

Public Transport in Italy: situation and prospects

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Urban transport infrastructure: 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**

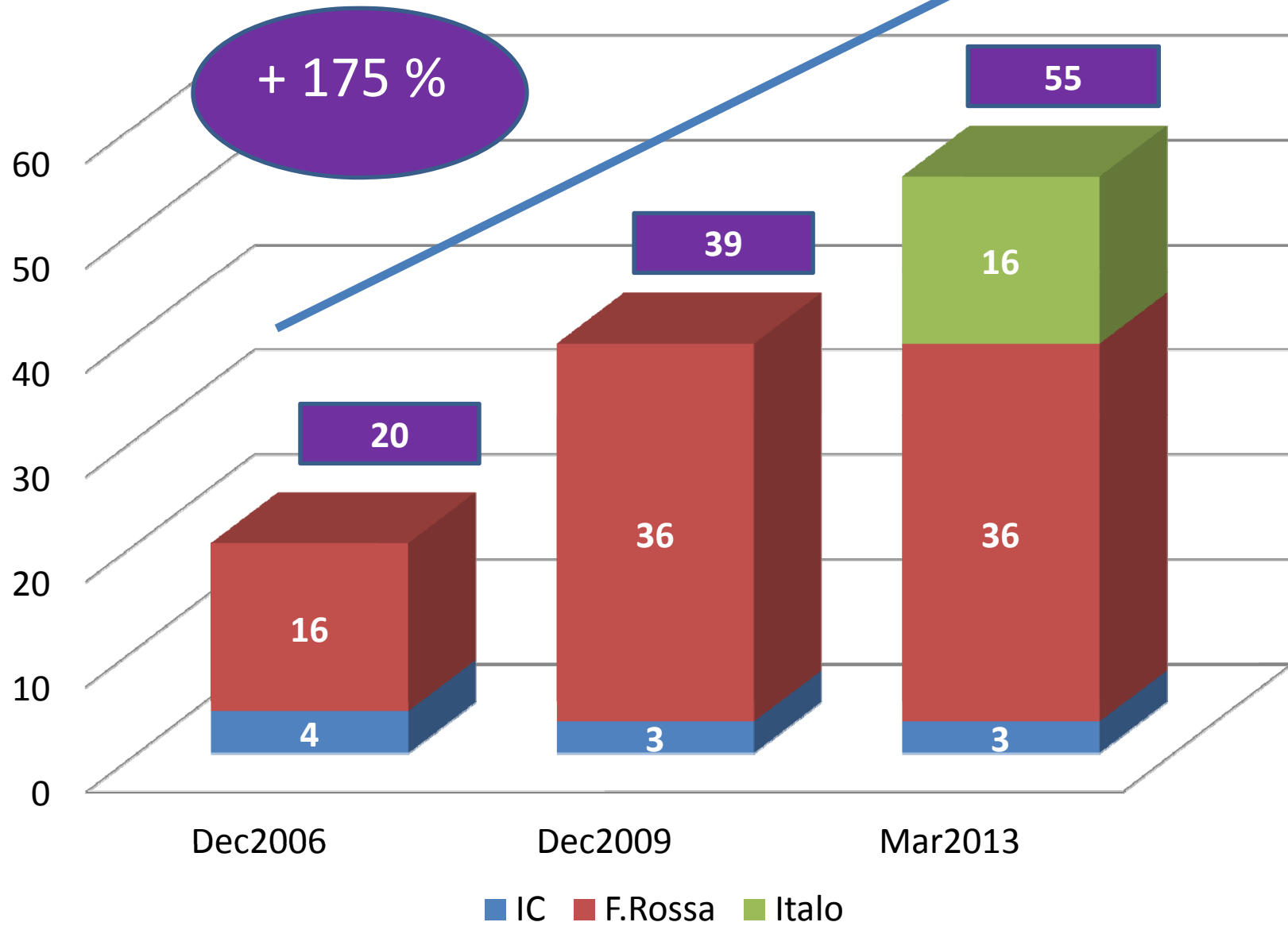
High speed: a long but successful story

- **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)



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?

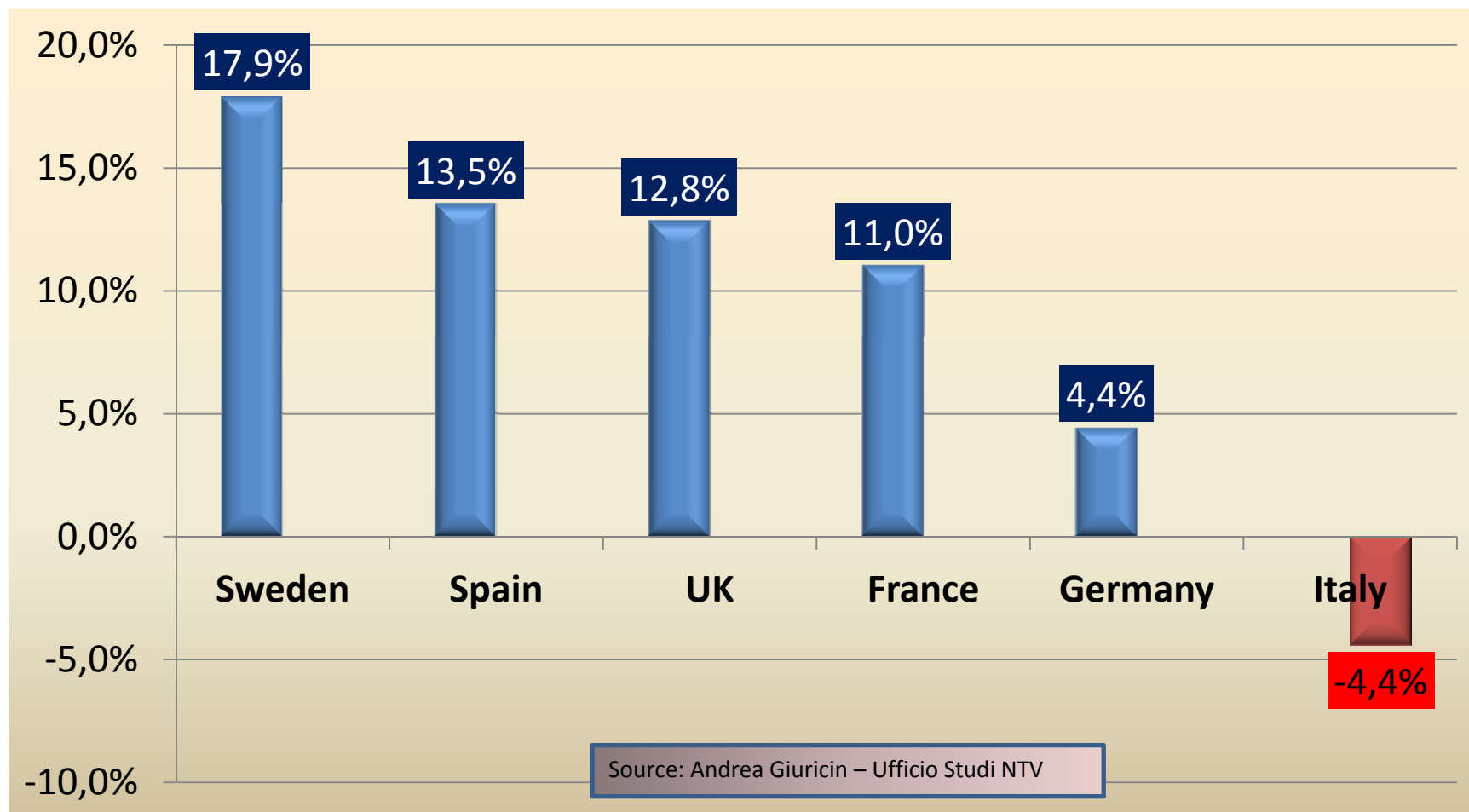
- **Two types of traditional long distance services: “market-driven” (Frecciabianca) and state-subsidised (Intercity)**
- **Frecciabianca trains (refurbished ICs on the more profitable routes) have suffered bad publicity due to high prices and serious technical problems**
- **Continuous decline in state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

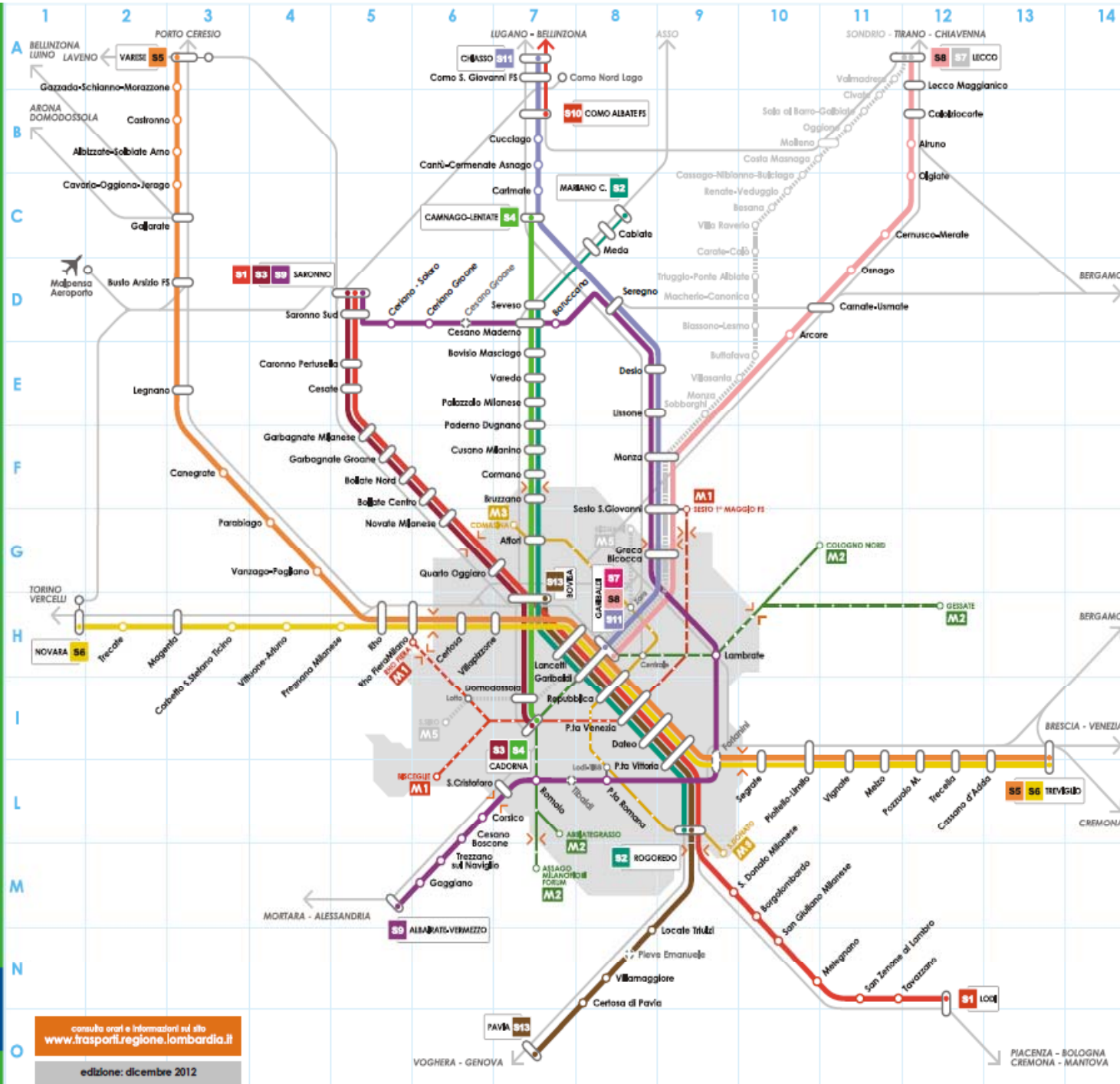
Current financial and economic crisis: Regional railways under threat

- 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



consulta orari e informazioni sul sito
www.trasporti.regione.lombardia.it

edizione: dicembre 2012



Regione Lombardia

Linee **S**

Servizio
 Ferroviario
 Suburbano

Pianta chiave



Legenda

- Servizio Ferroviario Suburbano
- Servizio Ferroviario Regionale
- Stazioni Ferroviarie
- Stazioni Ferroviarie di futura apertura
- Collegamenti pedonali tra stazioni
- Capolinea e numero linea S
- Linea di prossima attivazione
- Linee della urbana
- Metropolitano Linea 1
- Metropolitano Linea 2
- Metropolitano Linea 3
- Stazione della Metropolitano



Lombardia in movimento

onepixdesign www.linee.sr.com milano

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

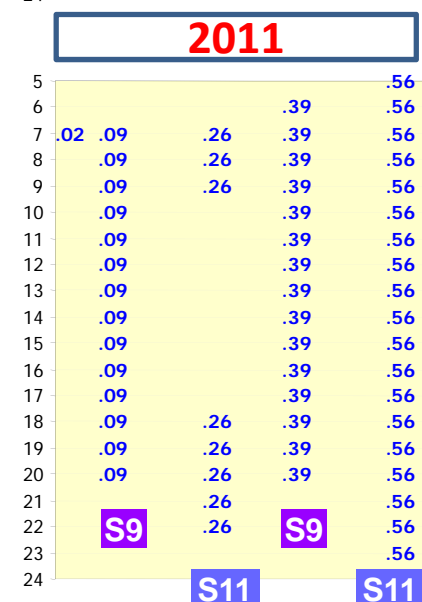
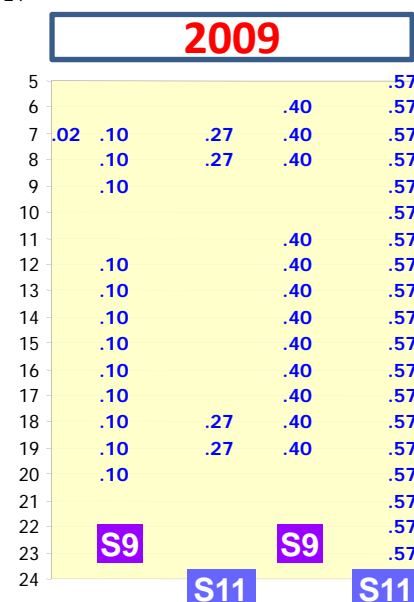
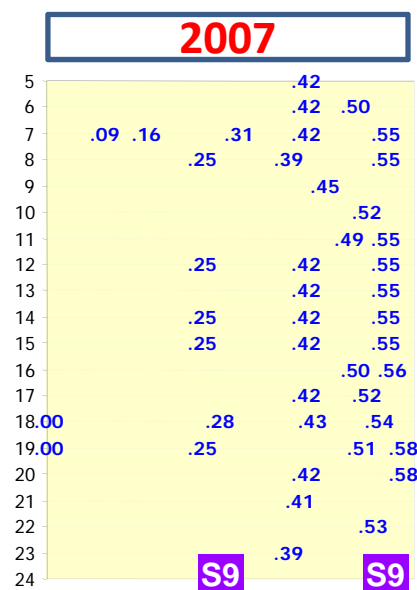
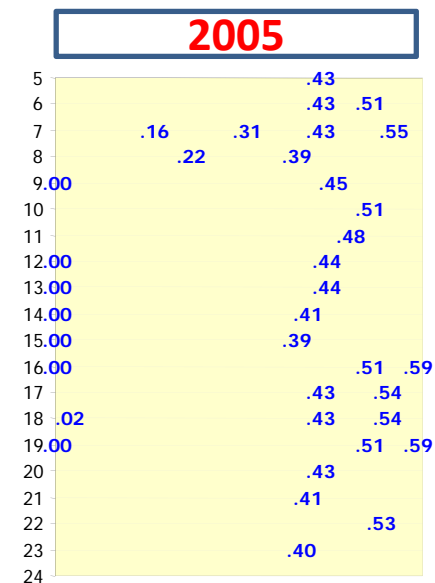
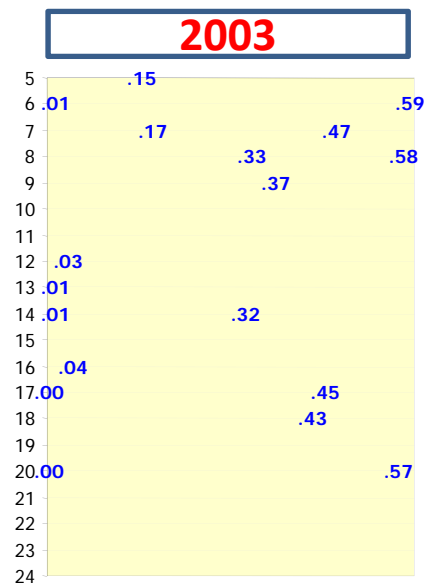
- **Enhanced service:**
 - **+40% of train services (+4% in 2011)**
 - **New suburban services in and around Milan (10 S-Bahn-like lines)**
 - **Hierarchical, well-defined services: S, R and RE**
 - **Regular-interval timetable: S trains half-hourly, R trains hourly, RE hourly/2-hourly**
 - **Nodes and 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)

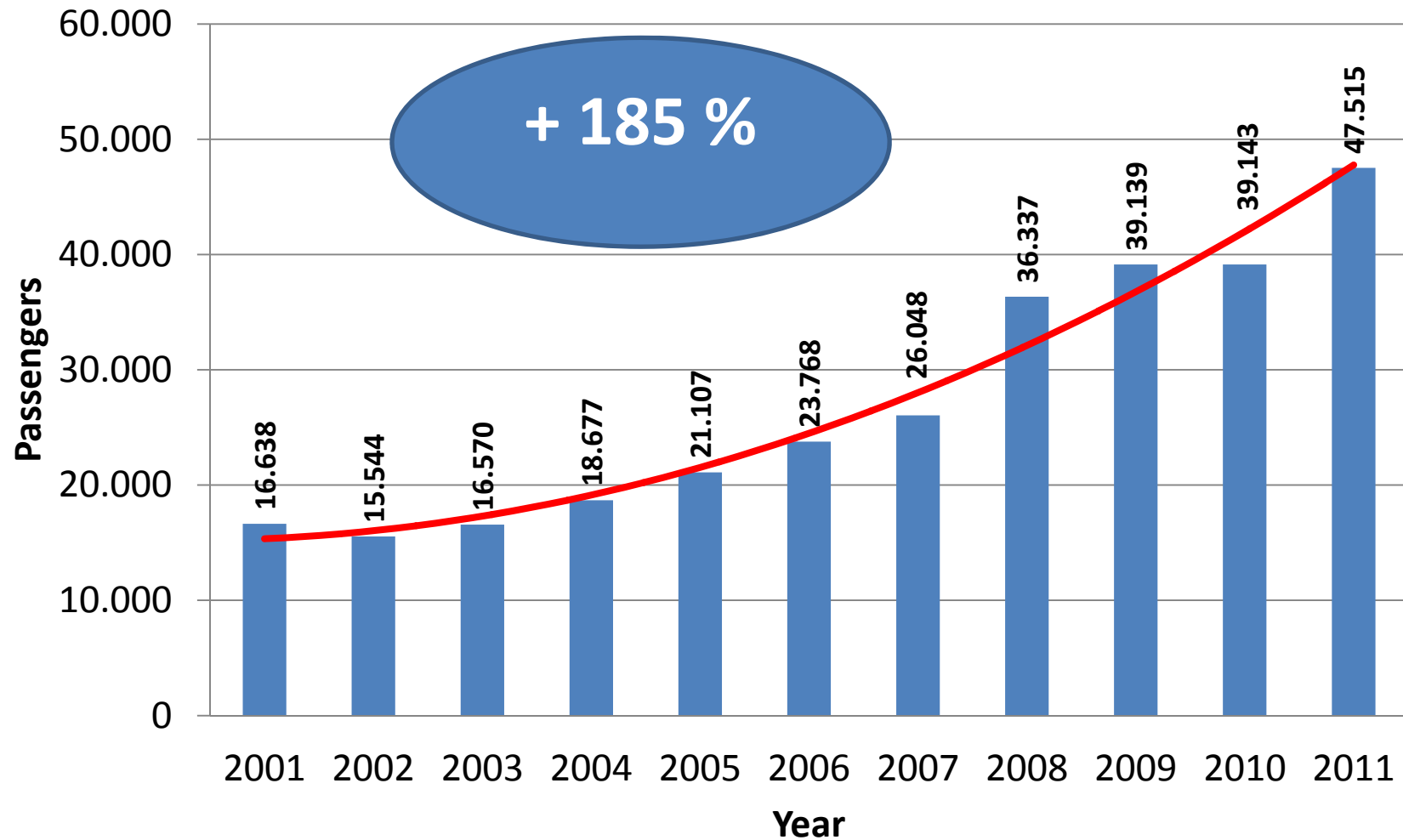
How the service has changed...

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



... and how the public has responded

Milano-Como-Chiasso daily passengers
(weekday average)



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 (8km²)**
- €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 constituting Provincial Transport Authorities