

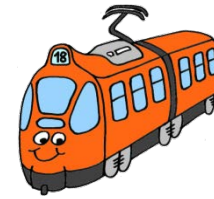


# ITALIAN PUBLIC TRANSPORT FUNDING

General manager ASSTRA – Emanuele Proia

*Mollet del Vallès, 8<sup>th</sup> June 2016*

# PT AT A GLANCE (2014)



|                                    |
|------------------------------------|
| about 1,013 companies              |
| about 50,000 vehicles              |
| 5.3 billion passengers (Boardings) |
| 110,000 employees                  |

Source: ASSTRA, Conto Nazionale Trasporti 2013-2014

## Motorisation

### Number of passenger cars per 1000 inhabitants

In Italy, the private car has an important impact on the mobility. Italy is the third country with the highest motorisation levels globally, following Luxembourg and the United States.

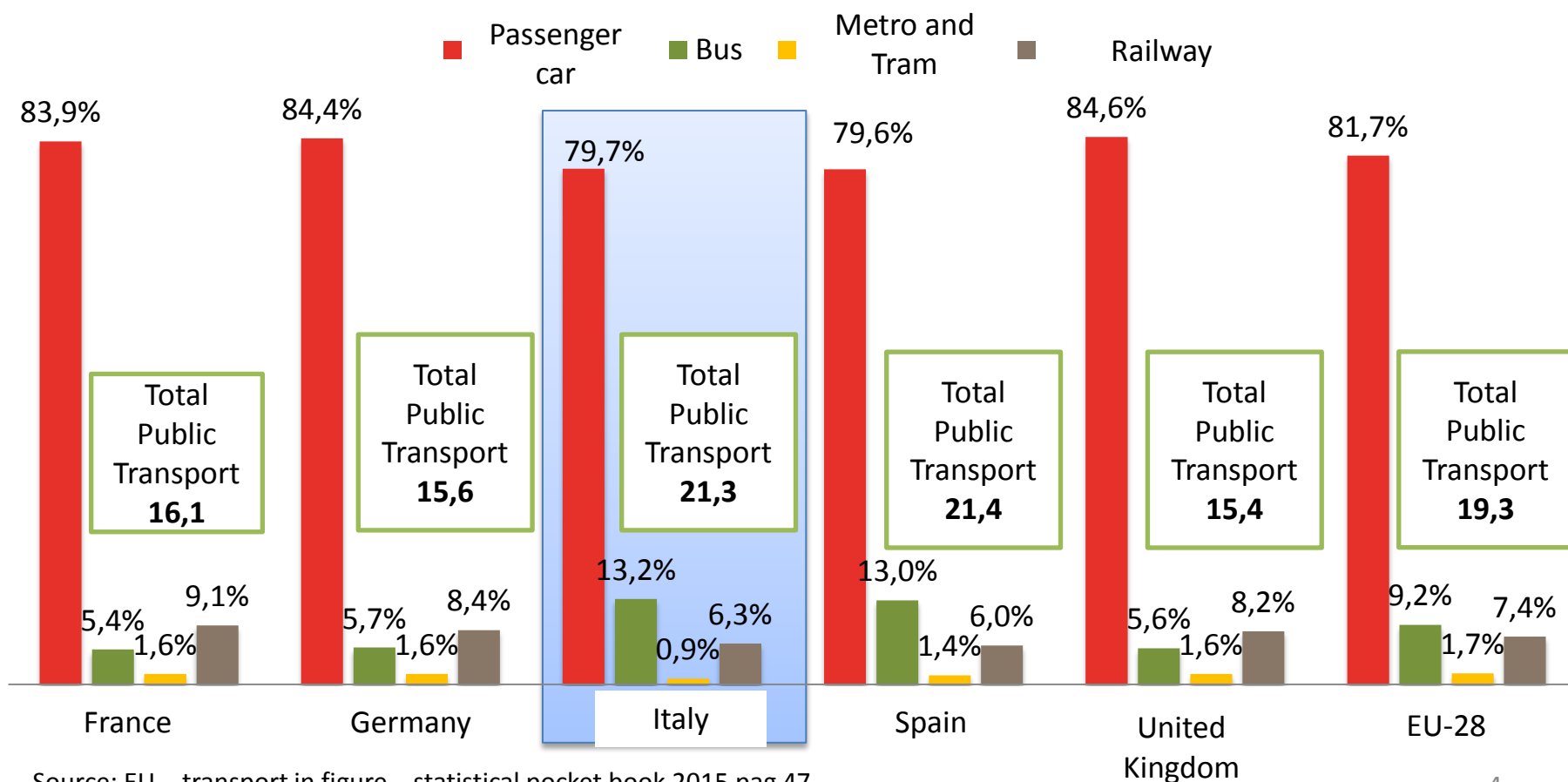
| Country        | 1990       | 2012       | 2013       | Change 1990/2013 | Change 2012/2013 |
|----------------|------------|------------|------------|------------------|------------------|
| France         | 476        | 504        | 505        | 6%               | 0%               |
| Germany        | 461        | 539        | 543        | 18%              | 1%               |
| <b>Italy</b>   | <b>483</b> | <b>621</b> | <b>608</b> | <b>26%</b>       | <b>-2%</b>       |
| Spain          | 309        | 476        | 474        | 53%              | 0%               |
| United Kingdom | 361        | 464        | 468        | 30%              | 1%               |
| <b>EU-28</b>   | <b>343</b> | <b>488</b> | <b>491</b> | <b>43%</b>       | <b>1%</b>        |

Source: EU – transport in figure – statistical pocket book 2015 pag 47



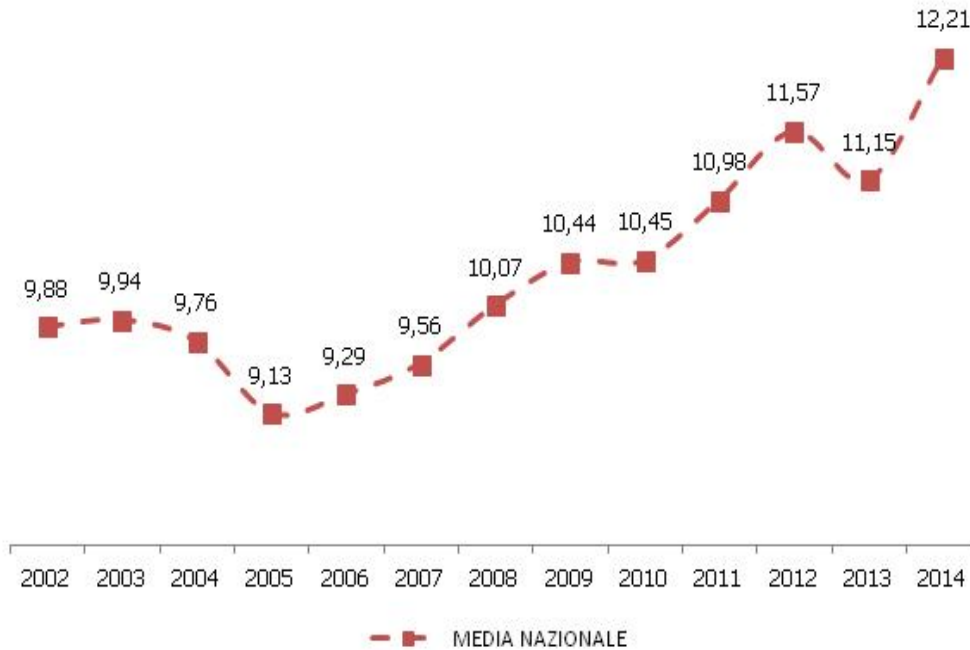
# Modal split of Passenger Transport (pkm as %; 2013)

Despite the high motorisation level Italy has, together with Spain, the higher total public transport share, accounting for around 21,3%.



Source: EU – transport in figure – statistical pocket book 2015 pag 47

# Average age of buses



**Evolution of average age of buses (2002-2014; years)**

| Countries      | 2014 |
|----------------|------|
| France         | 7,9  |
| Germany        | 6,9  |
| Italy          | 12,2 |
| Spain          | 8    |
| United Kingdom | 7,7  |

In Italy, the average age of buses is approximately **12 years**. A comparison with some large European countries shows that there is a big gap.

Source France: UTP –Le Parc des Vehicules – Edition 2014 pag. 5

Germany: elaboration on ANFIA data. In Germany over 60% of the fleet are 9 years old

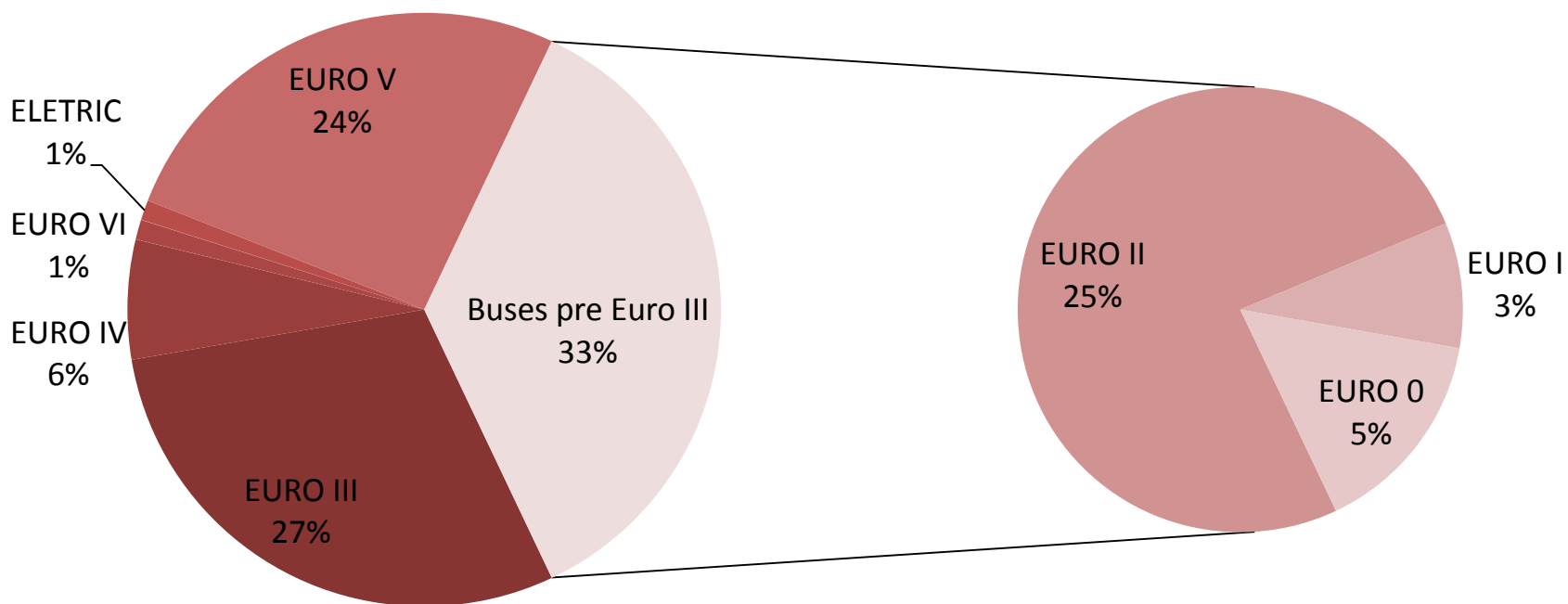
Italy: ASSTRA elaboration on CED data (Ministry of Transport)

Spain: elaboration on OBSERVATORIO MOVILIDAD METROPOLITANA data· Informe 2013 pag 38

United Kingdom: elaboration on UK Government data- Department of transport – Transport statistics Great Britain Annual bus statistics pag 2

# Buses Fleet

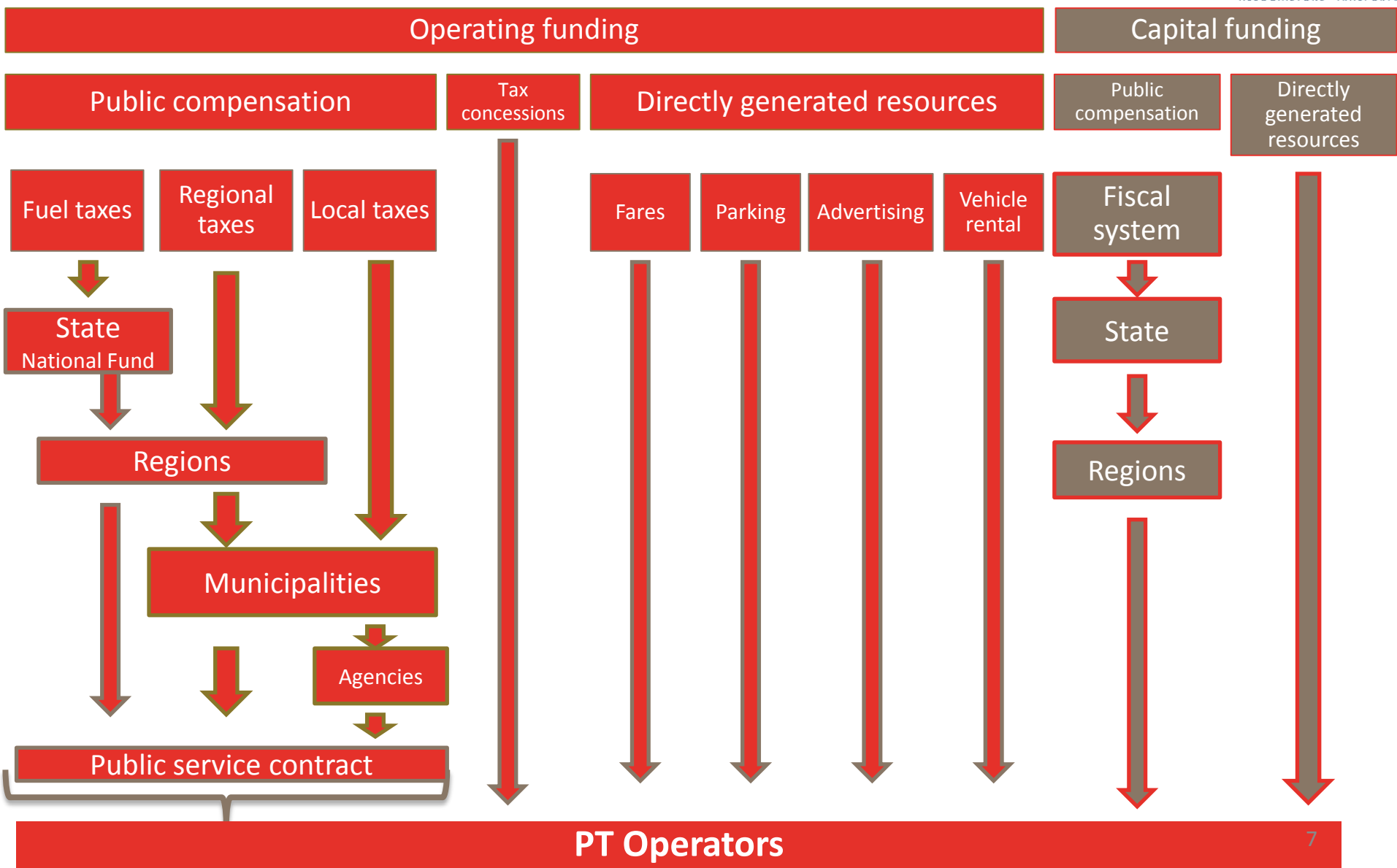
## Buses by level emission (2014; %)



Source : ASSTRA elaboration on CED data

# Funding stream

## The Italian case



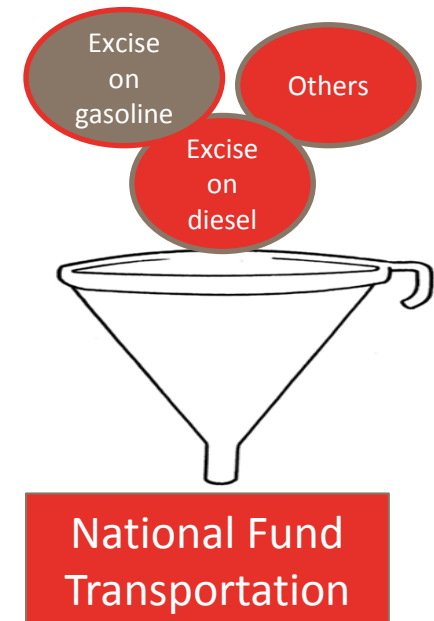
# Funding for Operating costs

Before 2013

From 2013

| Financing sources     | Legislative framework                                     |
|-----------------------|---|
| Budgetary Plan 2013   |   |
| Public Transport Fund | Art.21, c. 3, L. n. 98/2011 e art. 30, c.3, D.L. 201/2011 |
| Budgetary Plan 2008   | Art.1, c. 296, L. n. 244/2007 – excise on diesel          |
|                       | Art.1, c. 298, L. n. 244/2007 – excise on diesel          |
| Law n.549/1995        | Art.3, c. 12, L. n. 549/1995 – excise on gasoline         |

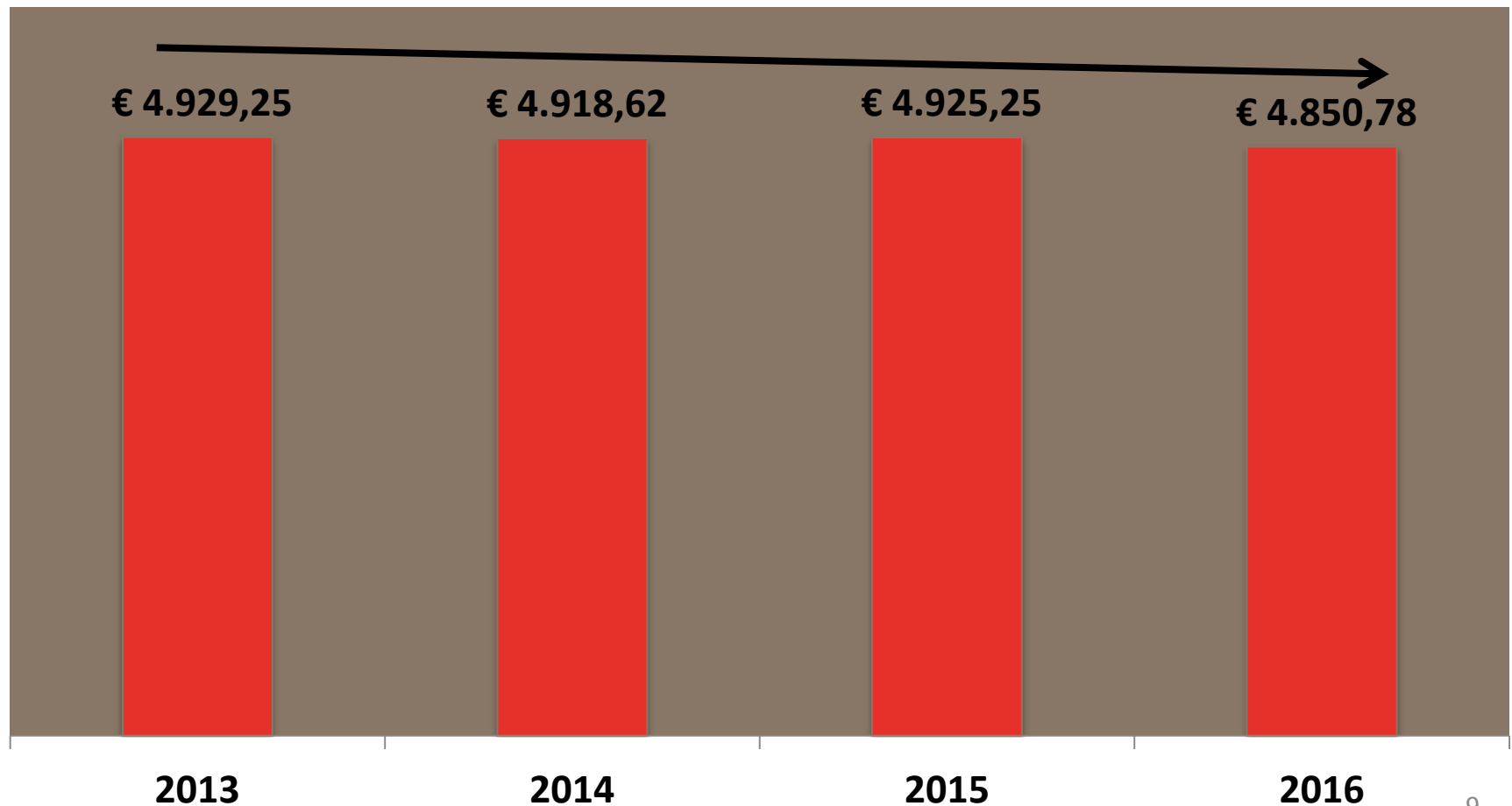
In 2013 a new source funding was established for operating expenses: National Fund Transportation





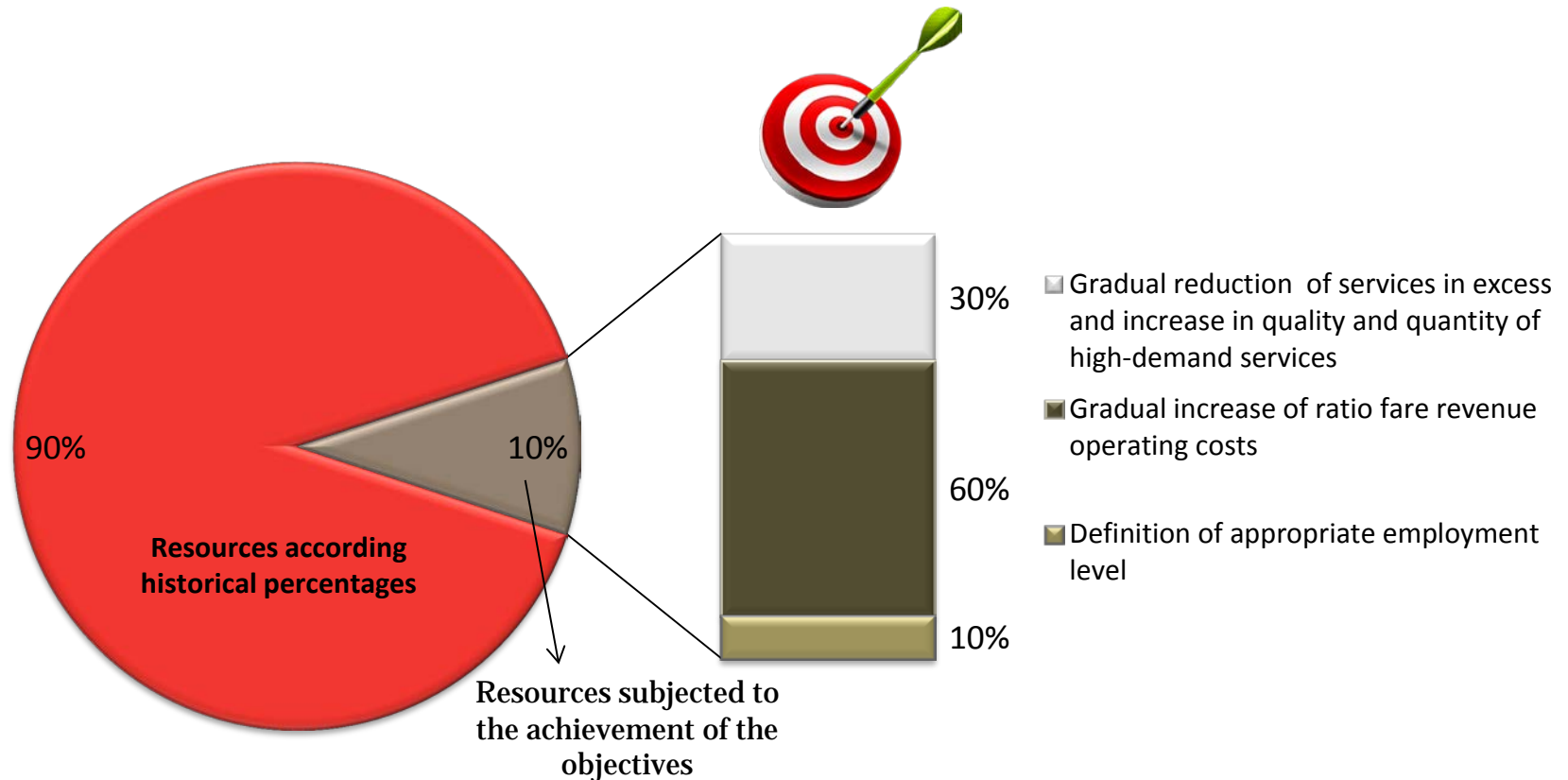
## Funding for Operating costs

National Transportation Fund (resources in milion)



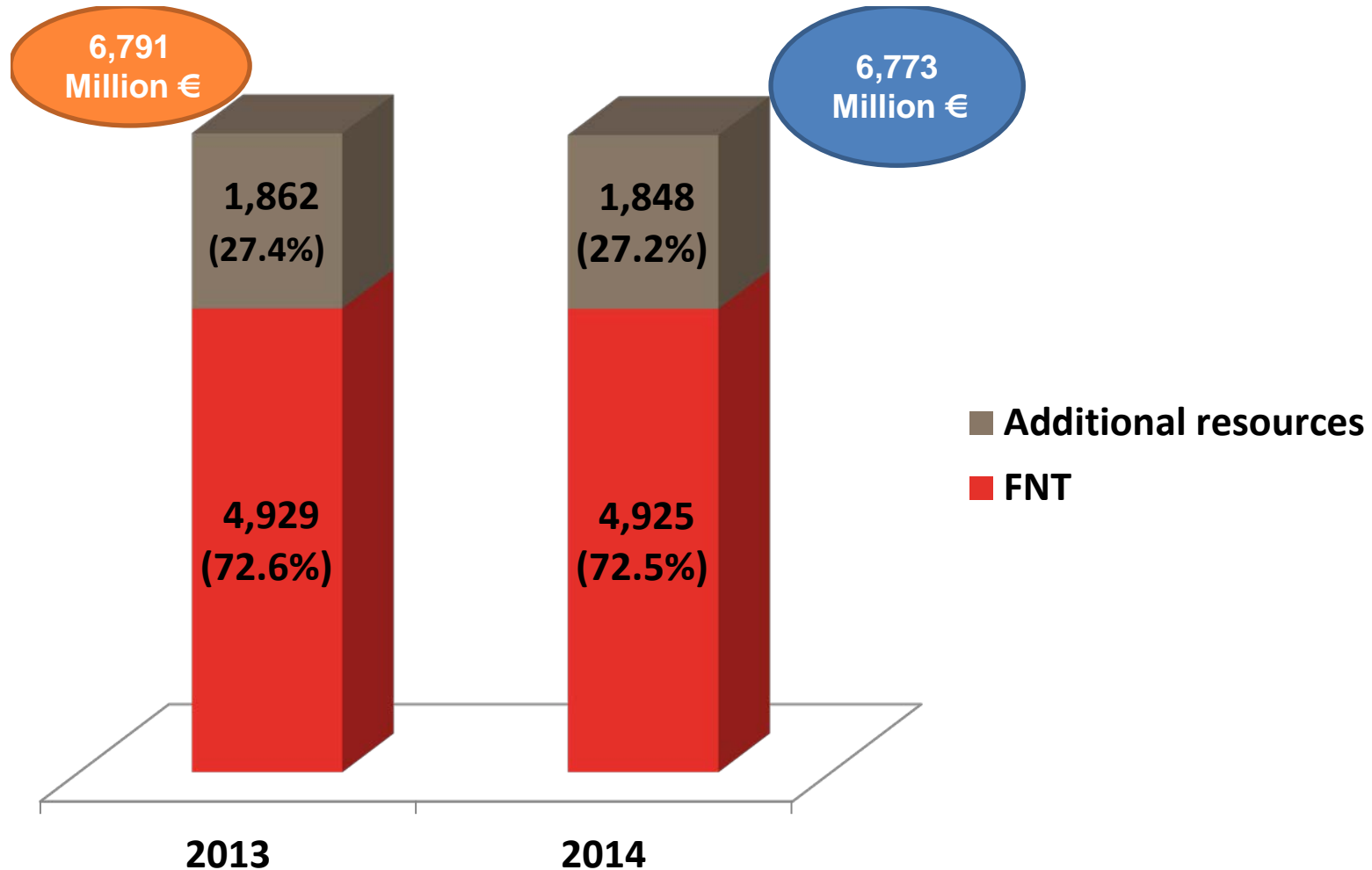
# Funding for Operating costs:

## Criteria for Regional Allocation of National Transportation Fund



From the year 2015 the percentage distributed on the basis of the achievement of the objectives is increased, every two years, by two percentage points, resulting in a reduction of the quota originally foreseen the extent of 90% of the fund (Art. 2 DPCM 11 marzo 2013).

# Funding for Operating costs

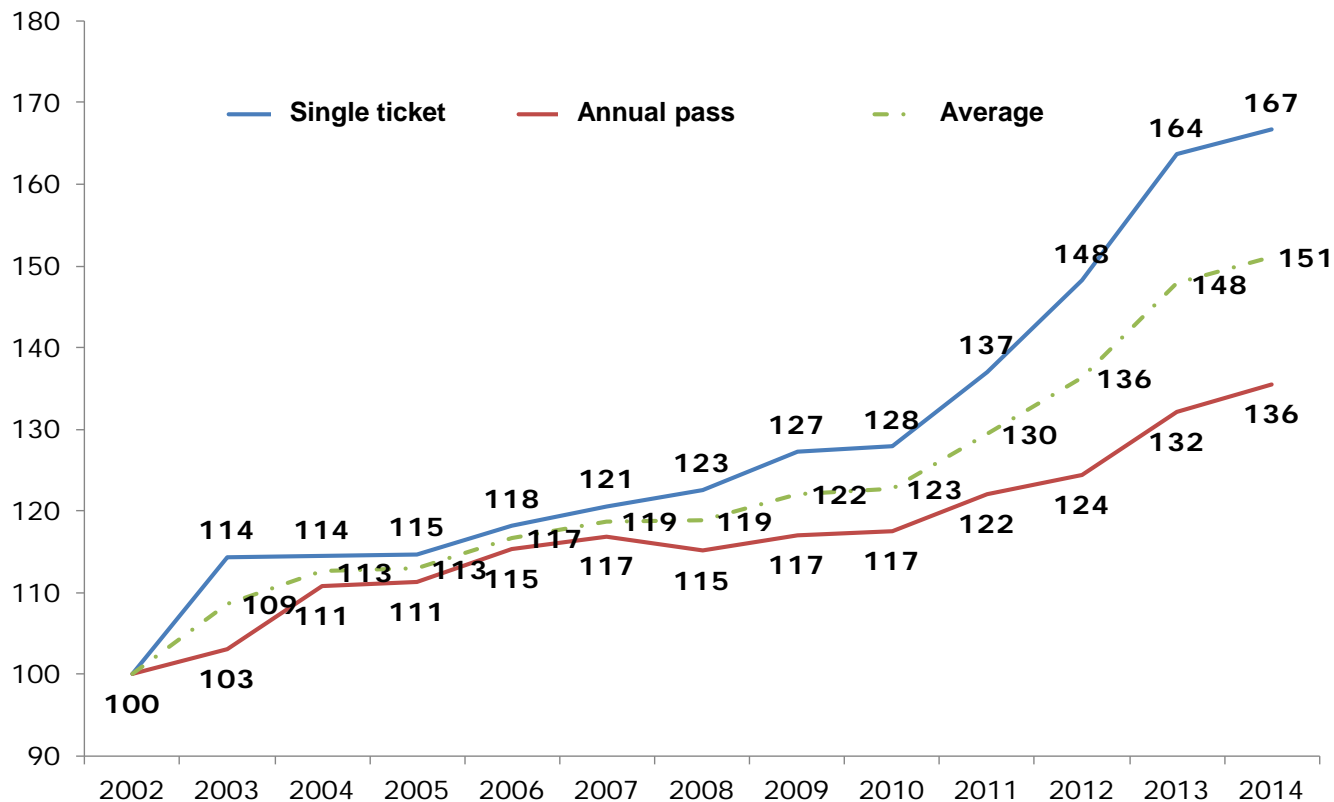


# Directly generated resources

## Fares

The reduction of public transfers was followed from a general trend of the regions and local authorities to revise and increase in ticket prices

*Urban Fare Trends ( 2002- February 2014 ; Index 2002=100)*

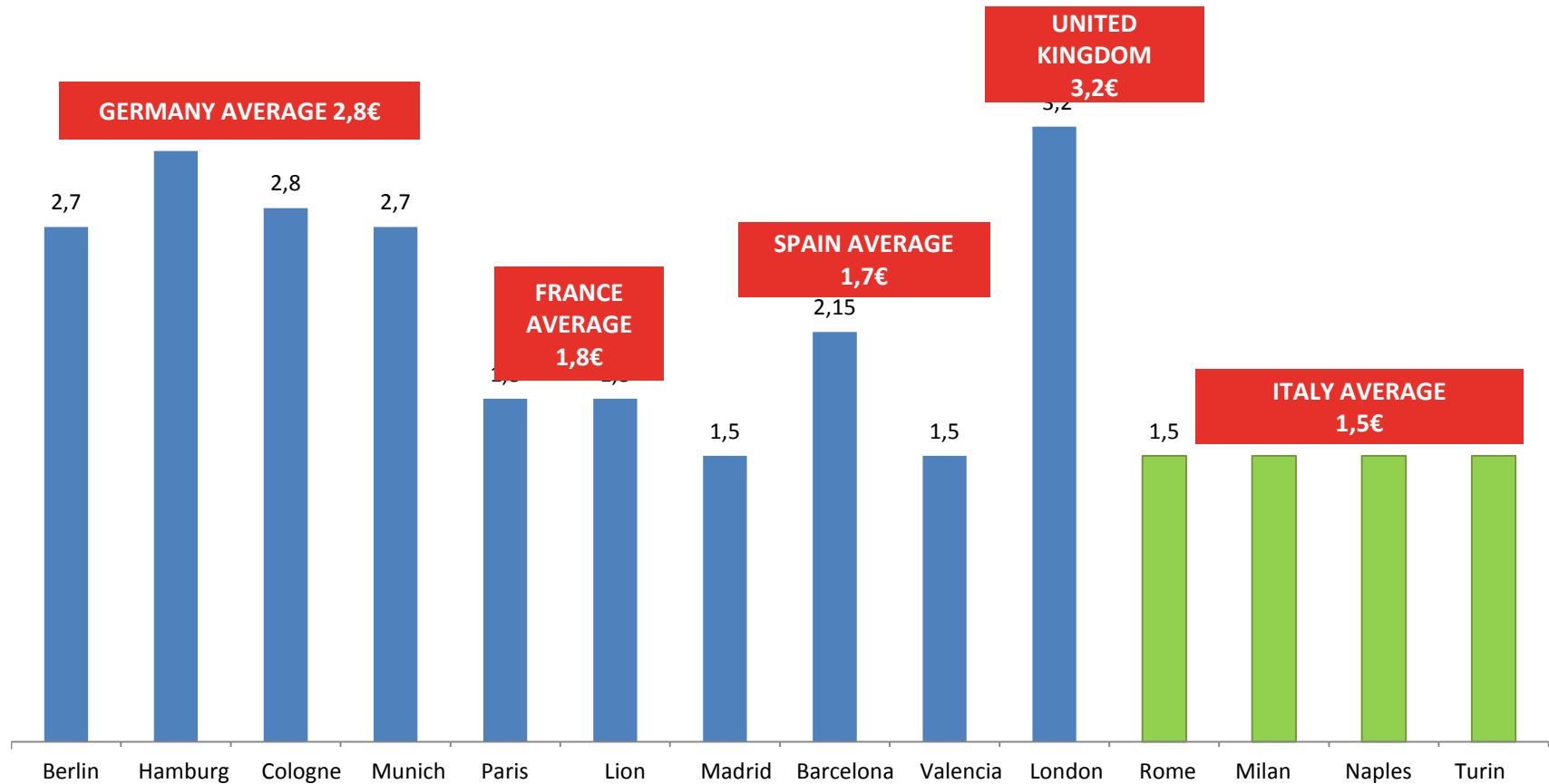


[Source: ASSTRA elaboration]

# SINGLE TICKET

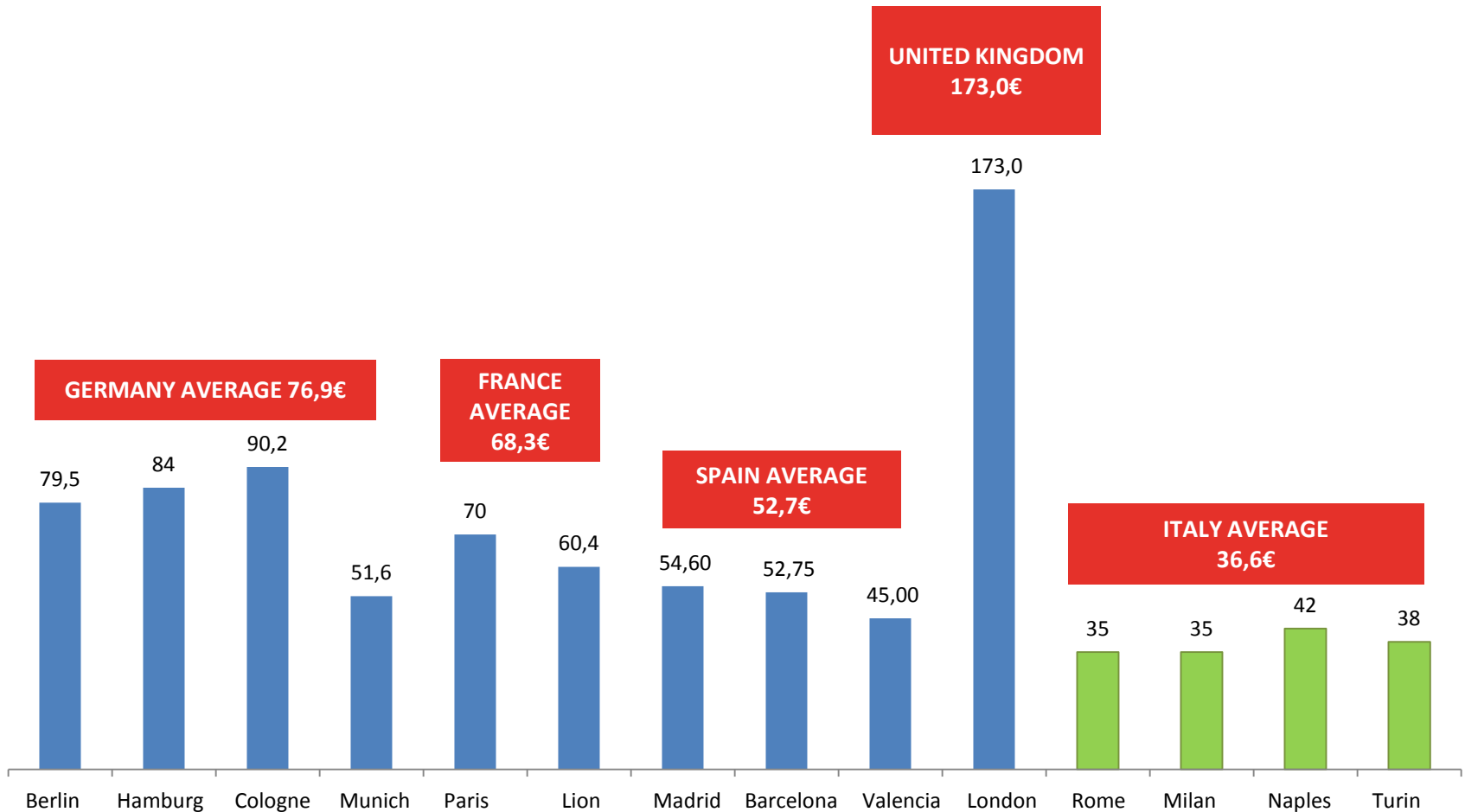
(Fares - October 2015, €)

In any case the Italian fares are the lowest in Europe



# MONTHLY PASS

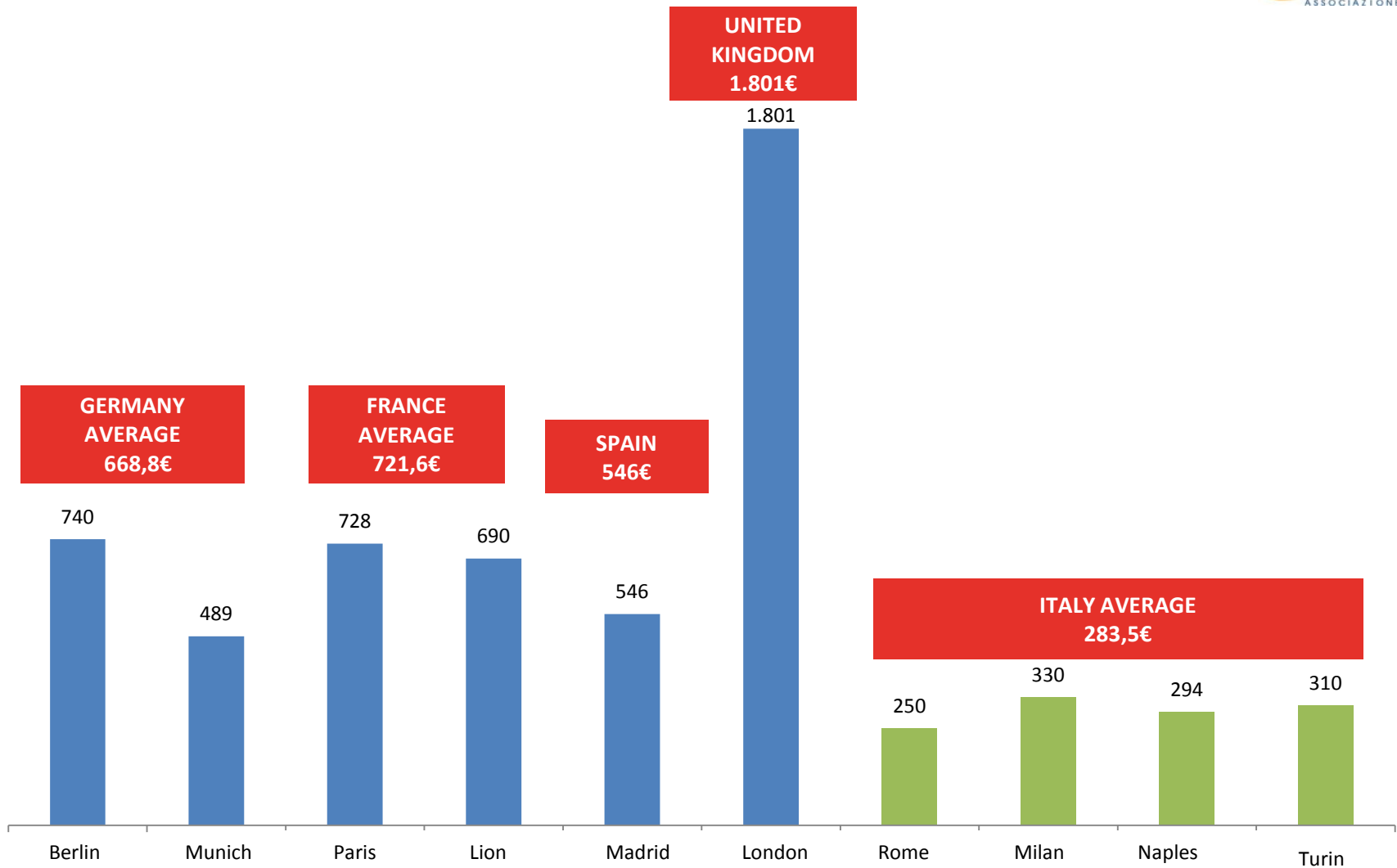
(Fares - October 2015, €)



Source: ASSTRA data processing on PT operator websites

# ANNUAL PASS

(Fares – October 2015, €)

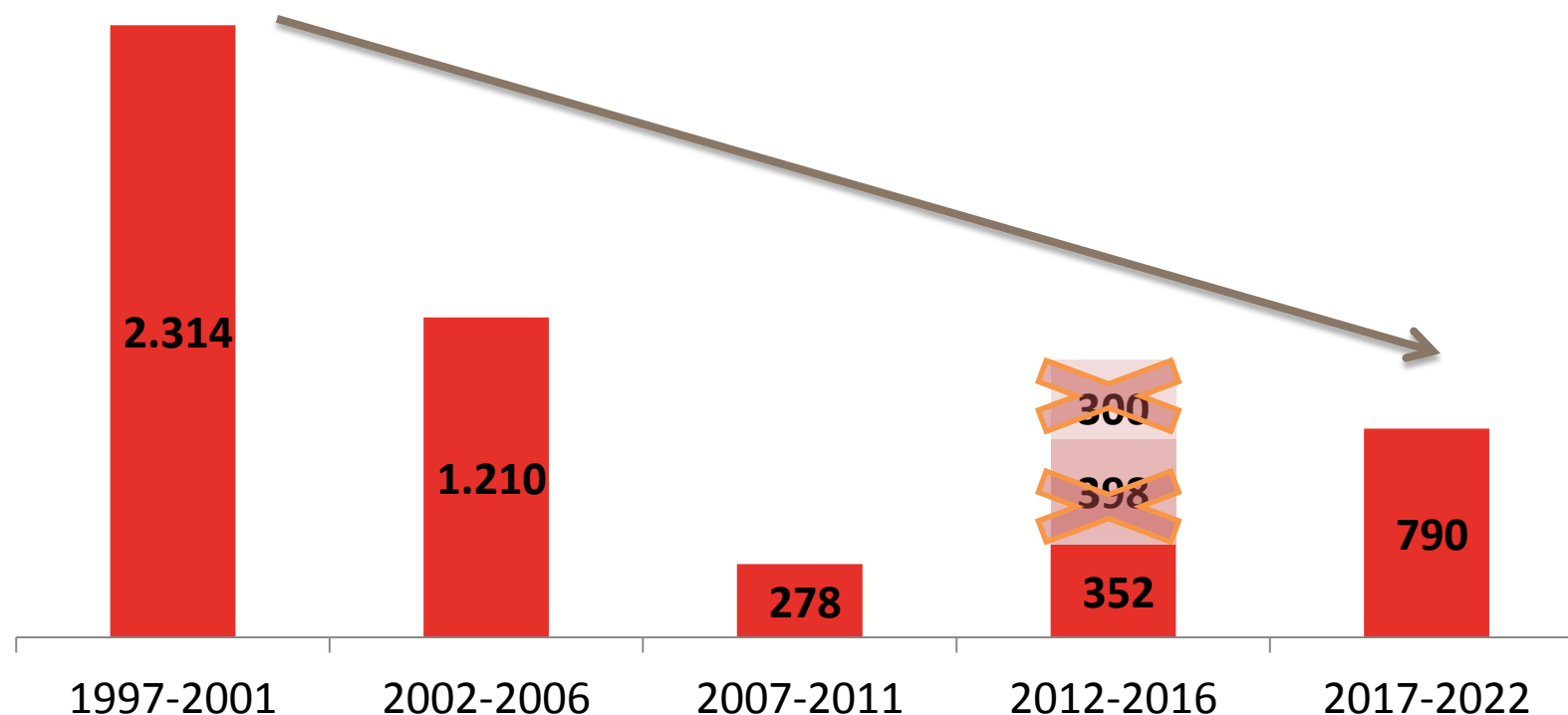


Source: ASSTRA data processing on PT operator websites

# Capital investment for renew public transport fleet

## (1997-2022; Milion, €)

In the last years, in Italy, the LPT sector has witnessed an overall decline in resources for investment for renew fleet, moreover, between 2012-2016, the resources was cut of about 700 milion € and used by the regions to the achievement of fiscal targets.



Source : ASSTRA elaboration



## Capital investment for Public Transport infrastructures

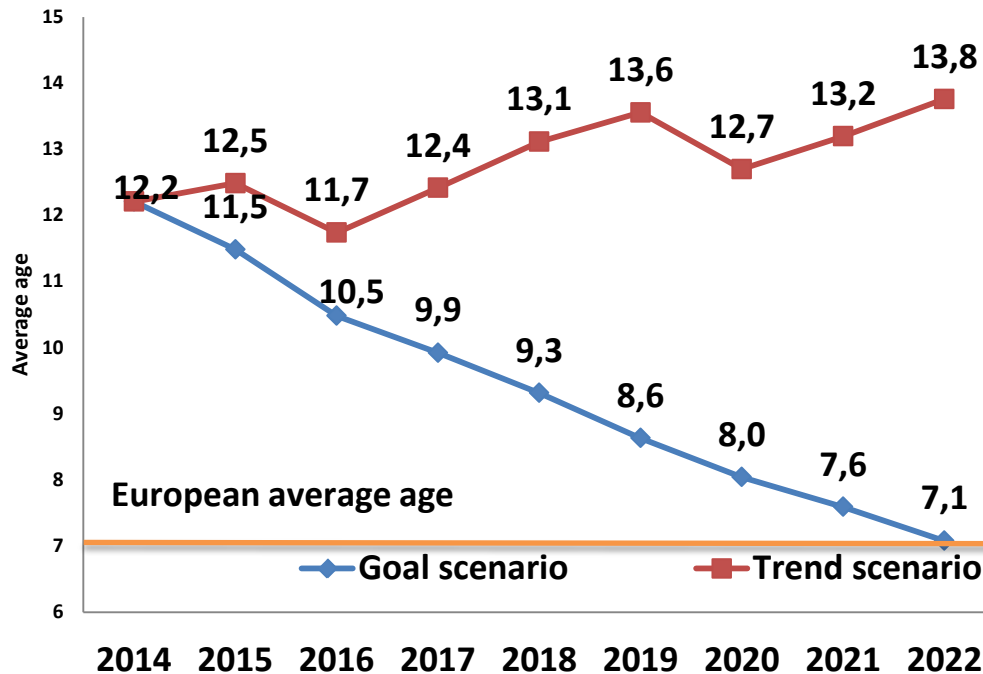
In the last Economic and Finance Document (2016) resources are been allocated for various metropolitan and tranway infrastructures

TOTAL COST: 12.141 € MILLION  
TOTAL RESOURCES: 10.374 € MILLION  
% COVERAGE : 85%  
PERIOD WORKS: 2016-2020



- Interconnection Rebaudengo – Turin railway link
- Turin underground
- Milan – Monza Underground M5
- Milan Line M4 Lorenteggio Linate
- Rome Underground Line C
- Naples – Line 6
- Naples - Line 1
- Circumetna (Catania)
- Palermo
- Tramway of Florence
- Light rail/Underground Bologna

# A plan for renew buses fleet



**Trend scenario (8-year plan)**  
Investments allocated with actual resources

**Goal scenario (8-year plan)**  
Total investment: 920 million euro per year;  
4,200 buses per year to buy  
Total public resources: 552 million per year

Source: ASSTRA elaboration on CED (MIT) data

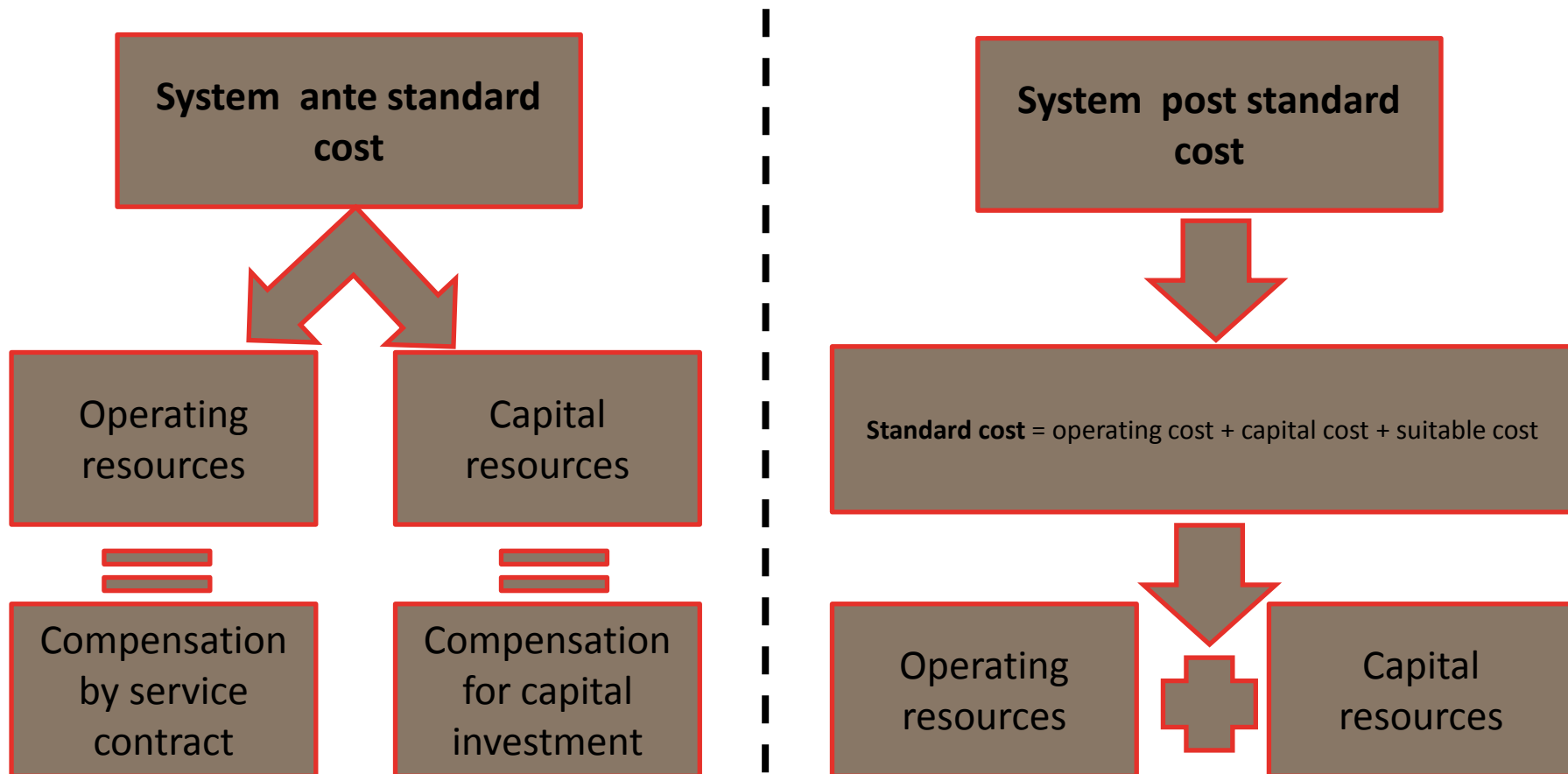
**Trend scenario.** Number stable fleet over the years; resources already allocated with actual resources and they expense for 50% for the renewal of the bus fleet.

**Goal scenario.** For each year occur 4,200 registrations and contextual scrapping; the financial sources needed for the plan are approximately 9.2 billion euro (60% public co-financing).

# News in the Public transport sector

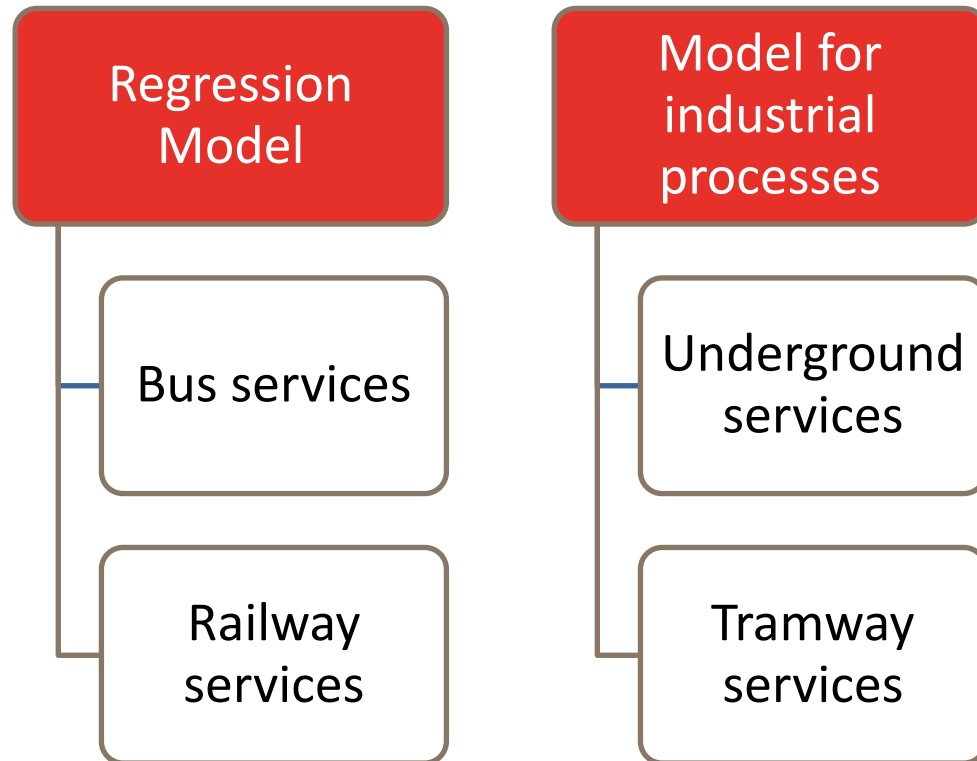
## Standard Cost

The Italian Ministry of Transport will use a formula for determining standard costs and allocate resources (operating and capital) according to them.



# News in the Public transport sector

## Standard Cost Model



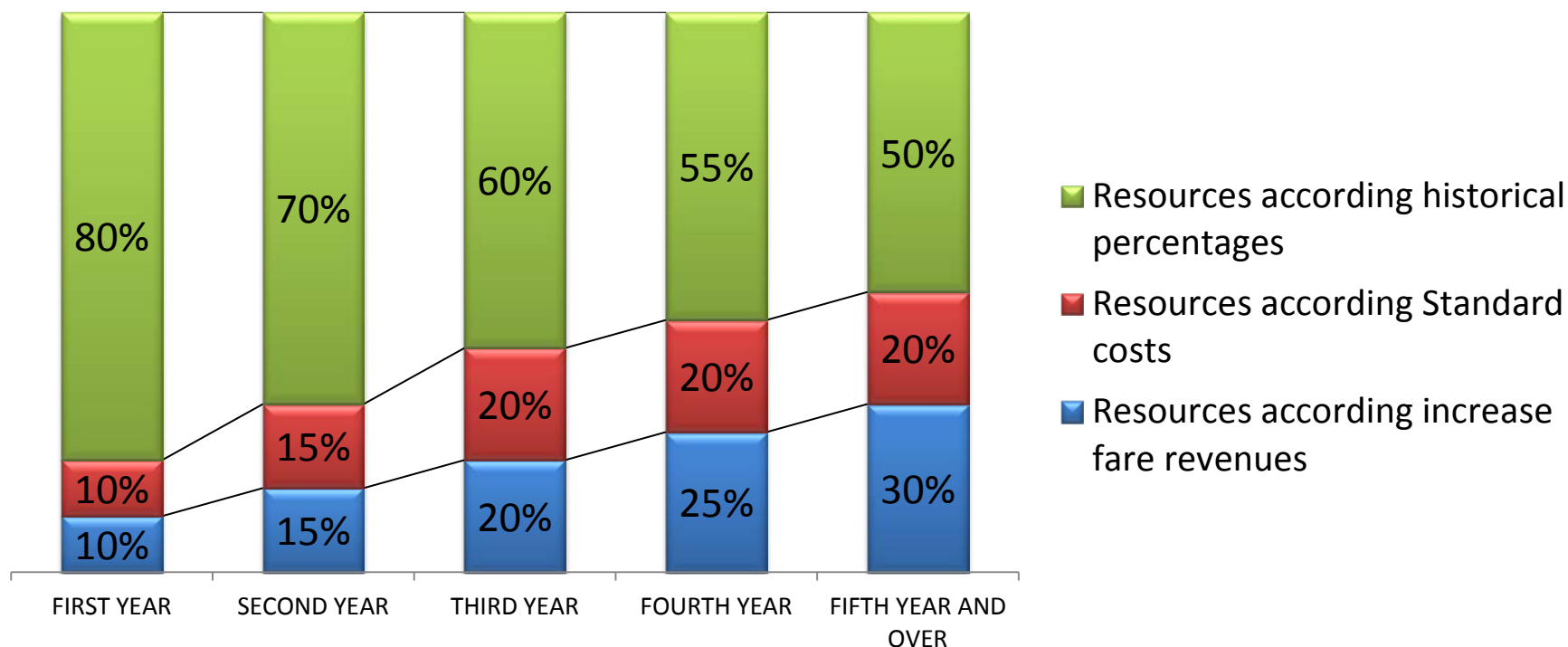
The standard costs don't apply to the following public transport services: trolleybuses, cable car, funicular, waterborne transport; for regional rail service infrastructure costs are excluded.

# News in the Public transport sector

## Art.23 Decreto Madia - National Transportation Fund



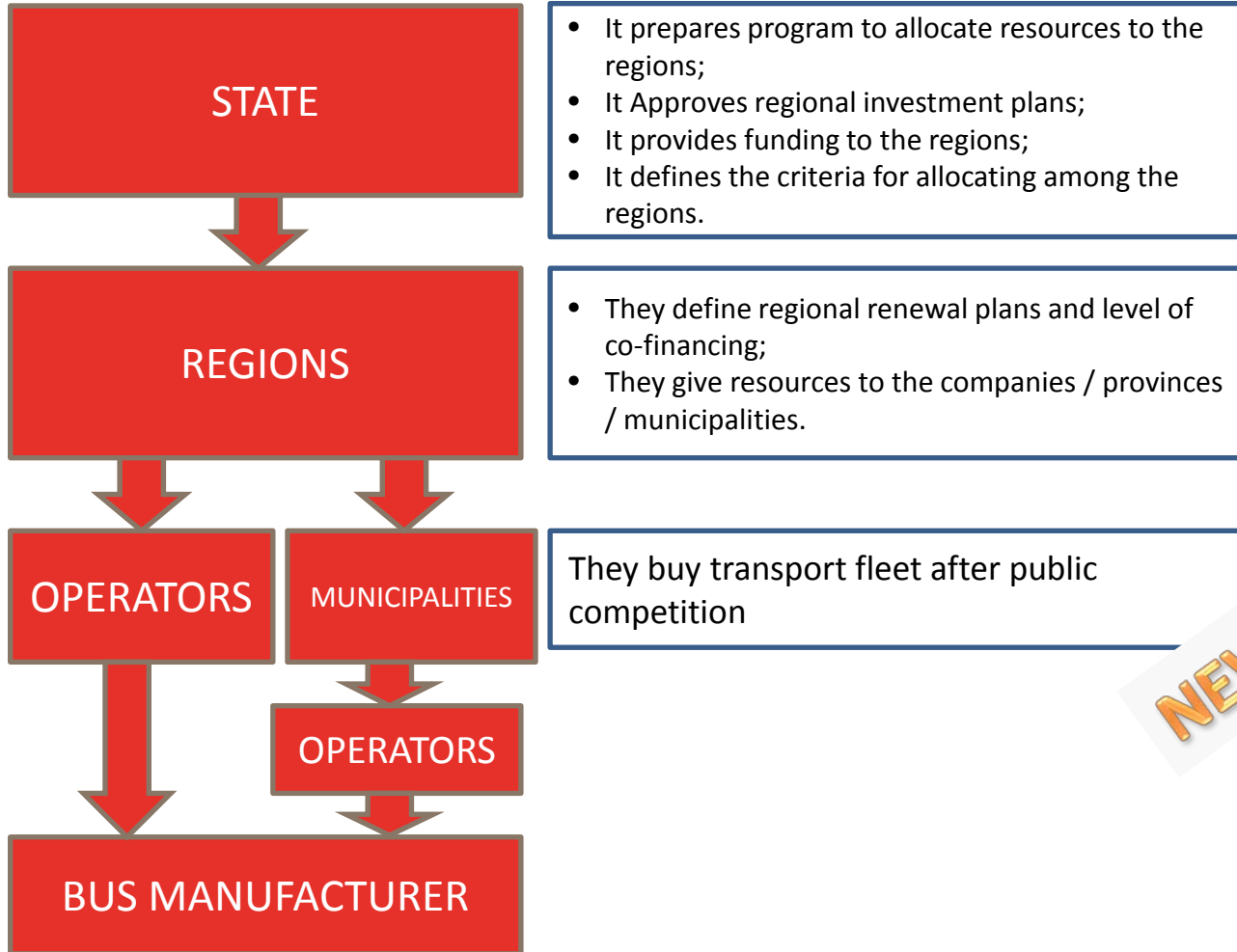
According with the new law (art.23 Decreto Madia) the rules for the allocation of National Fund resources will change.



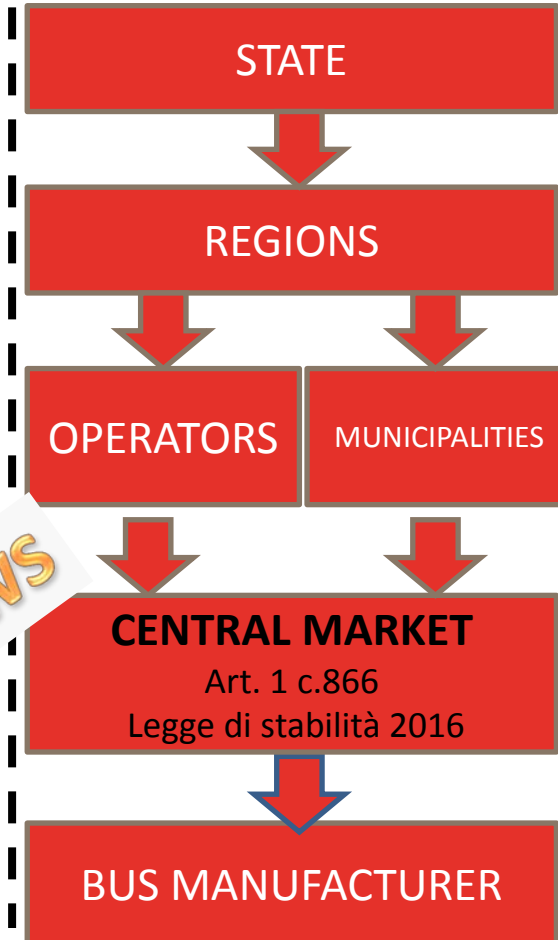
# News in the Public transport sector

## Funding System

### Funding Architecture in 2016



### Funding architecture from 2017



**NEWS**

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