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Regione Emilia-Romagna



The action of Emilia-Romagna Region for a sustainable mobility

by Luca Buzzoni

Mobility and Public Transport Department



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POWER INTERREGIONAL PROGRAMME
ITACA Kick-Off Meeting Event



SUMMARY

Air quality problem

Urban and extraurban bus services

Railway services

The value of integration

European Project

Emilia-Romagna Region map

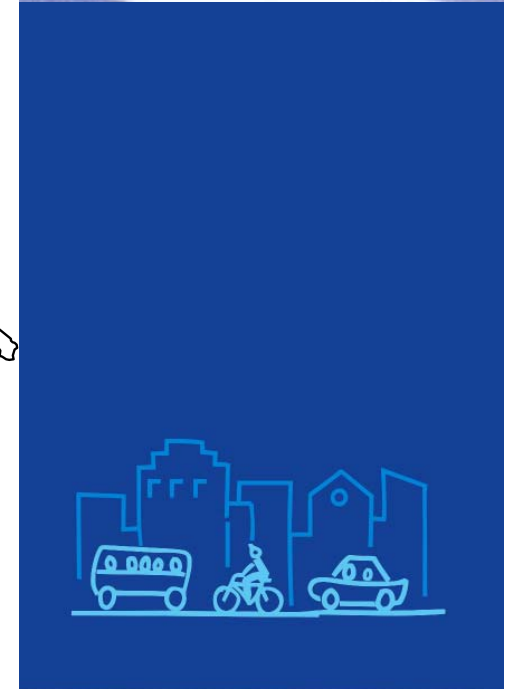


General information

Emilia-Romagna is one of the **most extended regions of Italy (22.200 Km²)**.

It is limited by **the Adriatic, the Apennines and Po**. Borders on Lombardy and Veneto (north), Liguria and Piedmont (west), Tuscany and Marche (south), the Adriatic Sea (east). Between Romagna and Marche the little independent Republic of San Marino is located.

The **conformation of the Region** is divided in two completely different sections from each other: the first one, situated in the southern part of the Region, is all mountainous and hilly; the second, the northern one is all level.



Emilia-Romagna Region profile

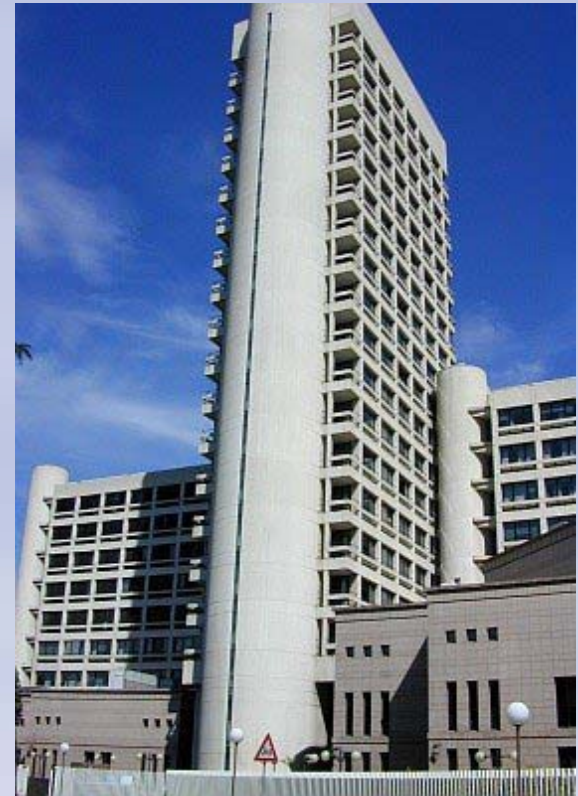
| | |
|---|--------------------------|
| Total population | over 4,3 millions |
| Surface | 22.124 sqKm |
| 9 Provinces | |
| 341 Municipalities | |
| 40% of total population lives in 10 main cities (12% of total surface) | |
| Companies | 387.434 |
| Farms | 81.962 |



Mobility and Transport Councillorship's Competences

The regional Mobility and Transport Councillorship is competent for:

- ❑ Planning of the infrastructural network and of the road, railway, port, water, air, inter-port, and bus communication systems;
- ❑ Planning of regional and local mobility systems;
- ❑ Freight and people mobility services
- ❑ Improvement of the urban mobility
- ❑ Regional Observatory for Road Safety and Education



Regional land use planning tools

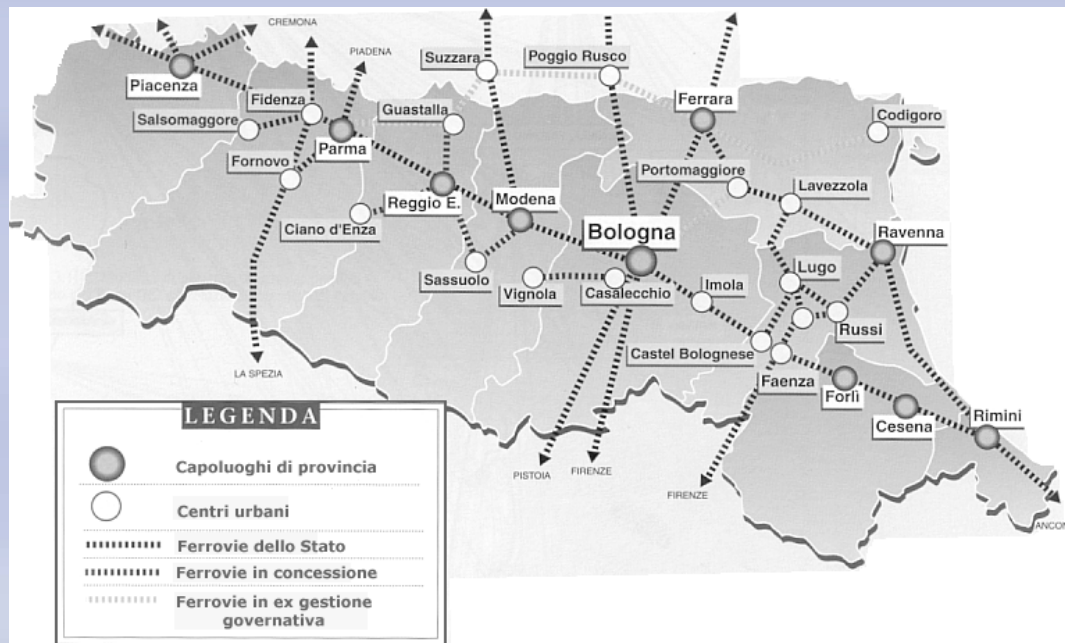
- ❑ **PTR - Regional Land Plan:** defines strategic goals in land use planning (economic development guidelines for support to agriculture and small and medium industries; land safeguard guidelines...)
- ❑ **PTPR - Regional Land Safeguard Plan:** defines the specific safeguard goals (geological sensitive areas, rivers, woods, historical and archaeological sites...); it sets up binding rules for land use and environmental protection.
- ❑ **PRIT 2000-2010 - Regional Integrated Transport Plan:** sets up the integrated transport system goals and the actions and tools to reach them.

Emilia-Romagna transport system profile

Emilia-Romagna is responsible, by national law, for defining the “**Regional Integrated Transport Plan**” (PRIT) and the regional and local intermodal transport services development guidelines.

PRIT sets priorities in **railway and road investments**, and guidelines for their implementation.

PRIT is updated **every 10 years**.



2000-2010 PRIT's goals

- diversify modes of transport;
- integrate different transport modalities;
- solve current problems, specifically along the East-West axe;
- rationalize the global land use, avoiding unplanned cumulative processes;
- support the productive and logistic system;
- improve the environmental sustainability (Kyoto Protocol).



Local Public Transport Regional Planning

**Emilia-Romagna Region's
strategy and basic goals for LPT**

Re-qualify and promote bus and railway sectors by means of a regional investment policy

Aim at modal integration of rail and bus services by optimizing co-modality and improving services for a better environmental quality and congestion reduction

Aim at railway and bus services quality

Air quality problem



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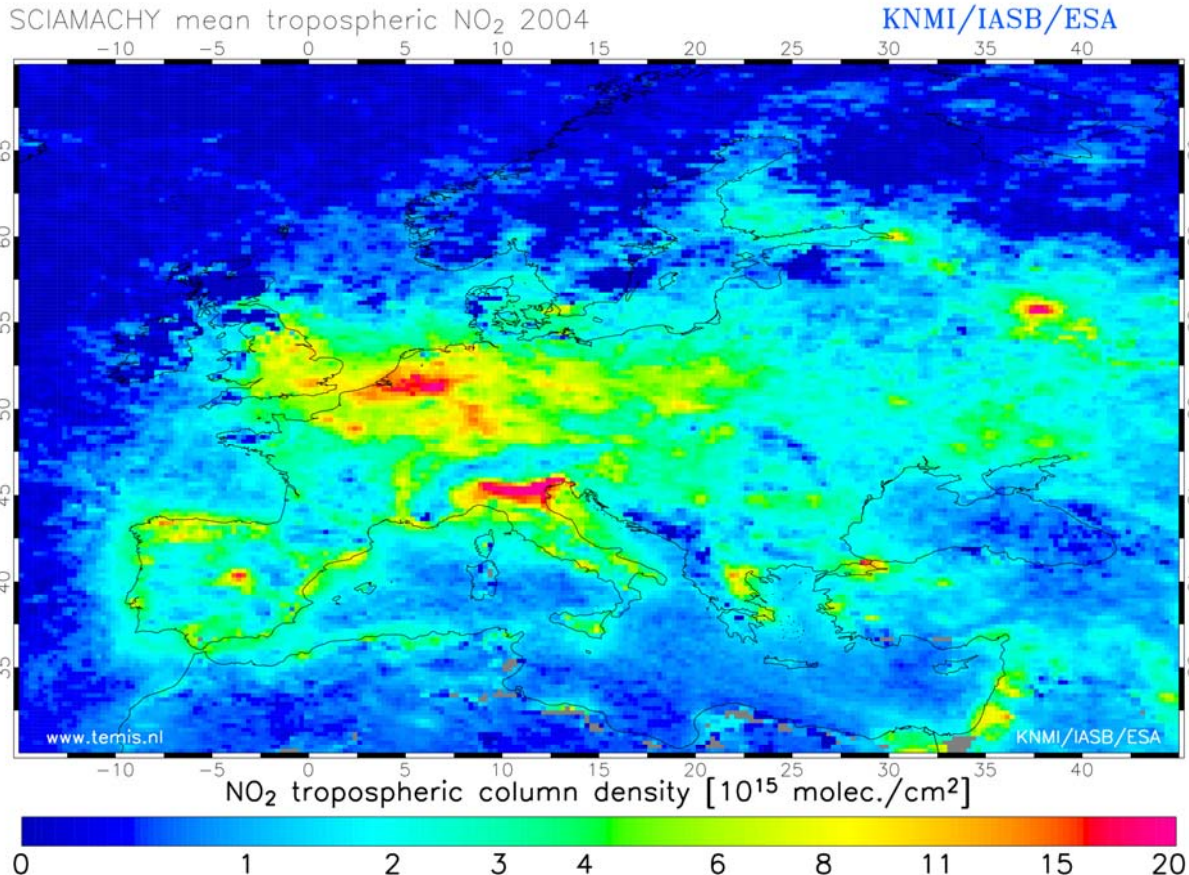
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Main actions for sustainable mobility

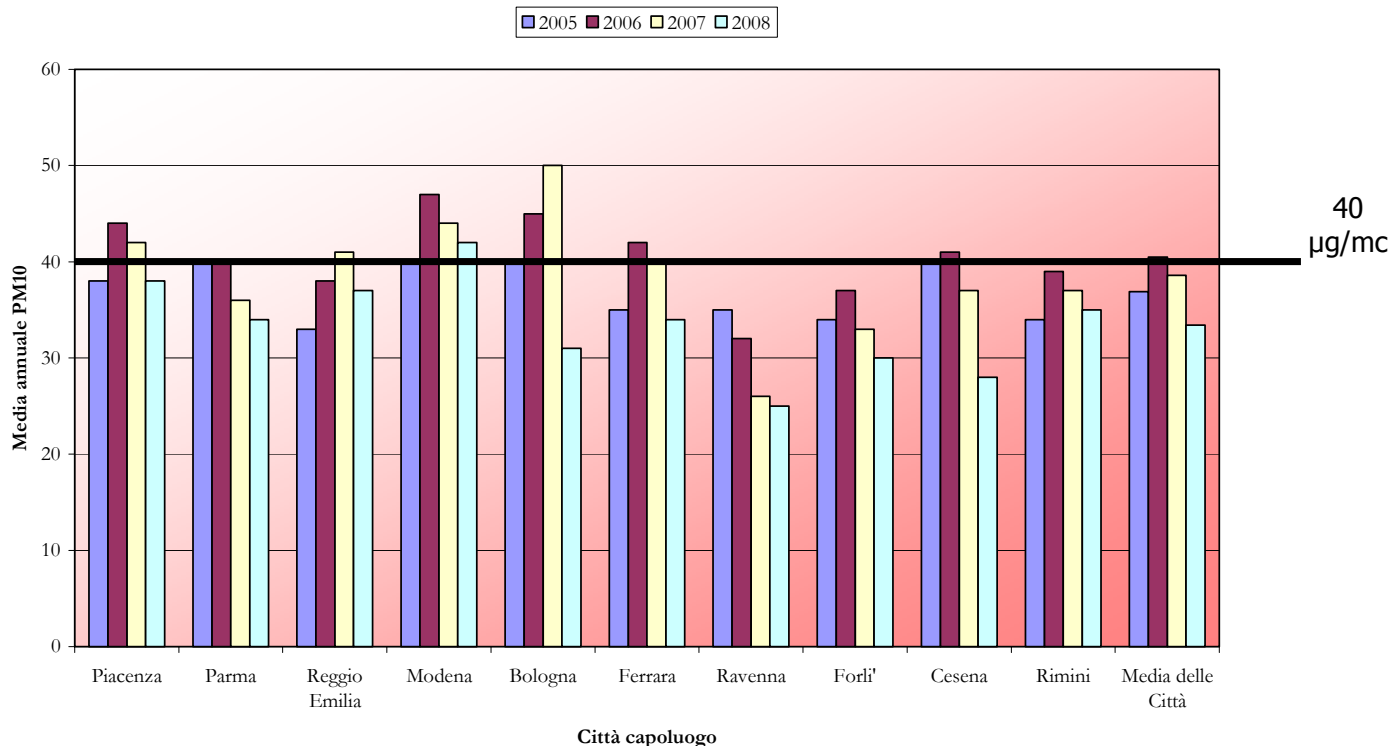
Agreement with the Po Areas's Regions

In 2007 the RER signed an agreement among the Regions of the **Po Areas** (Piemont, Lombardy and Veneto) and the Province Independent of Trento and Bolzano, Valle d'Aosta and the Canton Ticino.

This document deals with a **general agreement of prevention and reduction of air pollution** and foresees the building of an interregional technical group in order to tackle air pollution on Po area scale and the elaboration of **common initiatives**.



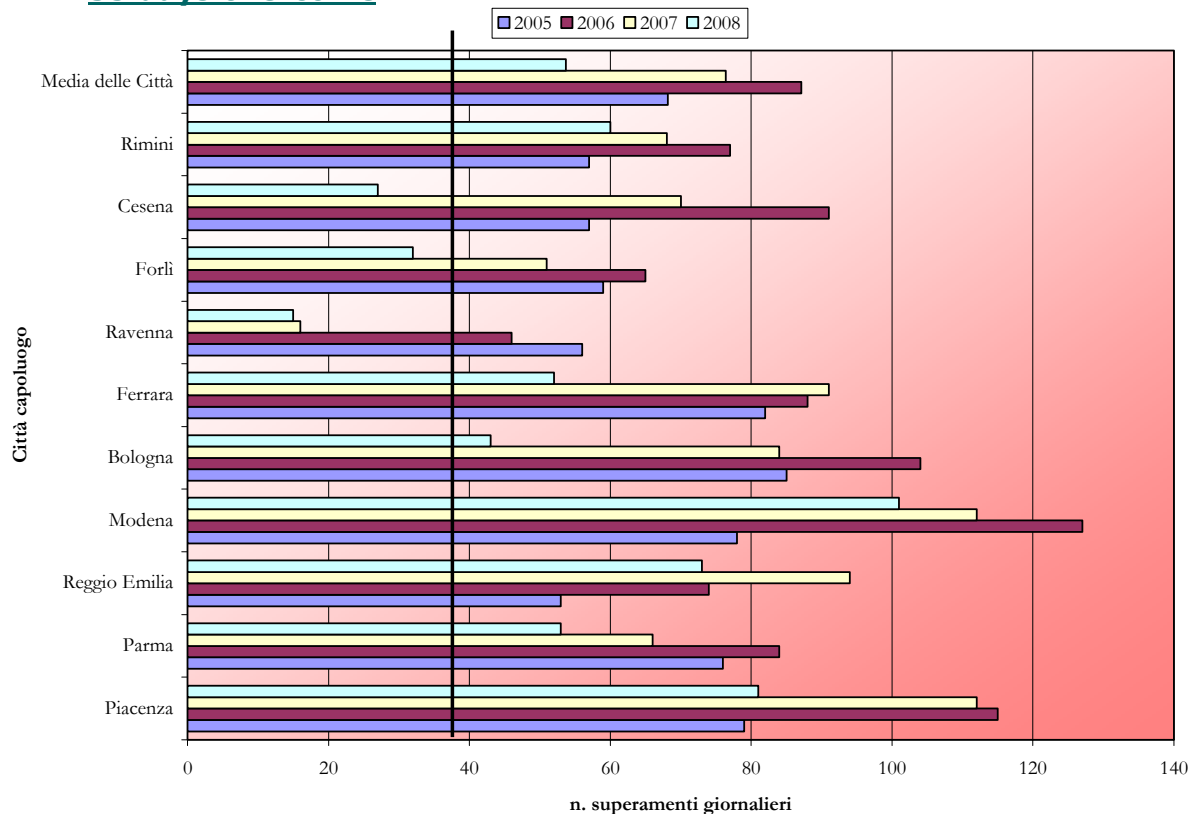
PM₁₀'s annual average in the most important 10 cities of Emilia-Romagna (2005-2008)



The Pm₁₀'s annual average, measured in **2008**, was **33,4 µg/mc**, in diminution of **15%** in comparison with **2007**.

Daily overcome of PM₁₀ in the most important 10 cities of Emilia-Romagna (2005-2008)

35 days overcome



In 2008 the daily limit value of PM₁₀ (50 µg/mc) was overcoming 54 times, in high diminution respect 2007.

Regional Mobility Planning Tools

- ❑ **Three-year Policy Course Act on regional public transport planning and management:** it is proposed by the regional Government to the approval of the Regional Legislative Assembly and indicates the goals and the actions for the mobility development.
- ❑ **Three-years Agreement on the Minimum Service:** it is approved by the Regional Government to allocate the funds foreseen for urban and suburban bus services to the different traffic basins.
- ❑ **One-year Agreements on Air Quality:** they are signed since 2002 by the Regional Government together with Provinces and Municipalities in order to implement measures aimed at air pollution mitigation.
- ❑ **Three-years Sustainable Mobility and Minimum (Urban and Suburban) Bus Services:** they are signed by Region, Local Authorities (Provinces and Municipalities) and Local Mobility Agencies, are approved by the Regional Government to plan both the investments on sustainable mobility in the main urban areas, and the regional resources for the minimum service.

Environmental Sustainability: Three-years Programme agreements

Measures

- Exhausted gases post treatment and alternative fuels utilization in bus fleets
- Bus fleets renewal
- Urban cycle and pedestrian mobility
- People sustainable mobility and inter-modality
- Infrastructures, technologies and freight distribution systems in urban areas
- Fuel split from petrol to LPG and natural gas
- Anti-particulate filter installation on diesel vehicles



The VII Air quality agreement

In co-operation with the regional Environment Department, in **2008 RER has promoted and implemented the 7th “Agreement on air quality”** among all cities in the region above 50.000 inhabitants.

The agreement, interesting a population of **81 Municipalities with about 2,8 million of inhabitants** (70% of all the regional population), sets a framework of requisites for fossil fuelled vehicles in order to grant them access to protected areas of the town.

Depending on the levels of pollution and meteorological forecast, local authorities might suspend the traffic circulation of the most pollutant vehicles.

These **traffic restrictions have been accompanied by regional incentives** to support fuel shift from petrol to CNG for private cars and to foster sustainable urban mobility projects put forward by local authorities.



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Urban and extraurban bus services

LPT Local Mobility Agencies

A specific competence

LOCAL AUTHORITIES
Provinces and Municipalities

Political responsibility for strategies, policies and resources allocation

9 MOBILITY AGENCIES

Competence for regulation and control, operational planning, sustainable mobility implementation, calling for tenders for service awards, service contracts monitoring

COMPANIES

Responsibility for service supply

USERS

Consumer rights safeguard

The regional bus fleet renewal

- With a **regional contribution of 170 Million of Euros**, Emilia-Romagna's local public transport (LPT) companies have acquired **1.419 new buses with highest quality standard**.
- For the period 2008-2010, RER will spend **19 Million of Euros for the renewal of about 100 buses and trolley buses with new ecological buses**.
- There are also other **national funds** (ministerial act n. 82, 19/3/2008) for **11 Million of Euros for the sostitution of other 50 buses and trolley buses**.



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Investments for antiparticulate filter “FAP”

- RER co-financed with **€ 6.000.000**.
- **929** filters will be installed between 2002 and 2008.



Investments for the private vehicles renewal

▪ Investments for LPG and CNG vehicles

RER is a **very motorized region (over 4 car every 5 adult inhabitants)**.

In 2006-2007-2008 RER has planning **more than 15 Millions of Euros for the renewal of about 36.000 gasoline vehicles** in the most urban areas of the region.

▪ Investments for the installation of FAP on commercial vehicles

RER has signed an agreement with Municipality of Bologna for the first installation of **filters on 350 vehicles (max 3,5 tons)**.

The participation is supported from a **regional financing of 700.000 Euros**.

It is possible thanks to omologative national act (february 2008).



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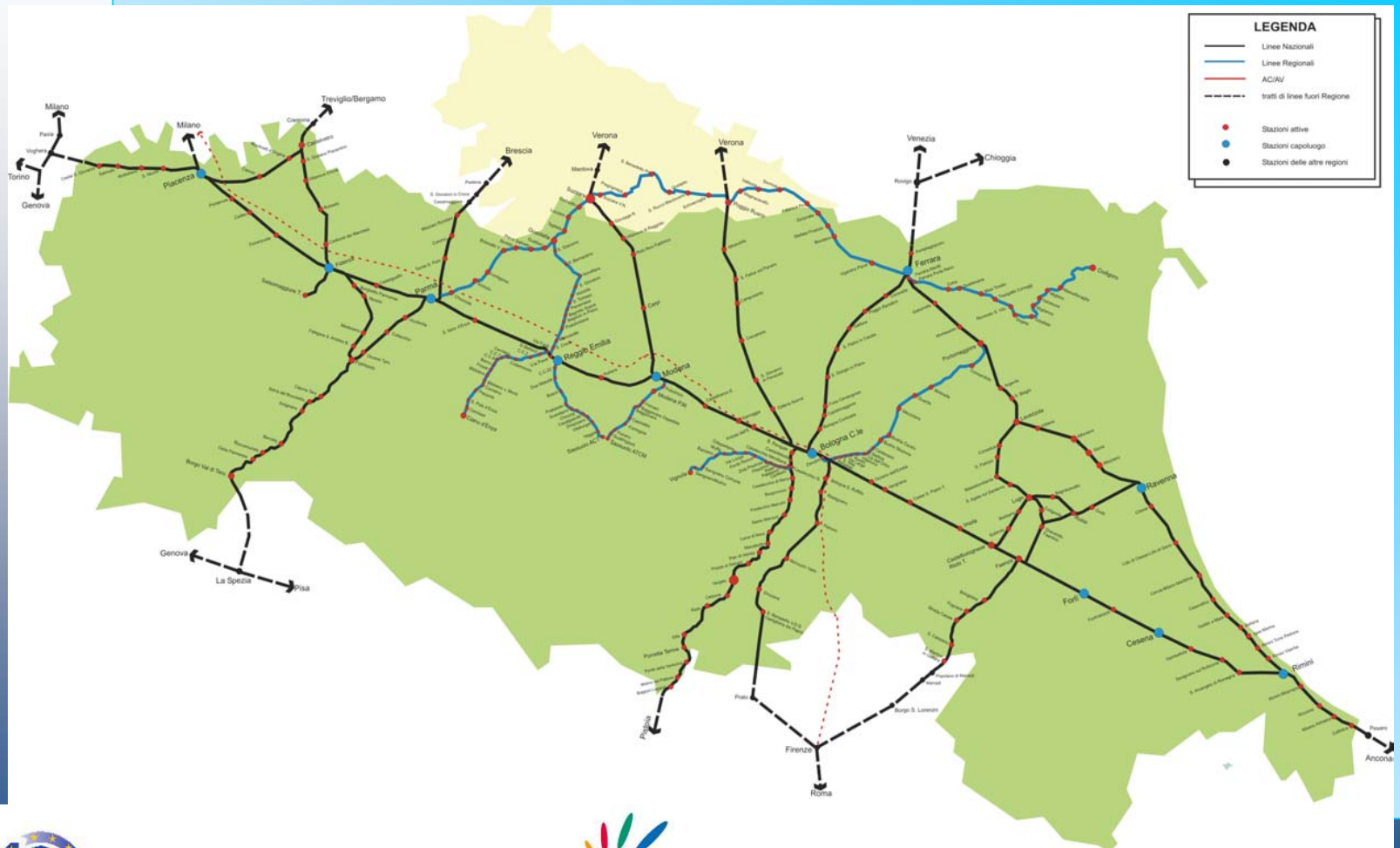
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Railways services



The railway network



| LEGENDA | |
|---|-------------------------------|
|  | Linee Nazionali |
|  | Linee Regionali |
|  | AC/AV |
|  | tratti di linee fuori Regione |
|  | Stazioni attive |
|  | Stazioni capoluogo |
|  | Stazioni delle altre regioni |

The increase of railway services

In the railway sector, RER wants to:

- **increase the number of services;**
- buy **new trains** (the regional average age is more than 30 years): 15,6 Millions Euros of regional funds in 2003-2004 and 15 Million in 2004-2005).



- exploit the opportunity to acquire part of the time-employment of the **tracks on the dorsal Milan-Rome**, which will become available after the completion of the AV's works.
- develop the rail services and their qualification, with the aim to increase the services of 20% in three years.



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The value of integration



The value of integration

In order to increase the TPL services, RER wants to achieve:

- **organizative integration (trains-buses);**
- **integration of information (regional travel planner);**
- **tariff integration: new annual integrated subscription “Mi Muovo”.**

The regional Travel Planner

Travel Planner is an important **instrument of infomobility for users, which gives informations about integrated public transport** in Emilia-Romagna region.

It can be found on the web site www.mobiliter.eu,



The screenshot shows the search interface of the regional Travel Planner. It includes fields for date (Gi, 12.06.08), time (14:00), and departure/arrival type (Partenza selected). There are dropdown menus for 'Da' and 'A' (Stazione/Fermata). Below these are icons for different transport modes (train, bus, tram, etc.) and a section for 'Partenza / Arrivo' with checkboxes for 'Partenza - Arrivo' and 'Tutti i collegamenti'. At the bottom are buttons for 'CERCA' and 'NUOVA RICERCA'.

The regional Travel Planner **represents an important step for the total integration** started in 2008 with the new integrated subscription trains-buses “Mi Nuovo”.

Fare integration: I am mobile - Mi Nuovo (1/2)



Since **September** 2008 LPT passengers can buy a **new annual integrated ticket, "Mi Nuovo"**.

"Mi Nuovo" and **"Mi Nuovo studenti"** (the season ticket for students) allow passengers to use both the regional railway service on a fixed route (origin / destination) and the whole urban public transport network (trains and buses) in every Emilia-Romagna's town.

"Mi Nuovo Tutto Treno" for Emilia-Romagna residents who own a season ticket allows to use also trains classified as EurostarCity, InterCity and InterCity-plus.

Fare integration: I am mobile - Mi Nuovo (2/2)



Electronic re-chargeable card

January 2010: introduction of the electronic card in Bologna, Parma, Reggio Emilia and Ravenna provincial basins.

Within the end of 2010: extension to the rest of the region.

Over **5000** contactless / magnetic appliances will be installed on buses and in railway stations.

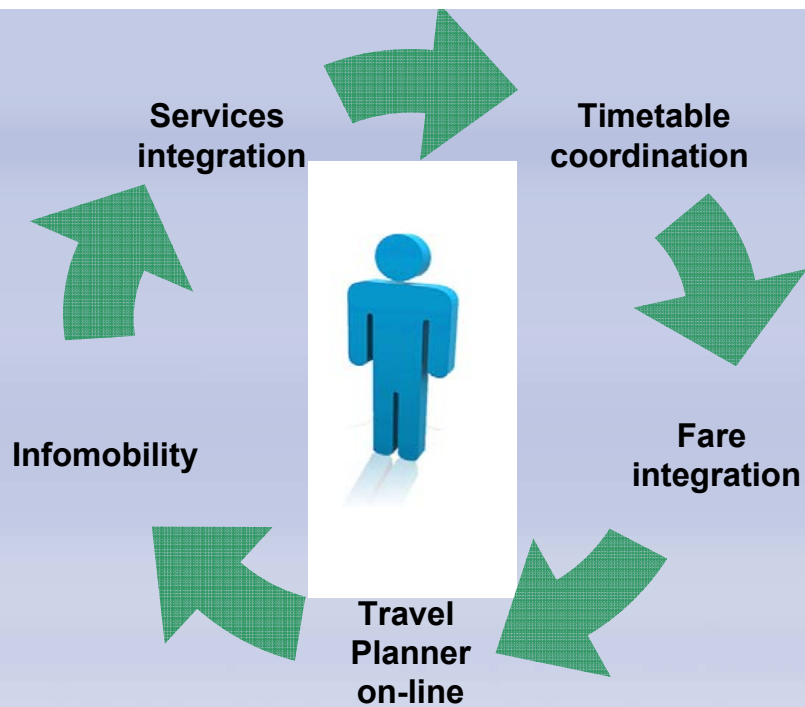
Mi Nuovo in progress

“Mi Nuovo” represents the first step of a more organic process of innovation which, in the next two years, will complete the new ticketing integrated system in Emilia-Romagna.

| September 2008 | June 2009 | December 2010 |
|---|--|---|
| Start of integrated annual subscription (buses+trains) supporto cartaceo (Mi Nuovo and Mi Nuovo): paper tickets | First applications of the electronic card in different areas of the region | Extension of Mi Nuovo in all the Emilia-Romagna's territory |

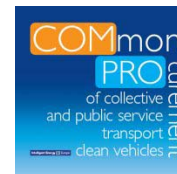
In the period from 25/08 to 31/12/2008 were sold **246 “Mi Nuovo”** and **800 “My Nuovo for students”** (in total **1.046 subscriptions**).

Customer care



European Projects

- **COMPRO (2007- 2009)**
- **Partners:** Nantes, Brema, Goteborg
- **Aims:** to realize a common procurement of buses
- **At moment:** the project is focusing on Hybrid and CNG technologies



- **CIVITA MIMOSA (2009-2012)**
- **Partners:** Bologna, Tallin, Utrecht, Funchal, Gdansk
- **Aims:** To organize a series of demonstration activities that show the benefits deriving from the adoption sustainable Mobility actions;
- **At moment:** the project is still started



- **MHYBUS (2009-2011)**
- **Partners** ENEA, ASTR, ATM
- **Aims:** prototype of idromethane bus
- **At moment:** the project will star on 2009



European project for a sustainable mobility

COMPRO (2007-2009) is an European project coordinated by **ISIS** –Institute of Studies for the Integration of System. The core partnership includes both local and regional authorities and public transport operators:

- Nantes Métropole (France)
- Semitan (France)
- City-State of Bremen (Germany)
- Bremer Straßenbahn AG (Germany)
- Emilia Romagna Region (Italy)
- Gatubolaget (Sweden).

In concrete terms, COMPRO's partners are analysing the conditions for a **common procurement of clean collective and public service transport vehicles** at European scale and, as a result, will provide for the identification of homogeneous terms and conditions for achieving **common standards and sales** and significantly **reduce the prices** of such vehicles in the open market.



Idrometano project



- Objective: regards the use of the **mixture of methane (CNG) and hydrogen (5% up to 20%)**.
- The start of this project (in 2006) was an agreement with **ENEA and ASTER** for a study on the insperimentation of Hydrogen and methane for a sustainable mobility.
- The project want to demonstrate that the mixture pollutes less then the simple natural gas.
- Promotion of the hydrogen energy vector through an already consolidated technology (CNG).
- After the positives results of the study carried out by ENEA and ASTER, RER has financed the purchase of two buses (ATR and ATM are public transport company) to realise the test with 5% and 20% of hydrogen.
- The results will be available by the end of february 2008.



MHyBus (Life+2007)



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In 2008 RER has achieved an european contribution to realize, ad coordinator, **MHyBus** project (start: february 2009; for three years).

MHyBUS (2009-2011)

Partners: ENEA, ASTR, ATM

Aims: prototype of idromethane bus

At the moment: the project is started in 2009





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And from now hence... finally...

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**Innovative Transport Approach in Cities and
metropolitan Areas**





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Thank you for the attention

Luca Buzzoni

Servizio Mobilità Urbana e Trasporto Locale

Viale Aldo Moro, 30 – 40127 Bologna

Tel. 051/5273441 – Fax 051/5273833

lbuzzoni@regione.emilia-romagna.it

