

# **Initiatives for green public transport in Italy**

# Situation in Italy 1

Over 70% of Italian citizens live in metropolitan areas.

Congestion and pollution problems are growing faster and faster.

Most Mayors have “closed”, partially or completely, the historic centres of their cities, and enforced partial limits to circulations of old cars (EURO 0).

## Situation in Italy 2

According to Italian law, the Mayor is responsible for sanitary problems coming from air pollution;

analysis of air quality on a 24 hour basis in cities is compulsory and under responsibility of Regional Environmental Protection Agencies (ARPA).

# Situation in Italy 3

After a certain number of days/year (from 35) where air pollution limits are not respected (mainly for NOX and particles), the Mayor is obliged to stop car traffic for a limited time, in order to keep air quality under designed standard limits.

# Situation in Italy 4

During this periods, only hybrid , CNG and EURO4 powered vehicles, plus buses and taxis, are allowed to circulate within city limits.

# Situation in Italy 5

From 2009, EURO 0 and eventually EURO 1-2 vehicles will be no more allowed to circulate at any time in most metropolitan areas.

# MILANO CASE STUDY 1

## POLLUTION CHARGE - ECOPASS

In order to improve modal shift and reduce emissions, City of Milano enforced in 2008 the “pollution charge”, a ticket of 2-3-10 Euro for cars and commercial vehicles entering city centre.

# MILANO CASE STUDY 2

It is to be noted that this ticket is different from London "congestion charge", which apply to all vehicles: Ecopass does not apply to electric, gpl, CNG and hybrid vehicles.

These vehicles have free entrance in restricted area.



# MILANO CASE STUDY 3

EURO 0 vehicles pay a 10 E ticket to enter the zone.

Penalties for unauthorized entrance go from 70 to 250 Euros.

# FIRST RESULTS OF ECOPASS 1

After six months of operation, Milano local authority declares average decrease in air pollution of 16% NOX, 17% PM10 particles, 13 % CO2.

# FIRST RESULTS OF ECOPASS 2

Traffic data are: less 20% of car traffic in Ecopass area, 7.4 MEU of revenue in six months.

Underground passengers increased by 3.5% per day, and commercial speed arose around 10%.



All this is pushing private car market to green powered vehicles;

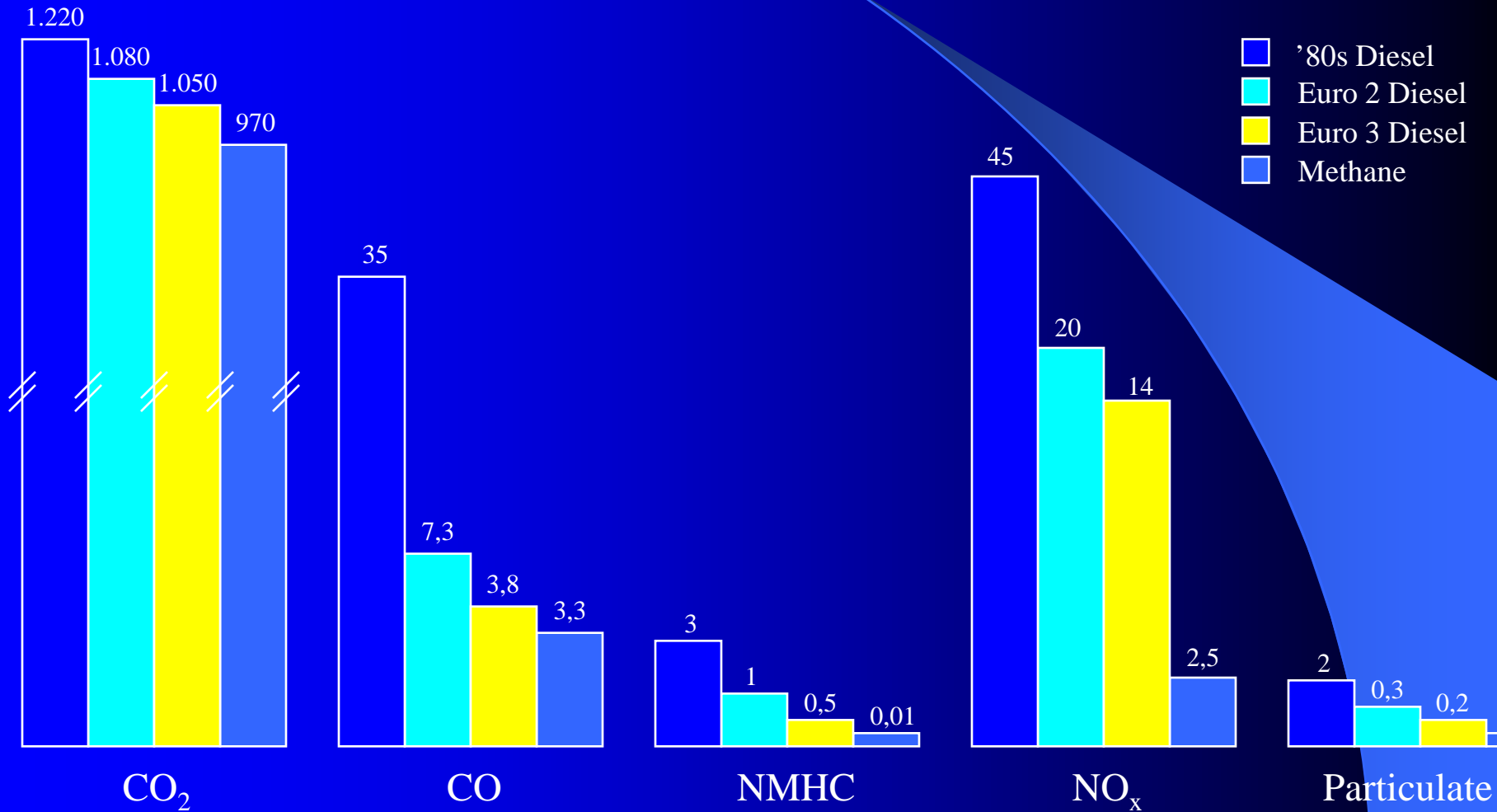
the main choice of the market seems bound to natural gas powered vehicles.



**The REASON OF A CHOICE : CNG**

# Comparison between diesel and methane buses emissions

gram/km



# OPPORTUNITIES

- FIAT, main Italian car producer, has produced specific CNG engines mounted on the most popular models (Punto, Panda, Multipla; Doblò);
- There are incentives up to 3,000 Euros by the Government to citizens who buy gpl , electric, CNG cars.

# RISKS

- There is still a limited number of CNG filling stations, and they are spread in an uneven way in the Country.



# RESULTS

- Sales of CNG cars are increasing in a spectacular way, also because of gasoline increasing price, whereas CNG slogan is "100 km with less than 4 Euros".
- The only cars which keep up the market are CNG models.

# PUBLIC TRANSPORT

- In this situation, Public Transport companies are also investing on green transport as shown below.
- The CNG bus fleet is improving, in percentage on the total of buses, every year, as far as urban buses are concerned.

# CASE STUDY: CAMPANIA 1

## *Bus rolling stock investments*

- Through the greatest competition in Italy, Campania region has bought 1.250 new buses from 5 different bus builder companies (Bredamenarinibus, De Simon, Evobus, Irisbus, and Neoman).
- Buses will be received between 2007 and 2008, thanks to a first regional investment of 205 millions euro.

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# CASE STUDY: CAMPANIA 2

- The company rents the buses through an annual rent equal to 15% of the purchase price, for the first eight years, and of the 1.5% for the subsequent years.
- Vehicles are of 12 different types (in order to be used for all types of urban and extra-urban transportation services), with low environmental impact ("Euro 4"), among which 171 are methane and 22 are electric (almost 16% of the total).

## *Bus rolling stock investments*

New buses have an on-board information system integrated with the following functions:

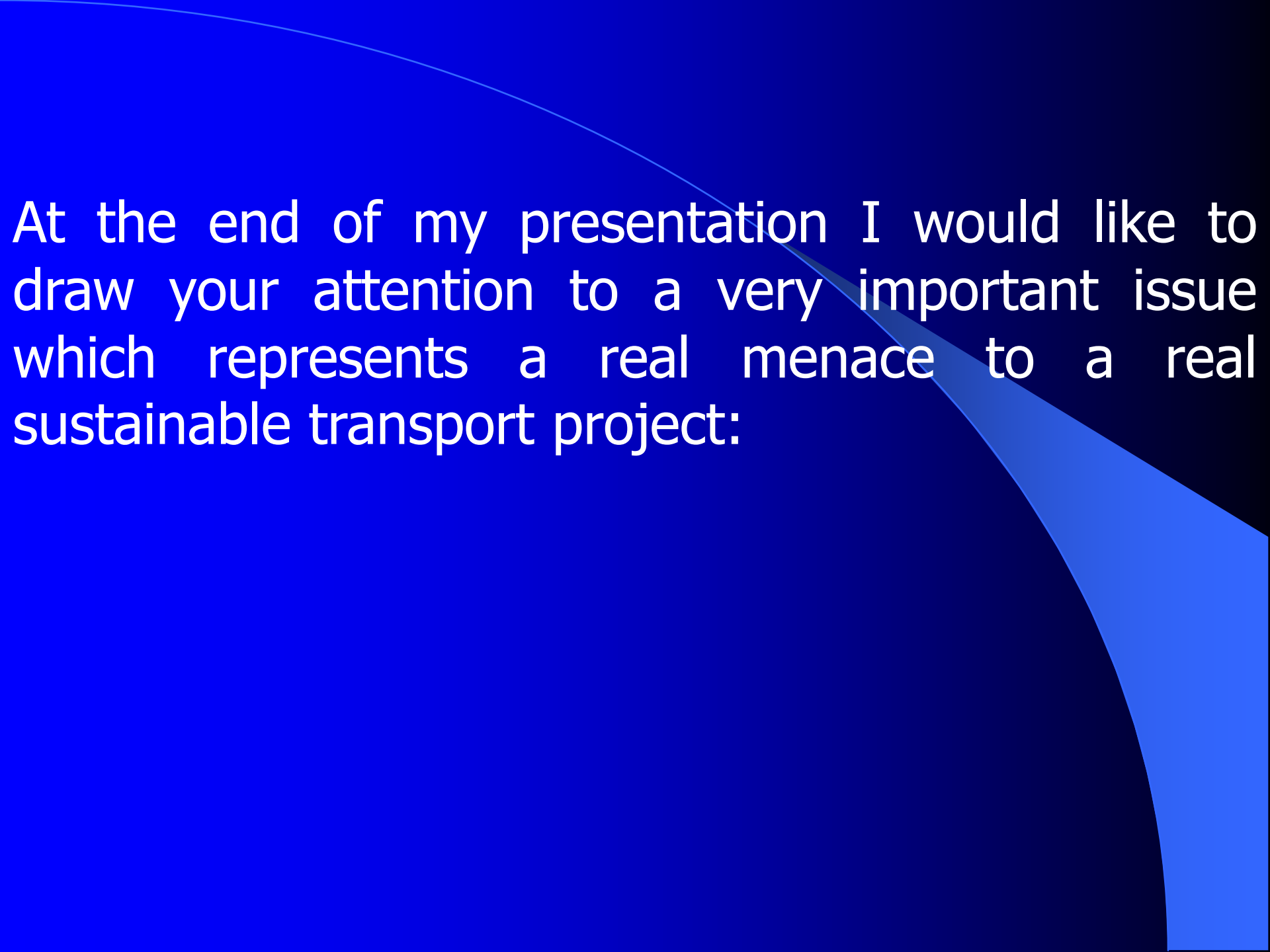
### SERVICE FUNCTIONS

- ü Wireless communication services
- ü On board network
- ü Bus-driver interface
- ü Location
- ü State of the vehicle recognition

### APPLICATION FUNCTIONS

- ü Electronic obliteration
- ü Bus activity support
- ü Data recognition (e.g. passengers counter, covered km ..)
- ü Maintenance support
- ü Users' information
- ü Video survey





At the end of my presentation I would like to draw your attention to a very important issue which represents a real menace to a real sustainable transport project:

# MEGATRUCKS 1

The European Commission is presently studying the implications of the so-called megatrucks (gigaliners, eco-combis) as an input for evaluating weight and dimensions in the road transport sector (the 96/53 directive).

# MEGATRUCKS 2

Arguments for a positive outcome are indeed mainly based on the fact that road freight will improve its productivity and that this will automatically result in a reduced number of vehicles on the roads and also automatically involve a reduced strain on roads and environment.



# MEGATRUCKS 3

## Main negative effects expected

- The risk of a biased infrastructure financing, focussed on new or renewal road infrastructure needs against the needs of the transport sector as a whole
- The negative impact on road traffic and road safety

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# MEGATRUCKS 4

- For the freight services: the danger of a reverse modal shift from rail to road and the consequences for sustainability as logistic chains are increasingly relying upon road services
- For public transport: the negative effects on infrastructure quality and the higher safety risks and accident impact; in particular for cyclists e.g.;

# MEGATRUCKS 5

CEEP thus insists that the so-called megatrucks or gigaliners are most unsuitable for urban roads and areas.

*This kind of measure is thus most likely to encourage a shift from rail to road.*

# MEGATRUCKS 6

Changing European legislation as to generally allow mega-trucks on European roads is clearly unacceptable to CEEP-members as it will surely hamper their activity.

*Thank you for your attention*