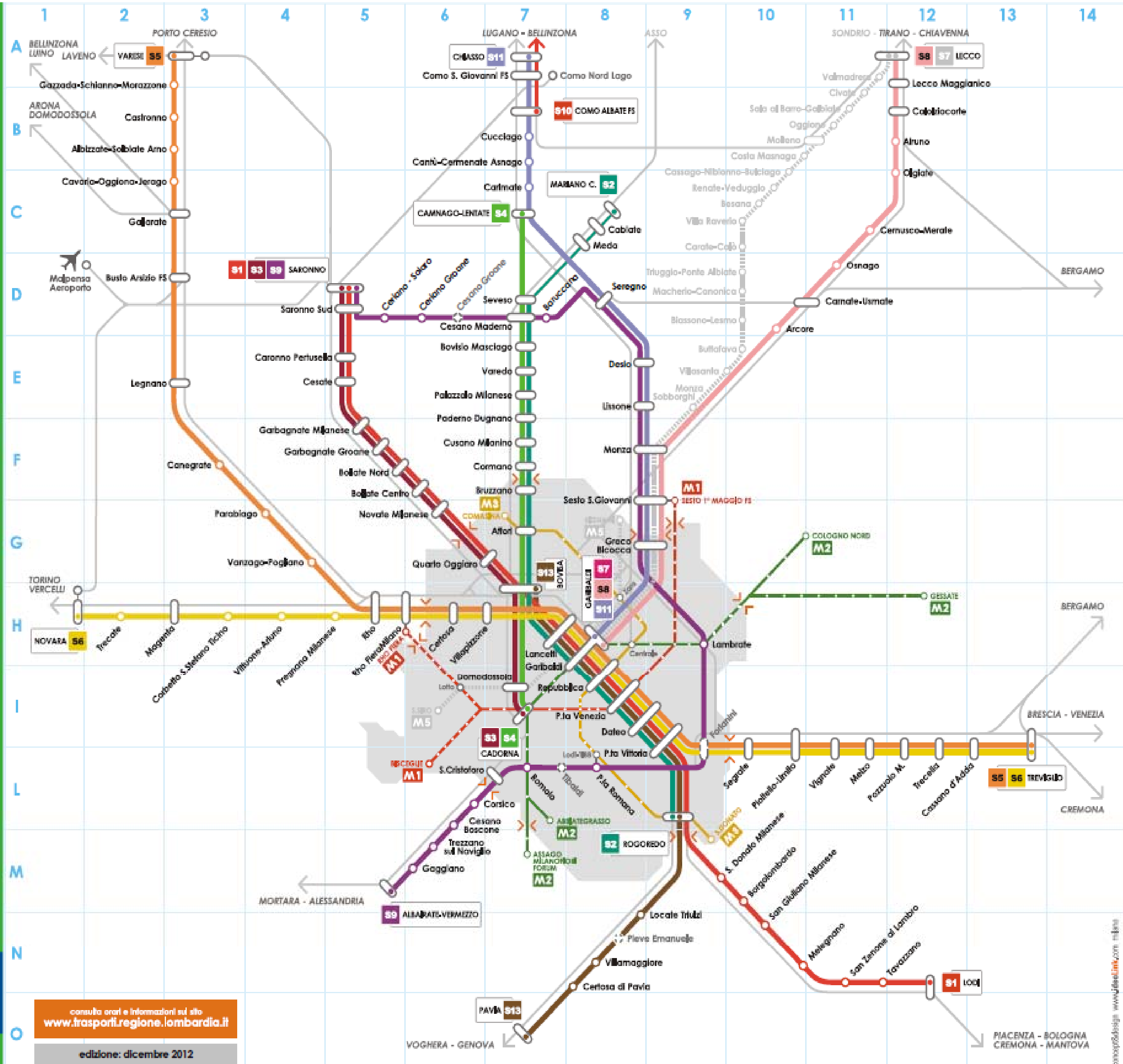
# Current financial and economic crisis: Regional railways under threat

- In 2010, Government reduced national transport funds for 2011 to a quarter (from €1,6bn to 400 million)
- Subsequently, all the funds have been reconstituted but precariously, on a year-to-year basis
- At the same time, Regional budgets suffered from many severe financial cuts by the State
- As a result, some Regions have cancelled services, with many rail lines left with no service (although still technically open)

# Current financial and economic crisis: Regional railways under threat

- Piemonte has seen the most cuts, with 25% of RFI network “suspended”…
- … followed by Friuli-Venezia Giulia, Abruzzo, Molise, Campania and Calabria with around 15%
- Currently, almost 7% of the national non-high speed RFI network sees no passenger trains (a few lines are still used for freight)
- Another 10% has less than 7 train pairs per weekday, and a further 12% has less than 11 train pairs → almost a third of the Italian rail network is at risk

# Servizio Ferroviario Suburbano




RegioneLombardia

## Linee S

### Servizio Ferroviario Suburbano

Pianta chiave

Area Suburbana Milanese

## Legenda

- Servizio Ferroviario Suburbano
- Servizio Ferroviario Regionale
- Stazioni Ferroviarie
- Stazione Ferroviaria di futura apertura
- Collegamento pedonale fra stazioni
- S5 S6 TREVIGLIO — Capolinea e numero Linea S
- Linea di prossima attivazione
- Limite tariffa urbana
- M1 Metropolitana Linea 1
- M2 Metropolitana Linea 2
- M3 Metropolitana Linea 3
- Stazione della Metropolitana

Lombardia in movimento

# Rail transport in Lombardy: a different (and successful) approach

- **During the latest 10 years:**
  - **Completion of Milan's Passante (13 km, opened 1997, completed 2008)**
  - **70 kms of double-tracking**
  - **25 kms of 4 tracks (high speed/high capacity)**
  - **12 new stations**
  - **105 new trains (78 double deck, all owned by the Region) → possibility of tendering services in the years to come**

# Rail transport in Lombardy: a different (and successful) approach

- Enhanced service:
  - +40% of train services (+4% in 2011)
  - New suburban services in and around Milan (10 S-Bahn-like lines)
  - Hierarchical, well-defined services: S, R and RE
  - Regular-interval timetable: S trains half-hourly, R trains hourly, RE hourly/2-hourly
  - Nodes and connections for a network-wide service
  - Service daily 5-24 for S lines and most R/RE to/from Milan
  - New local operator Trenord (Trenitalia + LeNord) to have better control while still not tendering

# Rail transport in Lombardy: a different (and successful) approach

- Fares hike in 2011 (+23%) instead of cutting trains (better to have a more expensive but good service than a bad cheap one)
- Introduction of Region-wide tariff integration ("IoViaggio", similar to the Swiss AG/GA)
- >650,000 daily passengers on 2,300 trains
- >40% of operating costs covered by ticket revenues (higher than the national average)

# How the service has changed…

Milano-Chiasso Line 2003-2011
(Desio station towards Lissone)

| | 2003 | 2005 | 2007 | 2009 | 2011 |
|---|---|---|---|---|---|
| 5 | .15 | .43 | .42 | .57 | .56 |
| 6 | .01 .59 | .43 .51 | .42 .50 | .40 .57 | .39 .56 |
| 7 | .17 .47 | .16 .31 .43 .55 | .09 .16 .31 .42 .55 | .02 .10 .27 .40 .57 | .02 .09 .26 .39 .56 |
| 8 | .33 .58 | .22 .39 | .25 .39 .55 | .10 .27 .40 .57 | .09 .26 .39 .56 |
| 9 | .37 | .00 .45 | .45 | .10 .57 | .09 .26 .39 .56 |
| 10 | | .51 | .52 | .57 | .09 .39 .56 |
| 11 | | .48 | .49 .55 | .40 .57 | .09 .39 .56 |
| 12 | .03 | .00 .44 | .25 .42 .55 | .10 .40 .57 | .09 .39 .56 |
| 13 | .01 | .00 .44 | .42 .55 | .10 .40 .57 | .09 .39 .56 |
| 14 | .01 .32 | .00 .41 | .25 .42 .55 | .10 .40 .57 | .09 .39 .56 |
| 15 | | .00 .39 | .25 .42 .55 | .10 .40 .57 | .09 .39 .56 |
| 16 | .04 | .00 .51 .59 | .50 .56 | .10 .40 .57 | .09 .39 .56 |
| 17 | .00 .45 | .43 .54 | .42 .52 | .10 .40 .57 | .09 .39 .56 |
| 18 | .43 | .02 .43 .54 | .00 .28 .43 .54 | .10 .27 .40 .57 | .09 .26 .39 .56 |
| 19 | | .00 .51 .59 | .00 .25 .51 .58 | .10 .27 .40 .57 | .09 .26 .39 .56 |
| 20 | .00 .57 | .43 | .42 .58 | .10 .57 | .09 .26 .39 .56 |
| 21 | | .41 | .41 | .57 | .26 .56 |
| 22 | | .53 | .53 | .57 | .26 .56 |
| 23 | | .40 | .39 | .57 | .56 |
| 24 | | | | | |

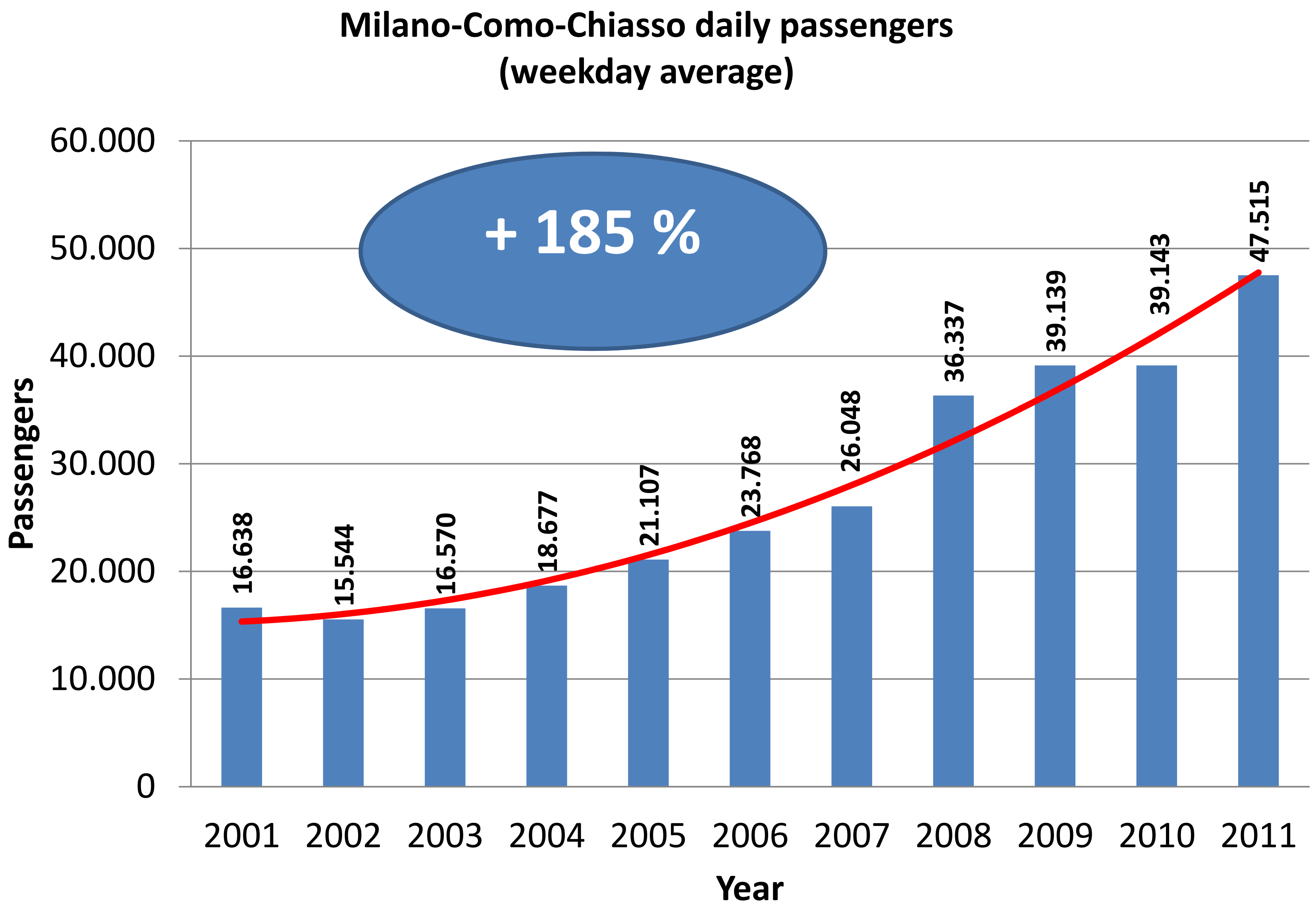
2007: S9 S9

2009: S9 S9 S11 S11

2011: S9 S9 S11 S11

Source: Giorgio Stagni – www.miol.it/stagniweb

# … and how the public has responded




Source: Giorgio Stagni – www.miol.it/stagniweb

# Area C: Congestion Charge in Milan

- June 2011: referendum held for a wider application of Ecopass (pollution charge), 49% turnout with 79% in favour
- **January 2012: starting of Area C (congestion charge) in the same central area (8km$^2$)**
- €5 day ticket for all private vehicles, Mon-Fri 7.30-19.30 (discounts for residents)
- **Many court appeals, all rejected**
- Attempts for a counter-referendum failed to gain support

# Area C: Congestion Charge in Milan

- **2012 balance:**
  - -30% of car access in the pay zone (-7% in the whole city area)
  - -28% of car accidents
  - -20% of main polluting emissions
  - +4% of public transport passengers (up to +20% in Area C)
  - +5% of bus and tram average speed
  - +50% of car sharing and bike-sharing subscribers
  - €20 million revenues (€7 million to cover costs, €3 million to expand bike sharing and €10 million to increase public transport)

# UTP: Who we are and what we are doing

- National coverage
- Stronger presence in Milan and Lombardy
- Interacting with Institutions/Authorities and transport companies
- In Milan: present in ATM’s Board (M.Ferrari)
- In Lombardy: confronting and cooperating with the regional transport office
- Works and studies supported by the Region:
  - Bus and train service surveys/monitorings
  - Transport companies’ websites analysis
  - Public transport accessibility to the mobility impaired
  - Preparing and coordinating transport users’ representatives within the constituing Provincial Transport Authorities