

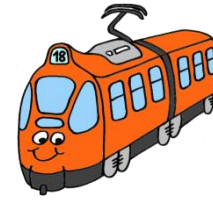


ITALIAN PUBLIC TRANSPORT **FUNDING**

General manager ASSTRA – Emanuele Proia

Paris, 16 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

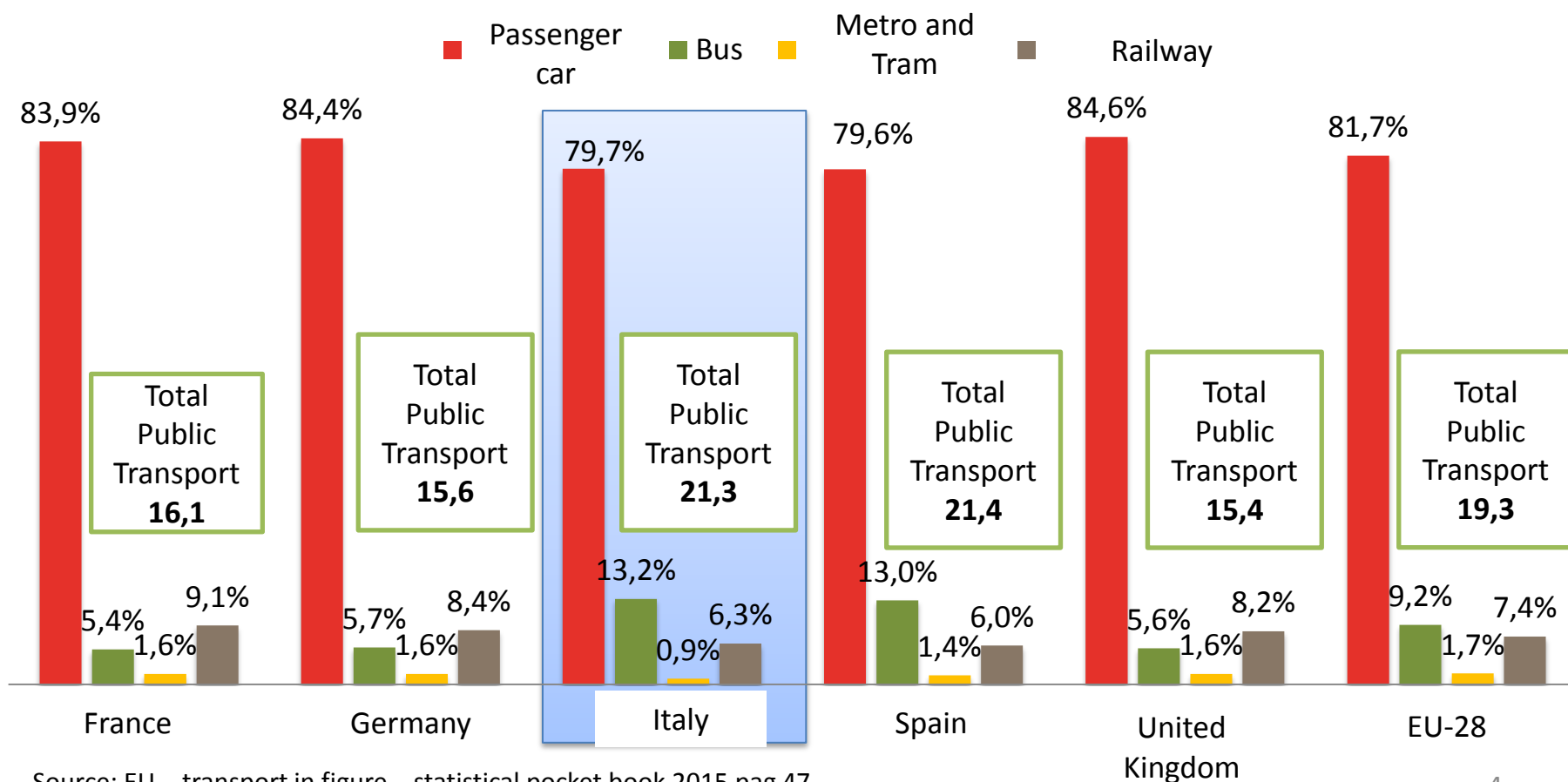
In Italy, the private car has an important impact on the mobility. Italy is the third country with the highest motorisation levels globally, following Luxembourg and the United States.

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

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

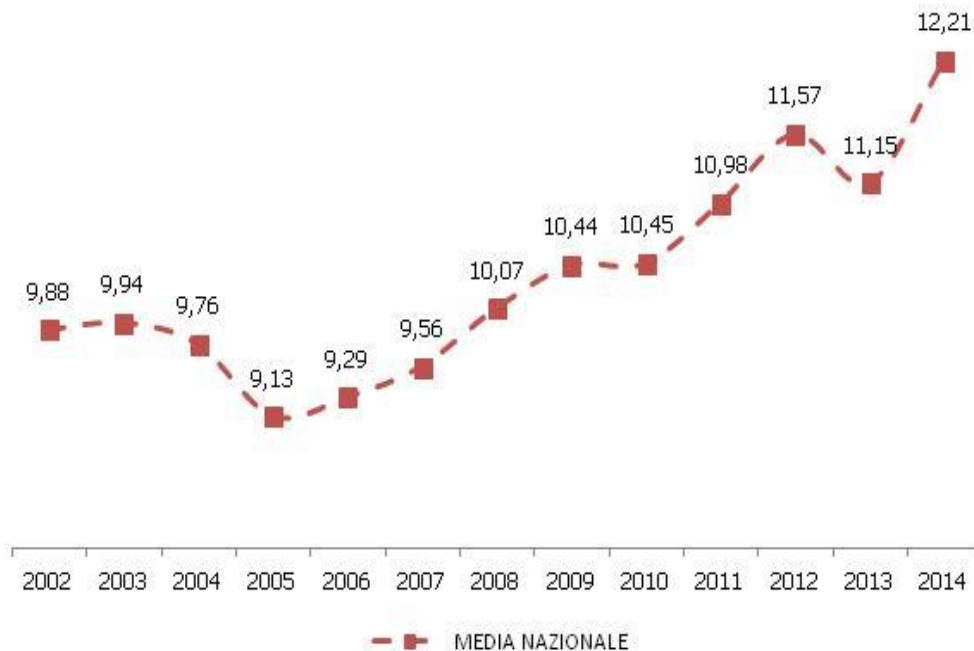
Modal split of Passenger Transport (pkm as %; 2013)

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

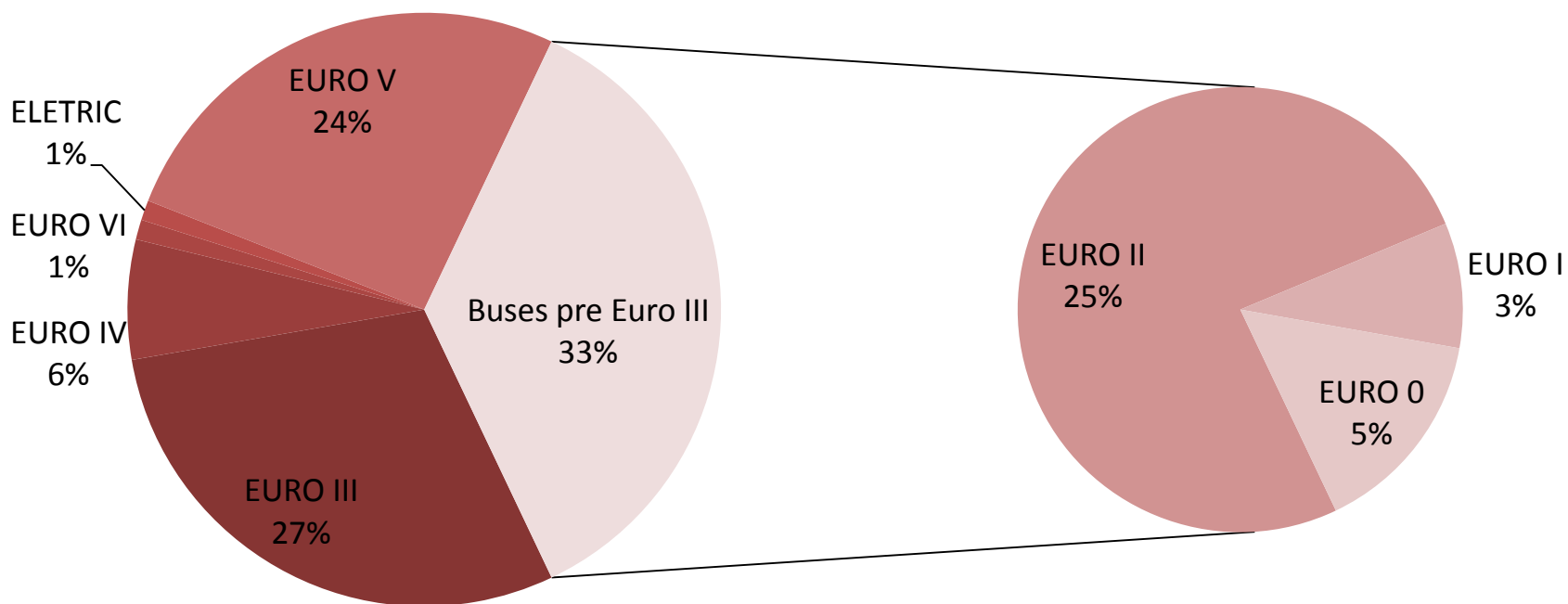
Italy: ASSTRA elaboration on CED data (Ministry of Transport)

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

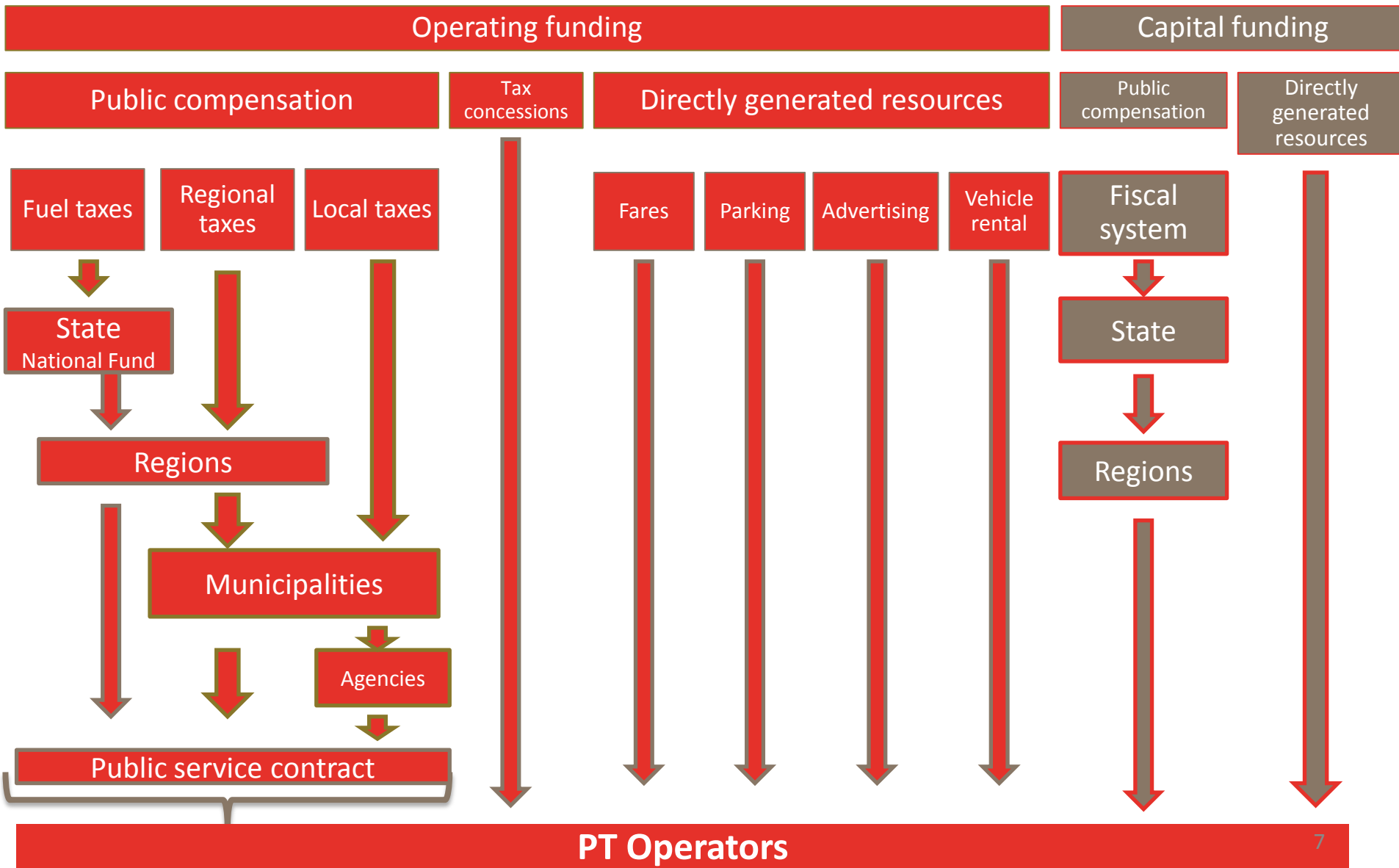
Buses by level emission (2014; %)



Source : ASSTRA elaboration on CED data

Funding stream

The Italian case



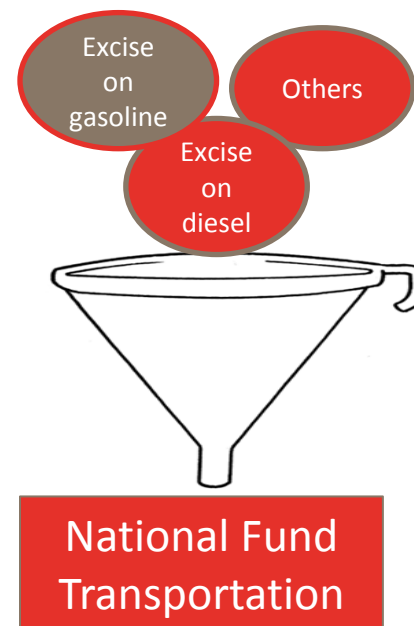
Funding for Operating costs

Before 2013

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

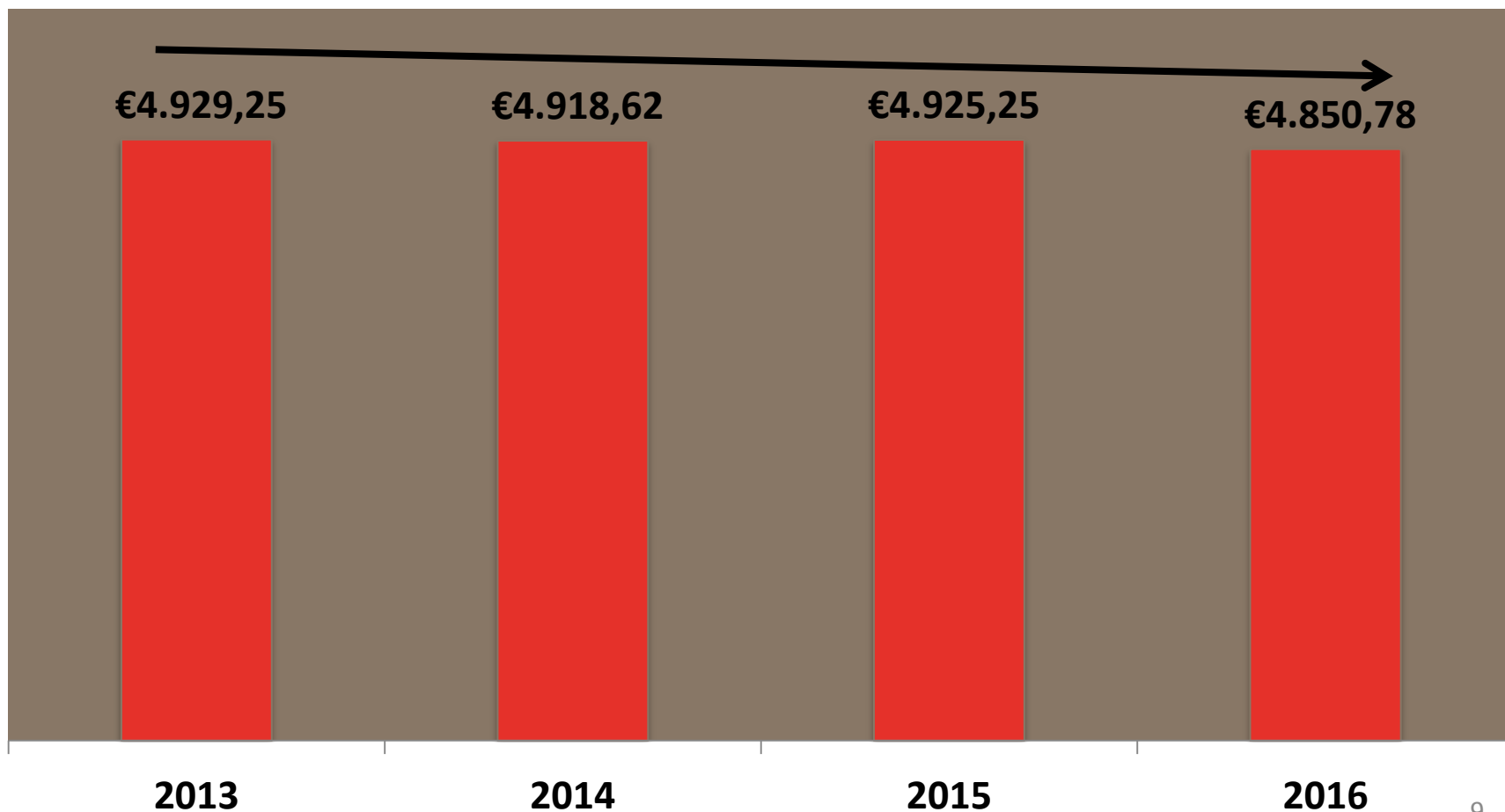
From 2013

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



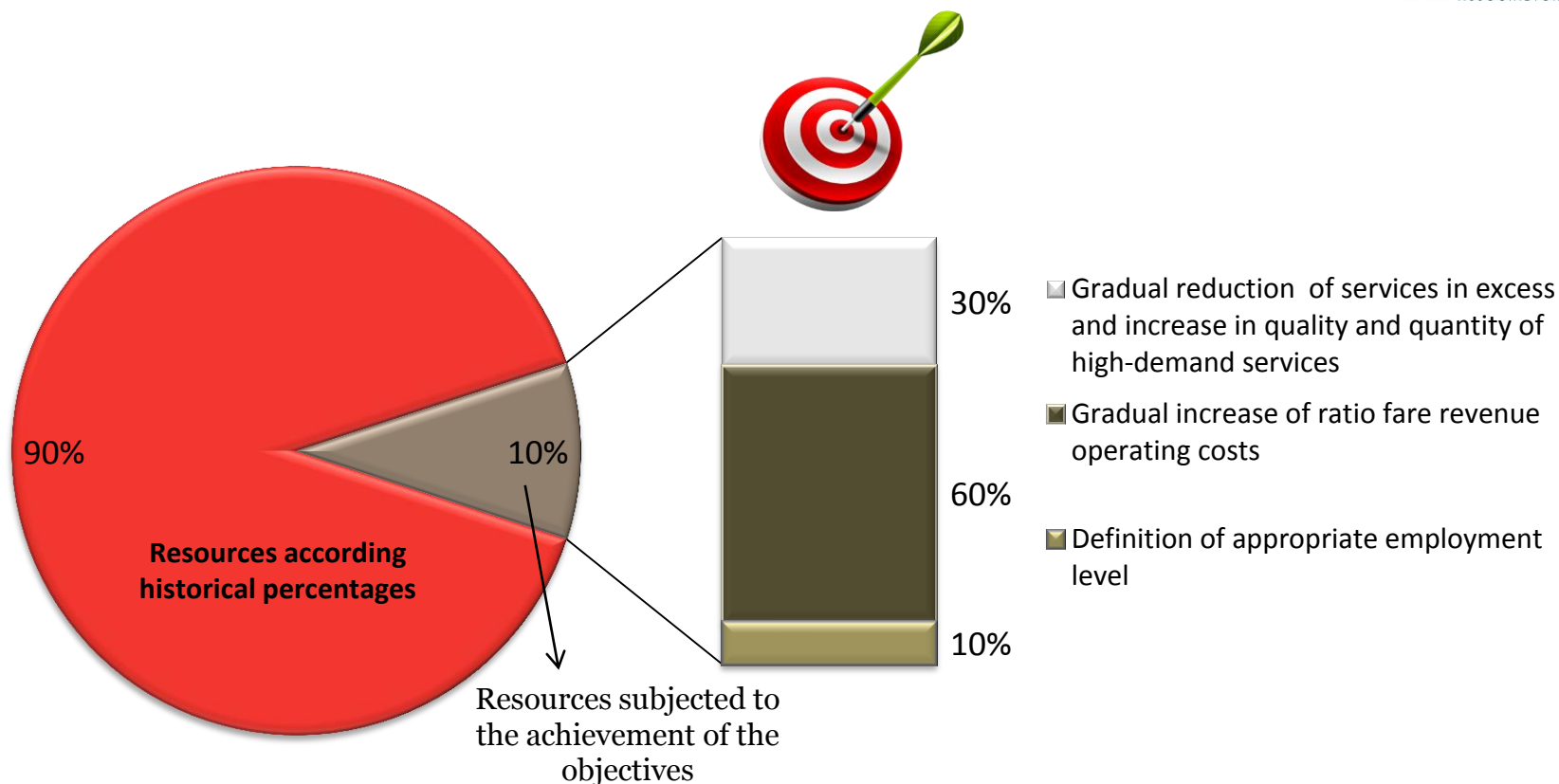
Funding for Operating costs

National Transportation Fund (resources in milion)



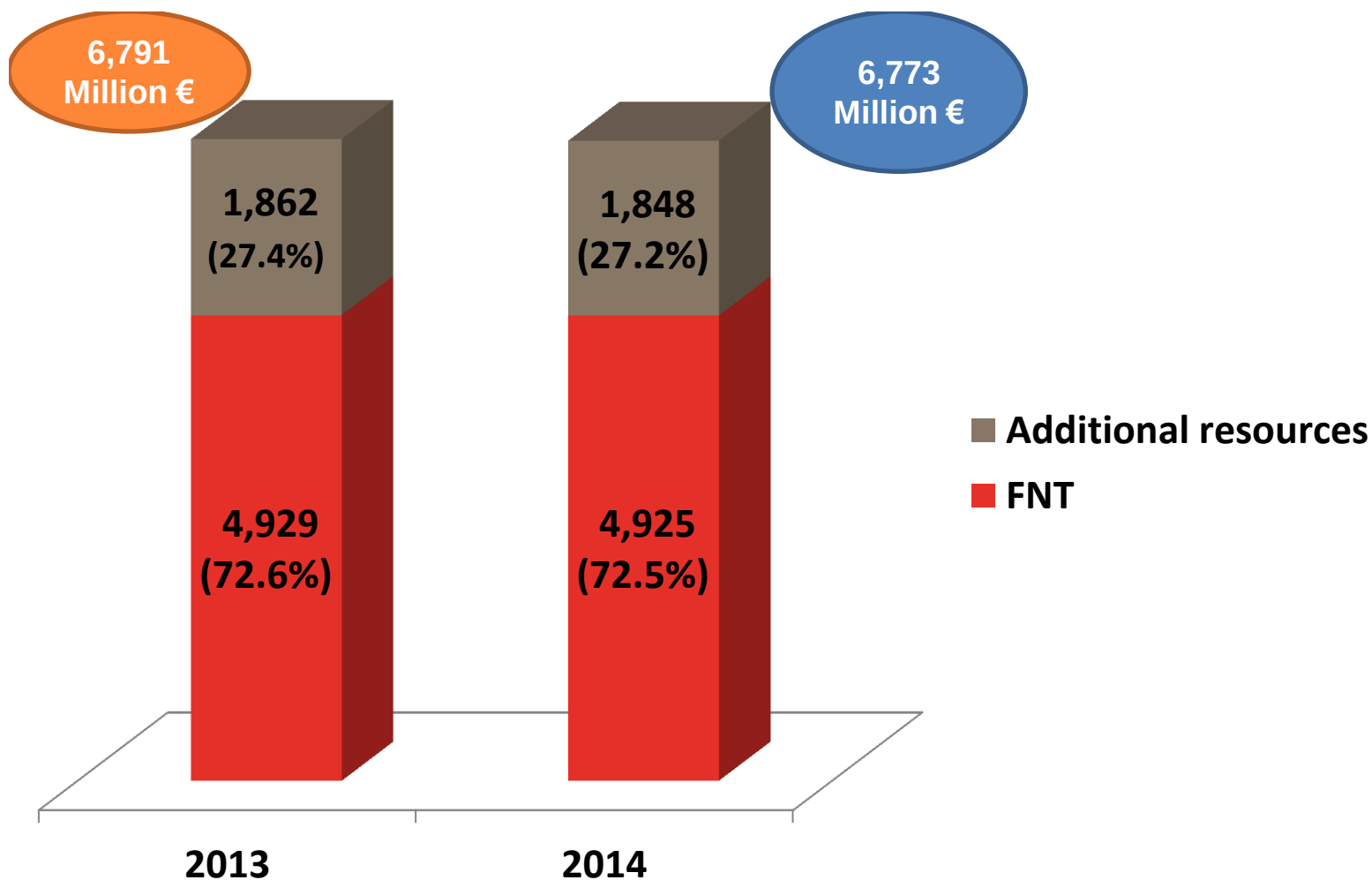
Funding for Operating costs:

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

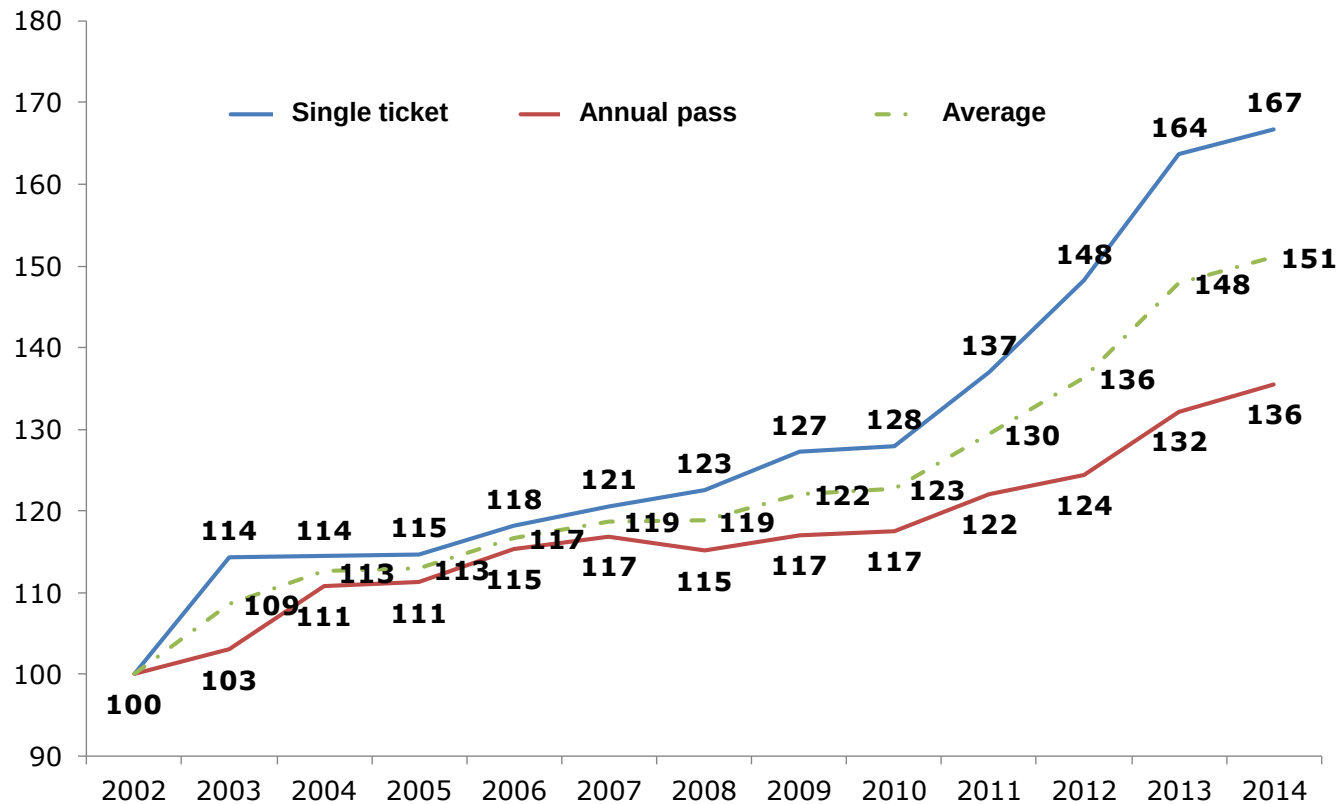


Directly generated resources

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)

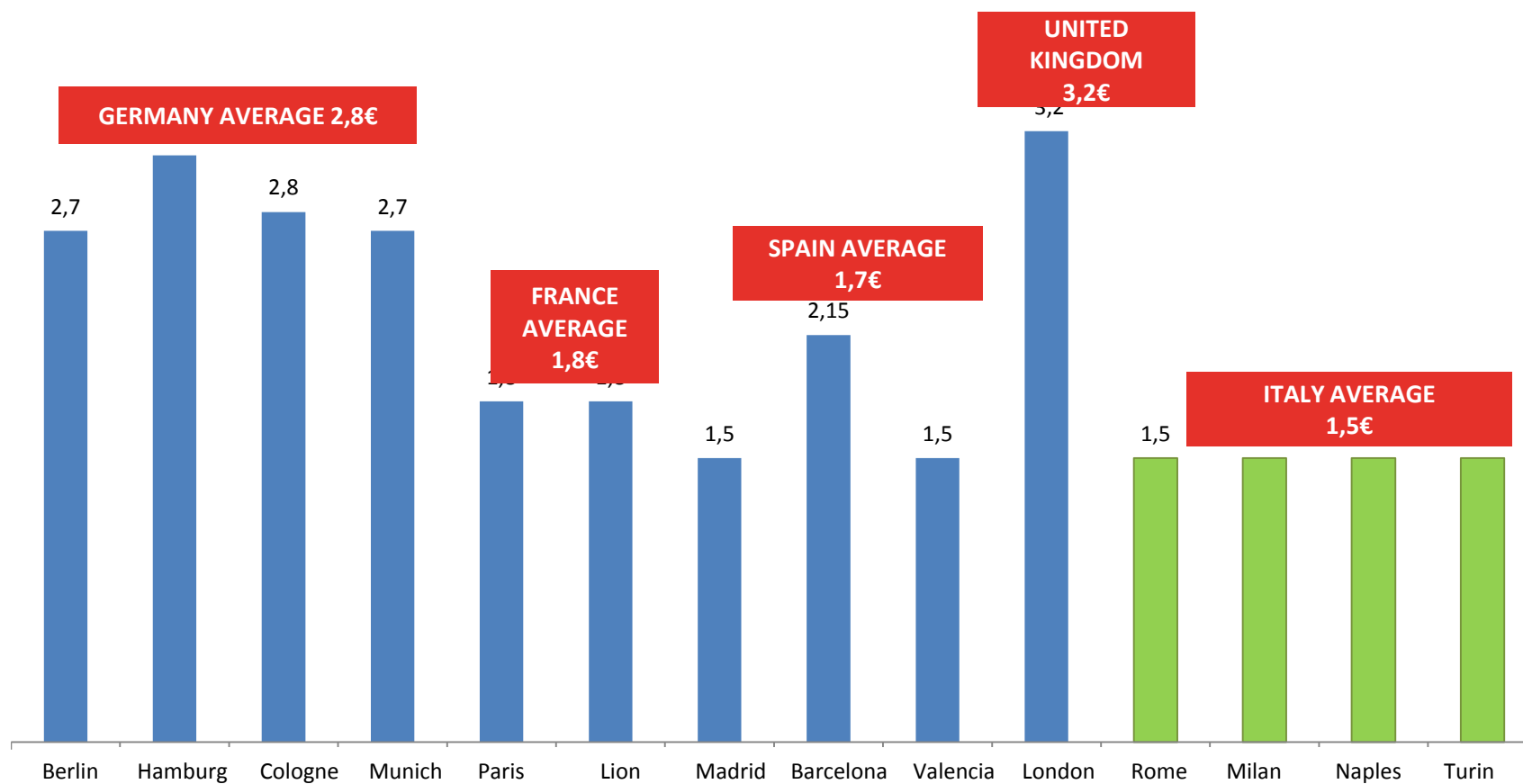


[Source: ASSTRA elaboration]

SINGLE TICKET

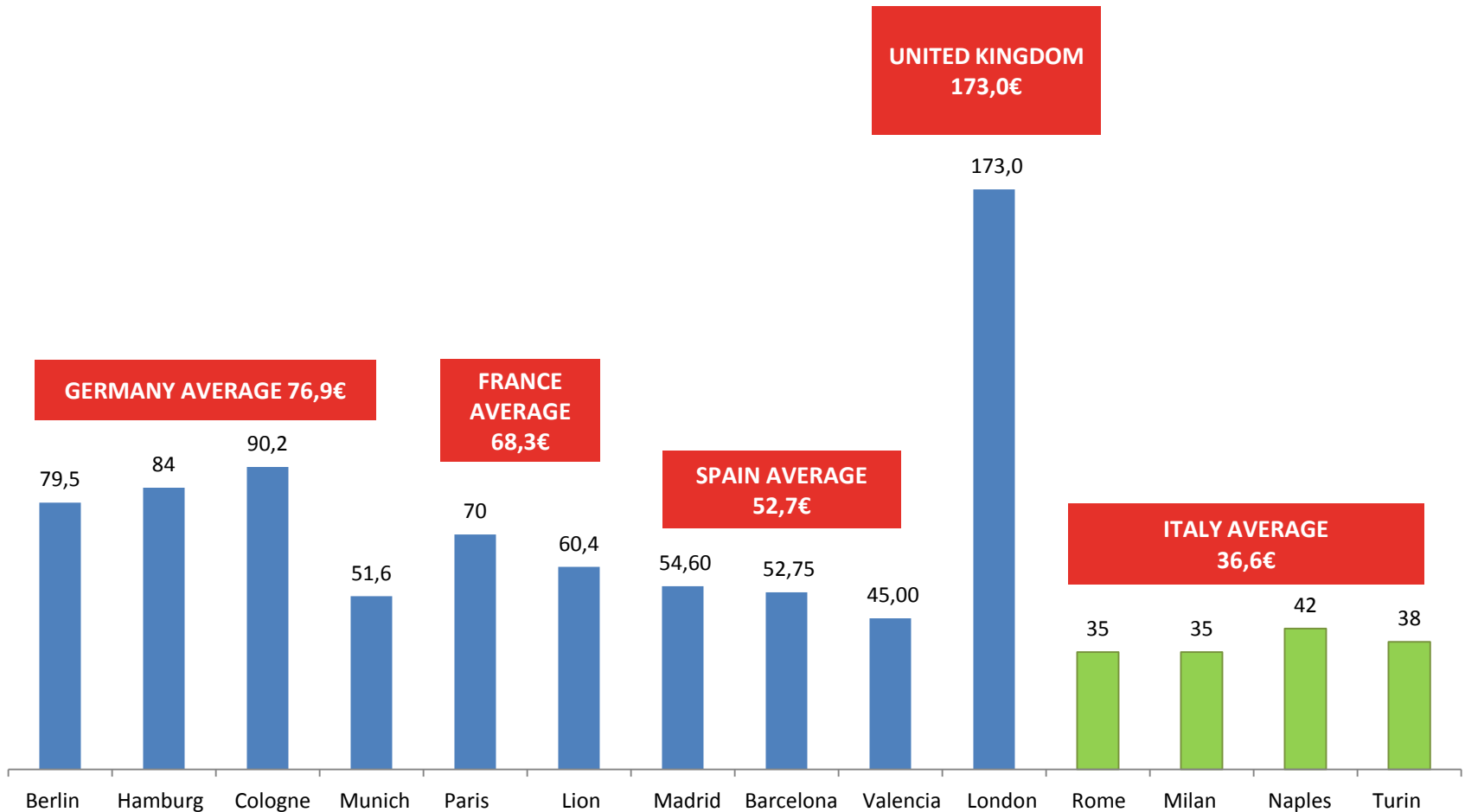
(Fares - October 2015, €)

In any case the Italian fares are the lowest in Europe



MONTHLY PASS

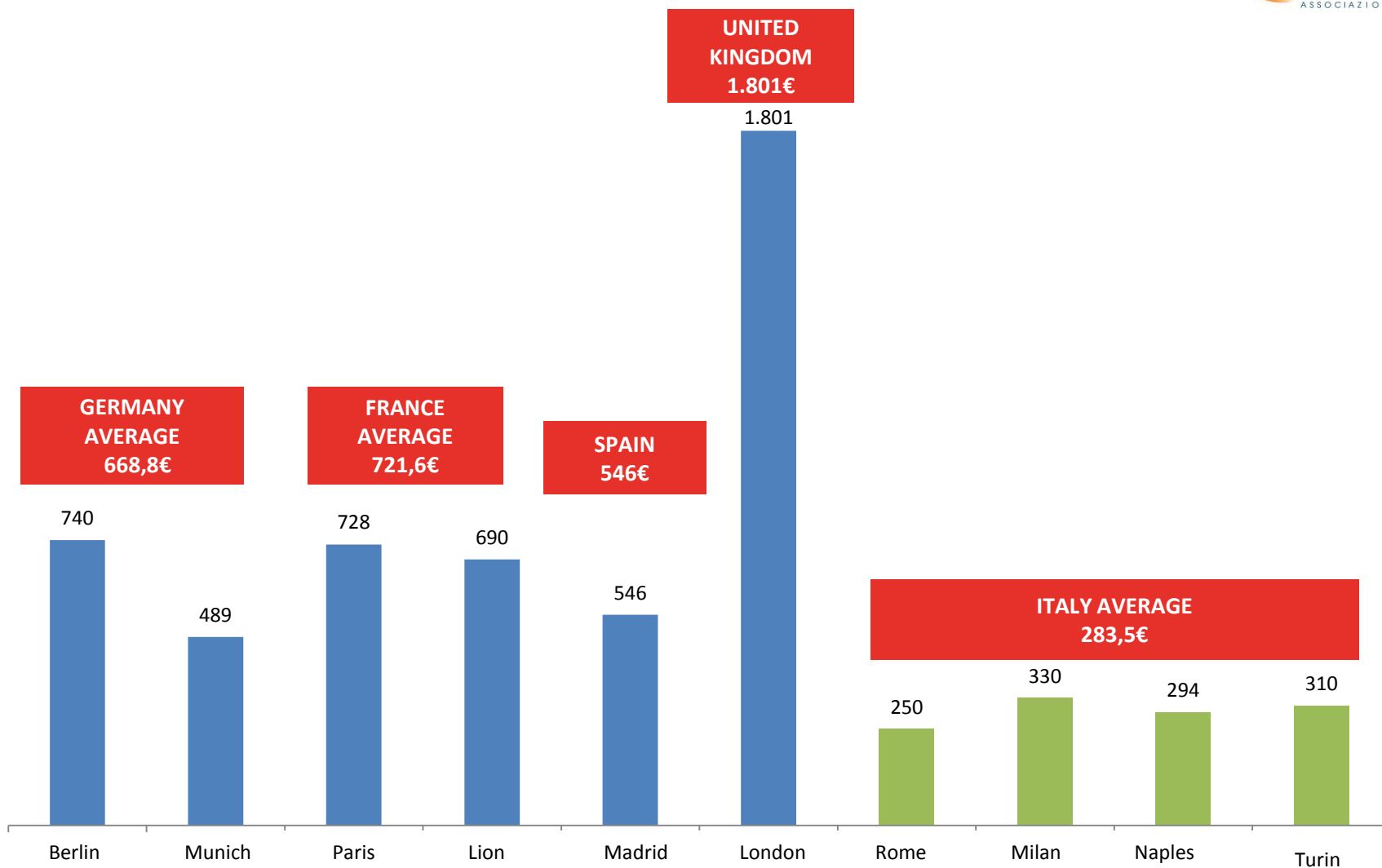
(Fares - October 2015, €)



Source: ASSTRA data processing on PT operator websites

ANNUAL PASS

(Fares – October 2015, €)

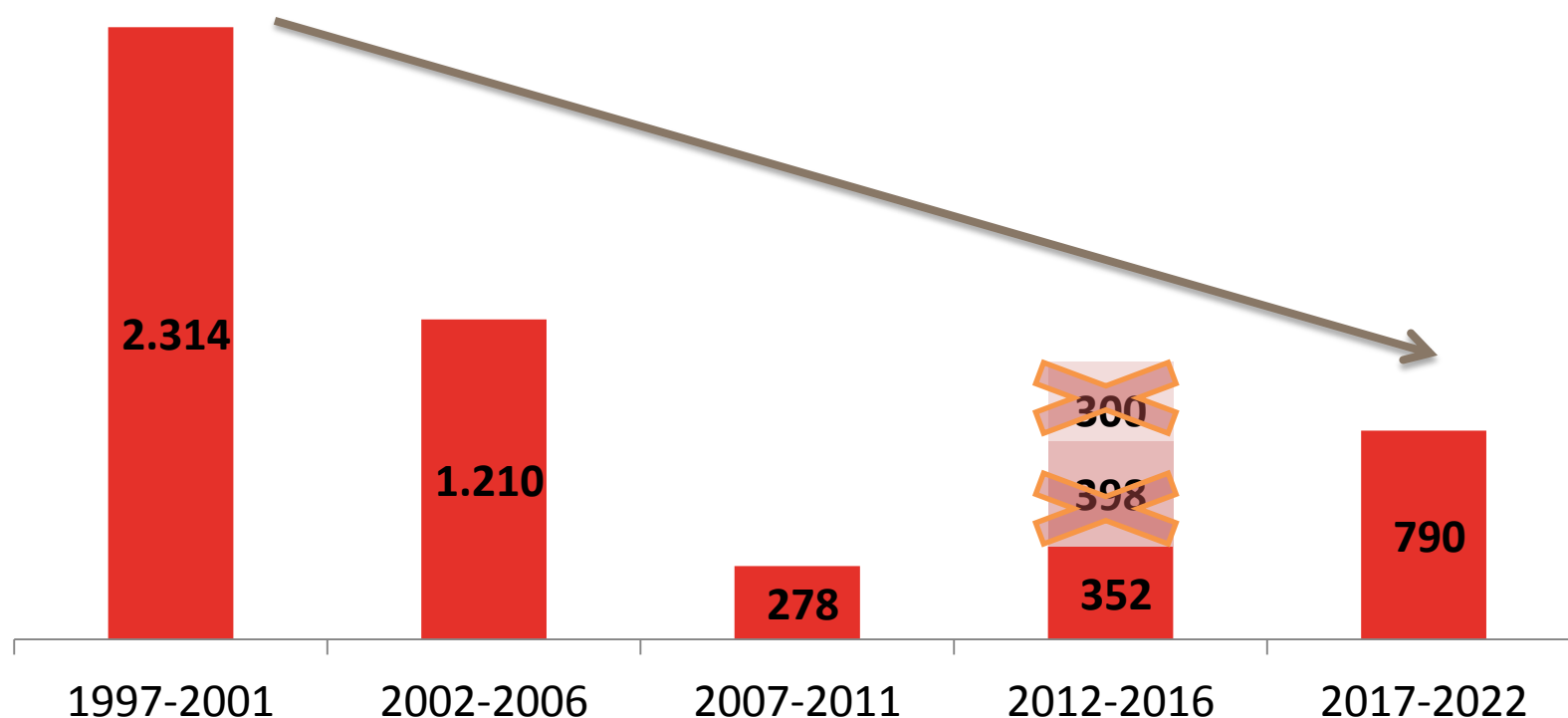


Source: ASSTRA data processing on PT operator websites

Capital investment for renew public transport fleet

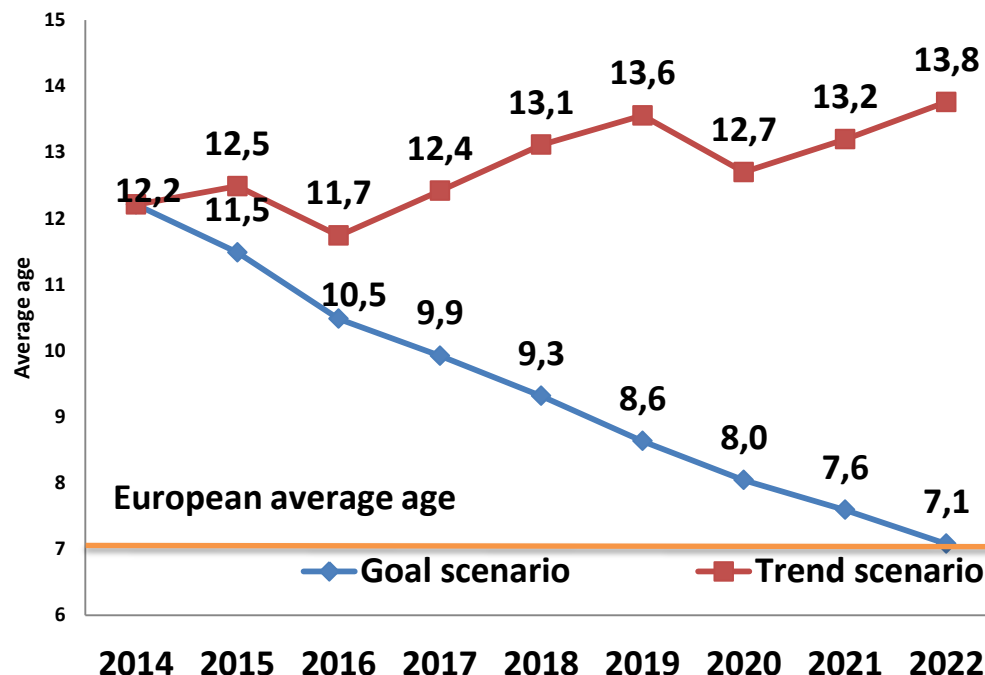
(1997-2022; Milion, €)

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

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).

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

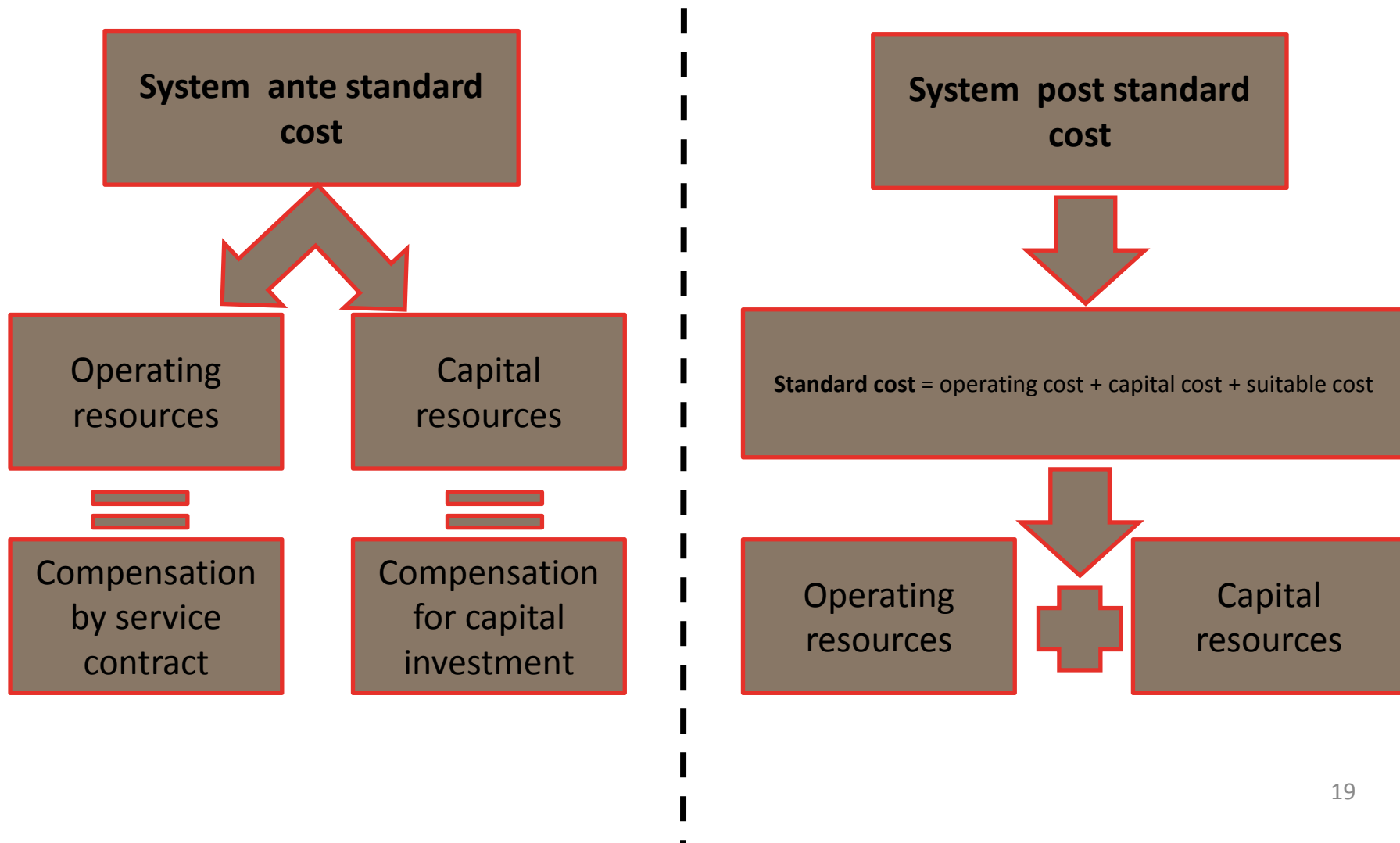


- Interconnection Rebaudengo – Turin railway link
- Turin underground
- Milan – Monza Underground M5
- Milan Line M4 Lorenteggio Linate
- Rome Underground Line C
- Naples – Line 6
- Naples - Line 1
- Circumetna (Catania)
- Palermo
- Tramway of Florence
- Light rail/Underground Bologna

News in the Public transport sector

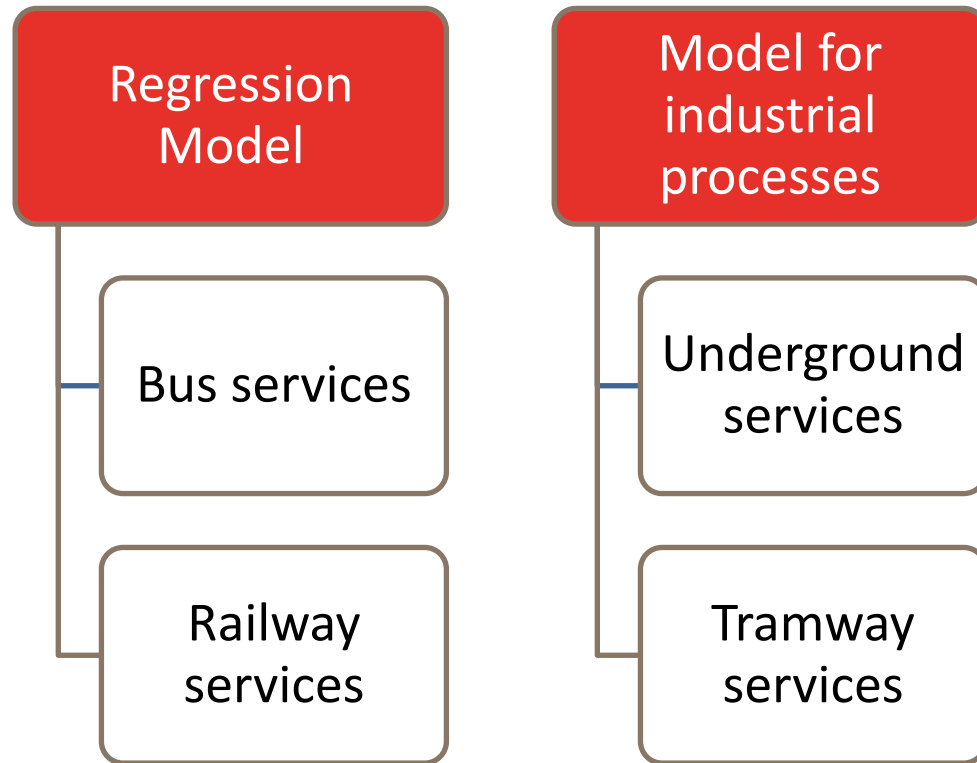
Standard Cost

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

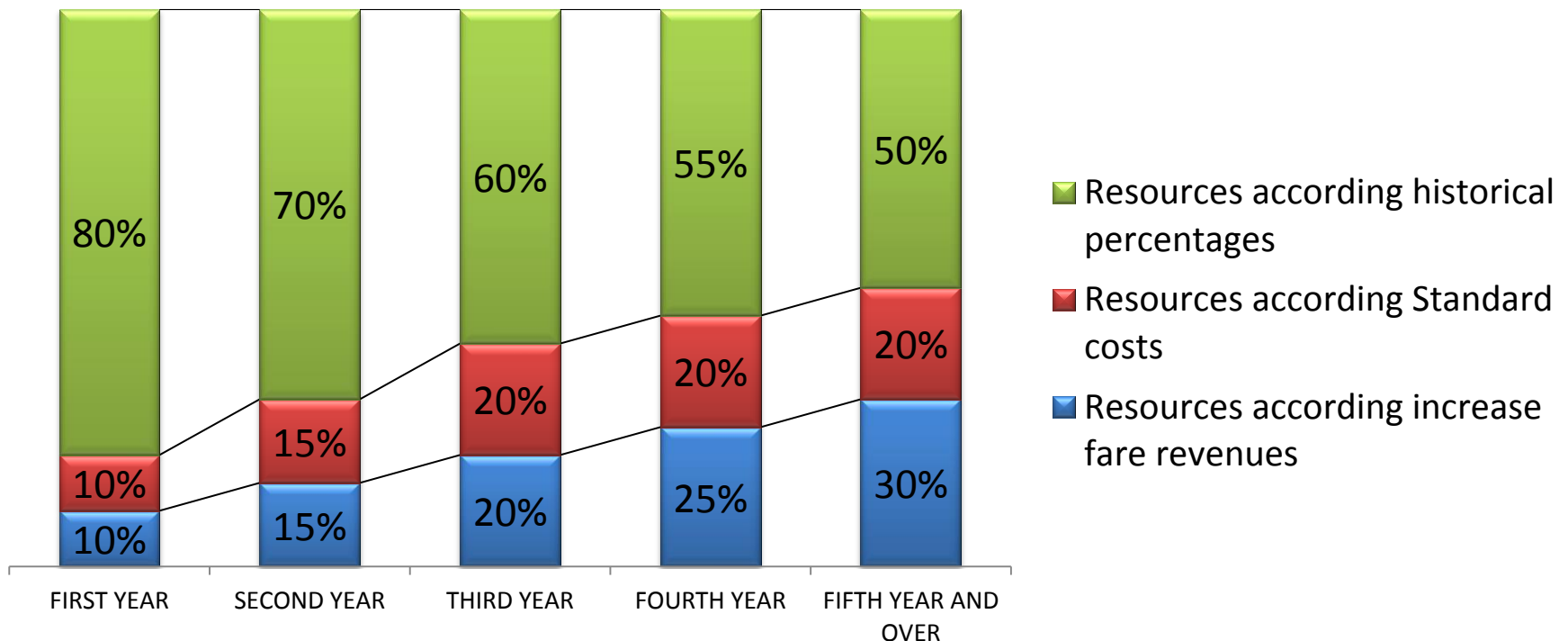


The standard costs don't apply to the following public transport services: trolleybuses, cable car, funicular, waterborne transport; for regional rail service infrastructure costs are excluded.

News in the Public transport sector

Art.23 Decreto Madia - National Transportation Fund

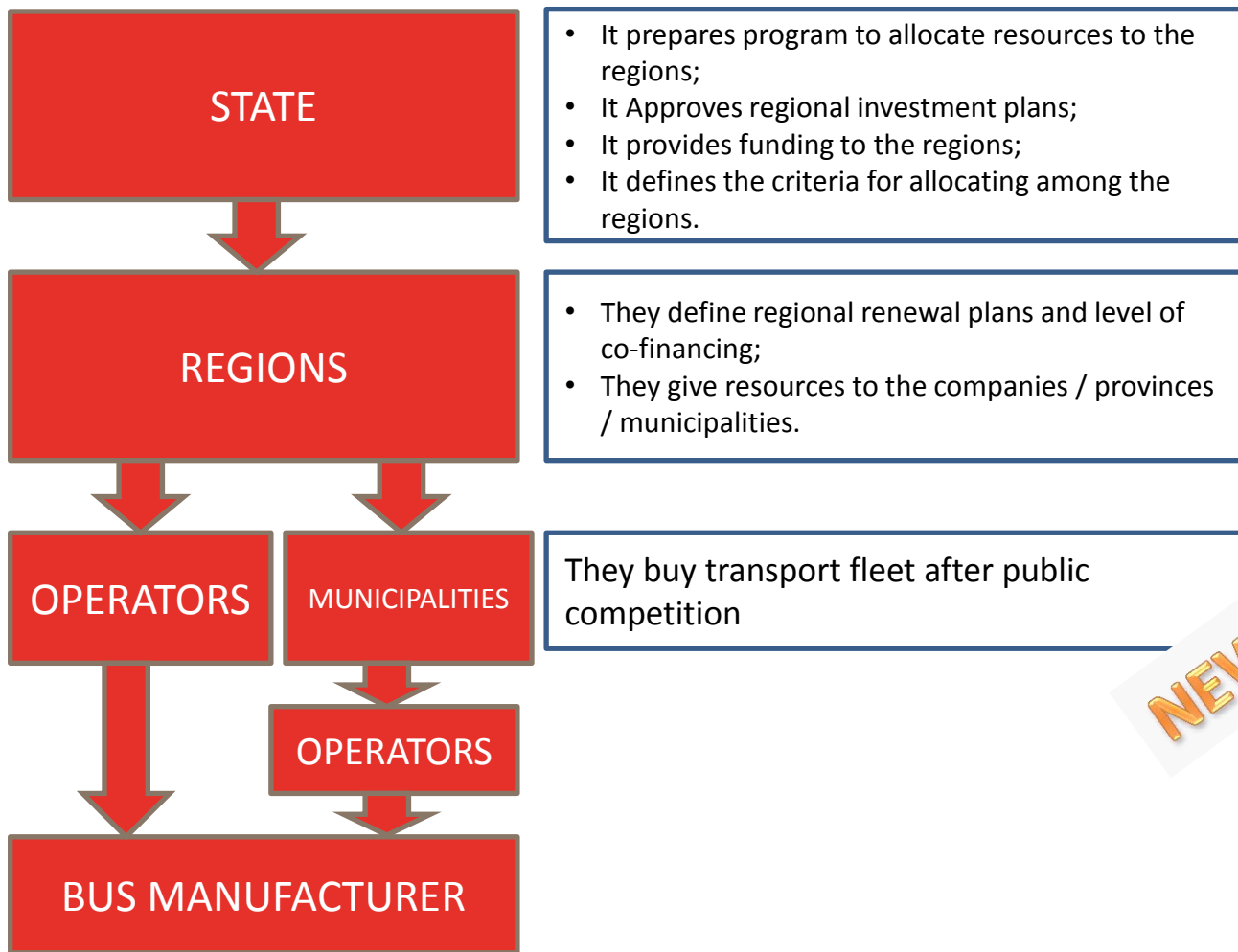
According with the new law (art.23 Decreto Madia) the rules for the allocation of National Fund resources will change.



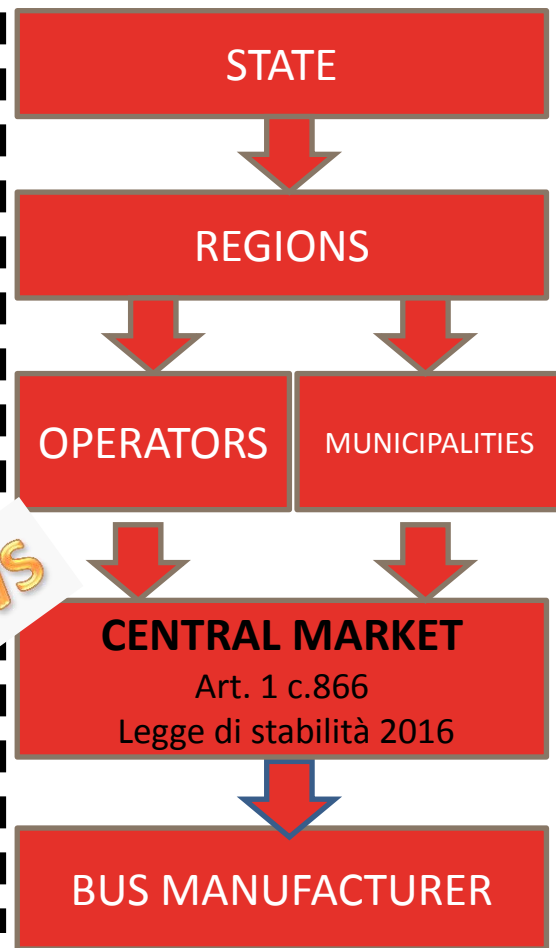
News in the Public transport sector

Funding System

Funding Architecture in 2016



Funding architecture from 2017



NEWS

THANK YOU FOR YOUR ATTENTION

proia@asstra.it