

Rome, July 1<sup>st</sup>, 2010

Subject: Temporary Presidency of IMPACTS network – Intervention to Rome Conference.

Dear Colleagues,

I would like to extend a warm welcome to our city on behalf of the Mayor of Rome.

When the temporary Presidency was offered to the city of Rome, the people of ATAC were explaining to me the concepts and objectives of the association, born in order to answer to a need of high level strategic co-operation in field of mobility among the European Capitals as well as a comparison with the American situation.

IMPACTS is also the right place where to discuss the innovative solutions and mobility trends, offering a continuous exchange of experiences, inspiration and consultancy among members.

In my role of Deputy for Mobility Policies of the city of Rome, I'm really interested with these themes.

My speech today can only be characterized by the crisis (the model of society present), the need for sustainable development and the size of the aggregate urban metropolitan area: I personally believe that these are issues that should be the benchmarks of the administrative action of the Rome Municipality.

**The crisis as an opportunity.** Some governments find themselves in deficit, forced to cut expenditure on services including transport, yet we all need to invest in sustainable transport to keep our cities moving forward.

All the administrative program of the City of Rome is based on an awareness of the urgency of addressing the crisis of our time (economic, environment and energy) and to identify new models of organization inspired by the social and territorial sustainability. In this sense the project aims to build Rome in several areas, where the conditions for a sustainable development are inspired by this overall plan longer-term policies based on climate change mitigation as well as economic recovery and social integration and employment in Rome, also represented in sustainable energy master plan, recently presented by the Mayor.

**Sustainability so as profound inspiration and starting point** of each program and action plan. Again the City of Rome, in the specific area of mobility, has anticipated the issue of sustainability by making the central issue that inspired the



Strategic Plan of Sustainable Mobility (PSMS), which has among its priorities the increase of public transport and diffusion of new technologies designed to encourage the spread of zero-emission vehicles and energy saving. With the approval of the PSMS, the City Administration has given to its action in the mobility sector a unitary synthesis and a strategic value in keeping with the aims and ambitions of environmental sustainability which, as before said, all the administrative program of the City of Roma is inspired.

### **The metropolitan dimension.**

To address the issue of mobility of Rome is certainly necessary to look to the vast territory that goes beyond the metropolitan area. It 's always more necessary today an overview that includes both broad strategic interventions and those of short to medium term necessary to give concrete answers to the new needs of citizens and in particular the mobility of Italian Capital city and the wide area surrounding. Actions necessary to resolve the long standing problem of traffic and to implement safety on our roads. The recently approved PSMS fits their guidelines for action to scale metropolitan area and regional levels for solving these issues.

This Strategic Plan for Sustainable Mobility appears, therefore, as the instrument to plan jointly infrastructure and urbanization of the territory, ensuring that services are born simultaneously with the new districts and not several years later, and causing a significant change from congestion and poor quality of life that we have been accustomed to hear in recent decades.

A work in synergy with other institutions, which will bring the underground extensions over the GRA to give concrete answers also to hundreds of thousands of commuters and making the hinterland of Rome increasingly interconnected to our city. The goal is a dynamic, competitive, globally city even on the side of tourism. Prerequisite for revitalizing the whole regional territory.

The main purpose of the Strategic Plan of Sustainable Mobility, which will be then presented in detail by Mr. Giovenali, is to provide a structured and efficient transport system in the metropolitan Roman area to ensure adequate protection for citizens of the rights to mobility, safety and health. This will be carried out through a set of interventions short and medium / long period for upgrading and optimizing the mobility system. These interventions briefly cover:

- The restructuring and integration of roads and underground;
- The reorganization of public transport network through the redesign of the main and peripheral network;
- The identification of suitable routes for the expansion of the tram network and for innovative medium capacity transport systems, also through relocation of depots;



- The implementation of interventions for optimization and upgrading of existing underground (signal and power plants, warehouses, equipment, etc.) necessary to ensure maximum effectiveness of the two new sections B1 and C, presently in progress;
- The strengthening of metropolitan rail services through renegotiation of supply levels provided;
- The expansion of parking or the existing exchange and the rapid construction of new P&R interchanges;
- The implementation of new innovative policies for the regulation of private mobility, including two wheels and cycling;
- The dissemination of technology information and accessibility to services for both public and private transport;
- The promotion of innovative public transport plans (supplementary services of the TPL and for the home - work, car sharing, bike sharing, car pooling, etc..) targeted to meet the particular needs of the population and areas with characteristics requiring tailored PT services.
- The immediate starting for municipal sector plans and environmental regeneration projects (detailed local plans and urban local traffic projects);

The Strategic Plan for Sustainable Mobility provides a number of implementation tools whose development is therefore placed on different time horizons.

Alongside the long-term strategy were in fact identified a series of short-term, more timely responding to real situations of criticality that is now in our city.

The short-term policies, most already undertaken and / or being implemented, are making use of executive plans as defined within the detailed actions, their time schedule for implementation, the resources committed and the objectives to be achieved in different areas of action: the fluidity and the regulation of traffic, the reorganization of the network of surface public transport, road safety, the application of ITS technologies, optimization of existing metropolitan, strengthening the parking system.

Few years to give to the city mobility an "European" status, through a number of actions devoted to rationalization and maintenance of existing resources that can significantly improve levels of road safety, environmental conditions, public transport performance and the fluidity of private sectors.

Fundamental issue is renegotiating the rail hub working scheme of Rome. To this end, it was activated a technical table among Municipalities - Metropolitan Region-Province-RFI in order to define the new model of urban railway, the resulting program of infrastructure measures, the technological and organizational resources to be allocated for works and services.



Among the strategic actions for the short term, I want to stress the case of company reorganization of the Local Public Transport (LPT), which will be also illustrated by the following speakers and whose objective is the rehabilitation management and improving service delivery to users.

The new organizational model is leading the review of service contracts to make them responsive to the business plans being developed by the Companies and to the recent regulatory changes introduced at both national and European levels. In the meantime, work in progress is for the economic rehabilitation of companies, also checking the possibility of separating the ownership of the vehicles and trains by the management to create the conditions for possible different ways of managing the service. I remember that already a significant part of the service was outsourced through competitive tendering.

In these days is also running the reorganization of LPT surface network, both for buses and trams. New vehicles will be purchased and a extraordinary rolling stock maintenance is expected. Over the last decade ATAC has provided, on capital investment of the City of Rome, for a substantial renewal of the fleet that brought the average age of vehicles from 11 years in the late 90s to 6,5 years in 2009. Buses no or low levels of polluting emissions were also placed into service, featuring Euro 4 vehicles, vehicles powered by natural gas, electric trolley buses, electric buses. In order to maintain and improve environmental performance of the circulating LPT fleet, a continuous renewal and replace of the older EURO 2 vehicles with the most modern and low pollution ones has to be permanently made.

The Strategic Plan of Sustainable Mobility provides for long-term scenario (2023), also into account the dynamic sprawling, a reduction of 23% of the average time on the network with a total of nearly 70 million hours saved per year and reducing the 5% traffic local mobility, saving 11,000 hours a year; an increase of 15% modal split for public transport, with almost 100 000 more travel, with the simultaneous reduction of car trips (50,000 less) . In the Historic City Centre, the modal split on the LPT will be 70% against 50% today.

The infrastructure interventions expected, the strengthening and rationalization of public transport, the upgrading and fluidity of the road network will allow a significant reduction in CO2 and also for all pollutants, going to resolve the difficult present environmental situation.

Finally, I would like to introduce the need for a behavioural growth in order to acquire the culture of intermodality.

Even with the support of the Ministry of Environment, the City Administration is committed to developing mobility management tools designed to streamline the movement in systematic home - work of employees of companies, car sharing faced to promote shared use of the car integration with use of the LPT, car-pooling to promote a different use of private vehicles, electric vehicles with incentive

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campaigns and to promote especially the building of the necessary supply infrastructure as well as the bike-sharing service, which is an important part of the newly adopted framework plan of cycling and will be gradually extended. I know that you received the card to use this service, then I invite you to try and to send us our comments.

My best wishes for this Conference and an always more efficient mobility best practice exchange!

Yours Faithfully,

Sergio Marchi  
City of Rome  
Deputy for mobility Policies