

ATAC: the Public Transport in Rome

Management reform of the TPL in Rome: Scenario 2010

The City of Rome, by resolution of the City Council No 36 of 30 March 2009, effective from 1 January 2010, launched a reform the system of TPL, which provides:

- Creation of a single entity managing multimodal mobility services (the "new ATAC ") which concentrate management responsibilities, contract for the production, marketing of mobility service and related activities (on and off-street parking) and the direct control of major assets (assets and sales system)
- Enhancement of the capacity of planning, regulating and controlling of the Municipal Administration, through the unbundling from ATAC of the resources and activities necessary to the establishment of a techno specialist structure (the new agency "Roma Servizi per la Mobilità"), exclusively dedicated to these activities and to instrumental support for the mobility
- Repositioning under direct control of the Municipality of the essential facilities and equipment for the provision of services (depots) and projects enhancement of those subject to divestment, now assigned to ATAC Patrimonio Company;
- Unification of the service contract and review of system for calculating fees and rewarding in function of increasing targets in revenues and EBITDA

Rome Municipality

Roma Servizi per la Mobilità Srl

Provision and Management of Service Contracts

Management of the mobility monitoring system of the info mobility tools

Management of mobility and parking permits for the City of Rome

Management of relationship with the institutions and bodies of the political context

ATAC Spa

Operational management of the public transport service

Single management of the PT pricing system

Management of PT and parking security service

Management of mobility ticketing system and marketing

Off and on-street parking management and growth

ATAC Patrimonio Srl

Verify the integrity of the assets used by companies

Management of municipal Local Public Transport (LPT) real estate

Designing and implementing new PT facilities

ATAC Company Organisation Chart

The new corporate structure of ATAC, with

12,800 employees refers, besides to

support structures of the President and CEO, to two Central Directions:

- **Corporate and Market**, which heads the Directions ensuring the management governance;
- **Industrial**, which oversees the planning and development of industrial factors, through Exercise Directions (Surface PT, Parking and Metro-Railways operations) and the Technical Directions with responsibility for asset maintenance activities.

Rome and its hinterland

External Road Ring zone
Green Belt zone
Internal Rail Ring Zone
City Centre – Old Town

Total surface – Inhabitants

Transported passengers; about 1,5 billion/year

Incidence by mode of transport

SERVICE CONTRACTS

The service contract concluded between ATAC and the City of Rome / Lazio expected for the year 2010 a production mileage equal to:

- With regard to surface transport (bus, tram, trolley): 118,350,000 veh/km
- With regard to the underground lines A and B and railroads granted: Trains km 10,700,000

THE PRODUCTION OF PT SURFACE SERVICE

In 2009, with 6,550 drivers and a fleet of 2383 vehicles were produced 117,500,000 veh/km. for operating 293 lines of regular services for a total length 3,204 km network in the urban area.

Production mileage is so broken down by types traction:

- Bus diesel 88,700,000
- Bus CNG and biogas 20,600,000
- Electric Bus 1,400,000
- Trolleybus 1,300,000
- Tram 5,500,000

OTHER SERVICES

School service

The daily service is performed on 436 lines (of which 288 for transporting non-disabled pupils and 148 for disabled pupils) and the number of pupils transported day is over 14,000.

Call service for disabled people

The service is provided with 113 cars (85 cars of type M1 and 28 Fiat Punto) and provides transportation daily for about 800 passengers.

The company also carries out activities for the free market directly managing the restaurant tram and bus hire for tourist services and offline.

Through its subsidiary Trambus Open also performs local public transport services to tourist relevance (110 Open and Archeobus).

LARGE MAINTENANCE ACTIVITIES

The activities of the general revision and modernization of rolling stock used on underground lines and railways granted are entrusted to a company entirely ATAC participated, called OGR Roma srl.

The headquarters of this company is the workshop Old Magliana, located near Eur district. Employees are currently about 160, and play maintenance activities also on behalf of other ATAC current maintenance workshops.

THE PRODUCTION OF METRO-RAIL SERVICE

In 2009, with a fleet of 180 trains and about 450 drivers, were transported 253 million passengers in 5 lines (2 and 3 metropolitan railways granted), for a total length of 221 km network.

Production mileage is as follows:

- Subway 221 mln
- Regional Rail 32 mln

RESOURCES ALLOCATION FOR SURFACE PT

The fleet consists of:

- TRAM 164
- Electric buses 51
- TROLLEY 30
- Natural gas buses 400
- Diesel BUS 1738

Total 2383

TRAINS ALLOCATION FOR METRO-RAILWAYS

The train fleet consists of:

- Metro A 50
- Metro B 43
- Roma – Lido 38
- Roma – Viterbo 22
- Roma – Giardinetti 26

Total 180

MANUFACTURING SITES

The production of the operating service is prepared in the 11 depots (9 buses, 1 tram and 1 for trolleybus).

In the Via Prenestina Headquarter main administrative, product design service and extraordinary vehicles maintenance are held.

.The ordinary and extraordinary maintenance activities of metro and railways granted trains is conducted in 4 workshop depots.

Each depot is carrying our individually scheduled and ordinary maintenance as well as the management of the personnel belonging to the depot itself.

FUTURE DEVELOPMENTS OF THE SUBWAY NETWORK - LINE B1

Since 01.01.2012 is scheduled activation of the B1 branch line from Bologna to Conca d'Oro, alternatively a train to Conca d'Oro and two trains to Rebibbia.

In the Bologna - Rebibbia path is indicated average spacing.

FUTURE DEVELOPMENTS OF THE SUBWAY NETWORK - LINE C

The new metro line C will be automatic without driver (driverless). The first operational segment from Pantano to Centocelle is expected its opening in 2012.

THE CONTROL OF SERVICE

The audit work on the production of the service is performed through:

- the Operating Centers;
- inspection and monitoring staff stationed on territory;
- Observatory Quality and regularity of service;

THE OPERATING CENTERS

- The Surface Operational Centre performs centralized control of Service through the AVM system;
- The Leadership Central Office (DCO) located in Garbatella district performs supervision and centralized control of the metro lines A and B as well as of the Rome-Lido railway

THE CONTROLLED TERRITORY

THE CONTROL OF THE TERRITORY

The local public transport network is divided into local basins, geographically defined, within which working professionals with specific functions and skills, synergistically contributing to adjustment and restoration of service.

In particular:

- 250 Unit Inspection
- 150 Terminal Drive
- 160 Verifiers
- 240 Auxiliary for controlling on-street parking and parking structures

Regularity index of the sector (2009 – 2010 data):

MEAN of the UNDERGROUND 97.85%

MEAN of the GRANTED RAILWAYS 94.91%

MEAN of the SURFACE PT SERVICE 96.50%

INNOVATIVE PROJECTS

DIGITAL PT TERMINAL

The Company, through the project WiMove, is proceeding to the digitalization of the PT terminal, improving quality of the offered services while achieving a reduction of about 50% of the TLC annual costs.

The types of services supported by new infrastructure are threefold:

VoIP connection for voice connections over IP of PT Terminal;

Data connection for users of the ATAC vehicles to the corporate network;

Data connection for users / citizens to the ROMA Wireless network both wired (Ethernet) or wireless (Wi-Fi).

DIGITALIZATION AND MONITORING OF THE TRAM NETWORK

In order to achieve a timely and accurate monitoring of the tram network status, the company is using a technological system that through a special equipment (Triple X) detects, through laser device, both the state of rails and of the contact wire as well as, through movies, the state of road surfaces.

All the information detected are perfectly related to topographical location of the network.

TRAM SAFETY

In order to improve safety standards on board tram vehicles for both the driver and passengers, the implementation of a TLC and video surveillance computer system is planned, characterized by following main features:

- on board vehicle video-surveillance;
- VoIP Communication
- Wi-Fi network to the internal bus with connection possibility for users;
- Exact Location of vehicles;
- Real-time monitoring by Operations Centre

The following innovative projects are also being implemented:

- Developing a common platform for European bus of the future;
- Wi-Move;
- Development of eco-friendly PT fleet;
- Automation of parking management.

AUTOMATION AND ROUTING FOR PARKING & RIDE SYSTEM

Project Automation of the park & ride structures funded by the Ministry for infrastructure with 5,180,000 euros, already delivered to the Municipality

Project Objectives:

- Improvement of service
- Efficiency of management

Activities:

- New implementation of automation facilities in 11 park & ride structures;
- Intervention of extraordinary maintenance for the Fast-Park systems existing in Ponte Mammolo and in Nuovo Salaro;
- Modernization of automation systems for the park & ride structures in Laurentina, Magliana Anagnina (A + C) Anagnina B, La Storta and Villa Bonelli;
- User routing system towards the main interchanges nodes contained in three basins of intervention;
- New system of video surveillance and intercom system alarm for not provided Park & Ride structures;
- Fences in parking lots lacking (except Labaro parking);
- Implementation of a centralized control system

MANAGEMENT OF 70.000 ON-STREET PARKING PLACES SUBJECT TO PAYMENT

LOCATION OF THE 30 PARK & RIDE STRUCTURES

VIOLATIONS RELATING TO PARKING AND IN PT RESERVED LANES

In relation to the optimization of production processes and improving the quality of services, the Company implemented a computer system (e-MULTE) for the sanctioning activity which has brought great advantages, both in terms of optimization and control of work as well as in terms of the quality of service provided