



Agenzia della Mobilità Piemontese

ROLE, FUNCTIONS AND STATUS OF TRANSPORT AUTHORITIES

Turin – Oslo

Metropolitan Governance in Spatial and Strategic Planning

Torino, 24 October 2019

AGENZIA DELLA MOBILITÀ PIEMONTESE

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THE AMP - AGENZIA DELLA MOBILITA' PIEMONTESE-



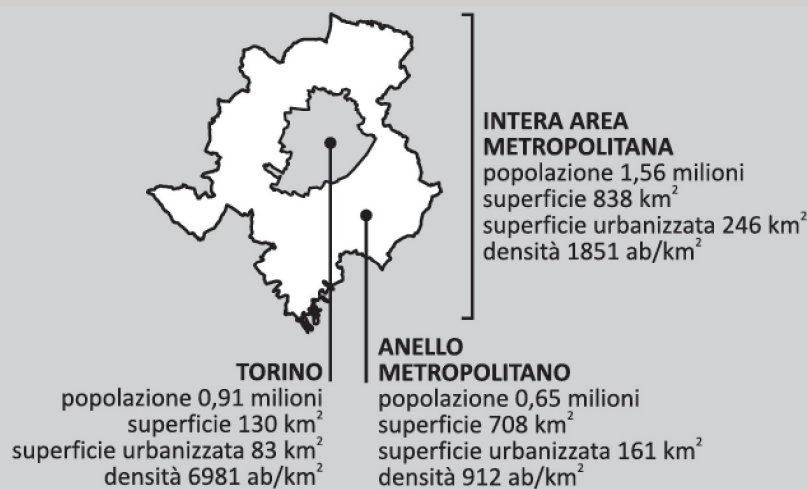
The AGENZIA DELLA MOBILITA' PIEMONTESE [AMP] is a public body. It exercises, in the form of consortium, the functions of local authorities on public transport. There are no other bodies in Italy with the same structure and legal status.

may 2003

november 2015



AREA METROPOLITANA TORINO



in 2003 it has been established for Turin and its metropolitan area (Agenzia Mobilità Metropolitana di Torino)

REGIONE PIEMONTE



popolazione 4,42 milioni
superficie 25.400 km²
densità 174 ab/km²

In 2015 it was extended to the entire Piedmont region

MISSION

The Agency has the objective to foster the sustainable mobility in Piedmont, optimizing public transport services by:

- **Planning** mobility strategies
- **Programming** the development of public transports:
 - infrastructures, vehicles and control technologies
 - service quantity and quality
 - resources for the operation and investments
- **Managing**
 - fares system
 - contributions of the associated Local Authorities
 - contracts with the Transport Companies
 - communication and information

THE AMP - AGENZIA DELLA MOBILITA' PIEMONTESE-



REPRESENTATION

The new Agency is responsible for the local public transport in the Region and is the owner of all service contracts previously held by various public bodies (Region, Province, Metropolitan City, Most Popular Municipalities).

AGENCY MEMBERS

Regione Piemonte

Città Metropolitana Torino

Comune di Torino

Comuni già aderenti all'Agencia per la Mobilità Metropolitana

Comune di Alpignano	Comune di Orbassano
Comune di Baldissero Torinese	Comune di Pecetto Torinese
Comune di Beinasco	Comune di Pianezza
Comune di Borgaro Torinese	Comune di Pino Torinese
Comune di Cambiano	Comune di Piobesi Torinese
Comune di Candiolo	Comune di Piossasco
Comune di Carignano	Comune di Rivalta di Torino
Comune di Caselle Torinese	Comune di Rivoli
Comune di Chieri	Comune di San Mauro Torinese
Comune di Collegno	Comune di Santena
Comune di Druento	Comune di Settimo Torinese
Comune di Grugliasco	Comune di Trofarello
Comune di La Loggia	Comune di Venaria Reale
Comune di Leini	Comune di Vinovo
Comune di Moncalieri	Comune di Volpiano
Comune di Nichelino	

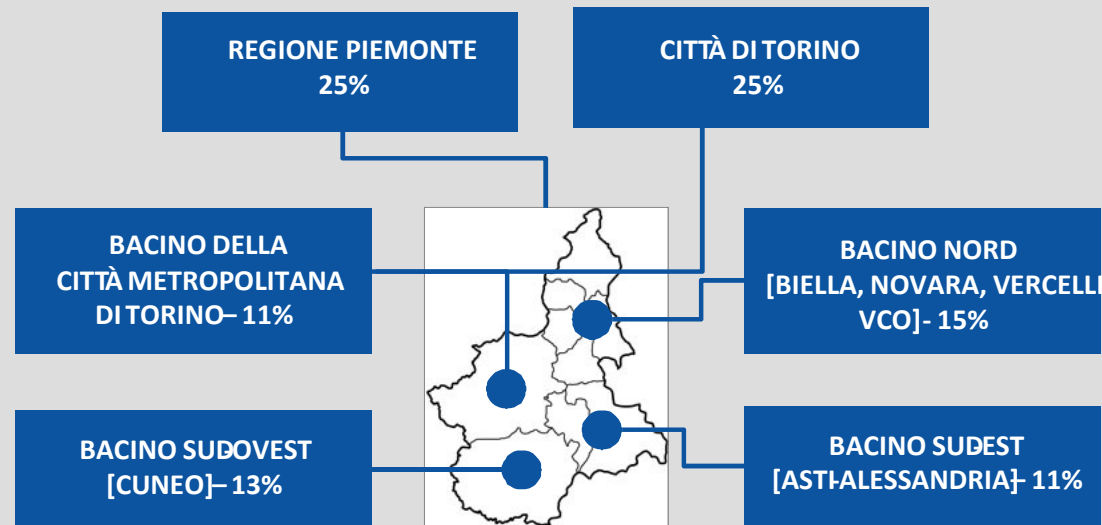
Enti soggetti di delega sul TPL

PROVINCIA DI ALESSANDRIA
PROVINCIA DI ASTI
PROVINCIA DI BIELLA
PROVINCIA DI CUNEO
PROVINCIA DI NOVARA
PROVINCIA DI VERBANIA
PROVINCIA DI VERCELLI
Conurbazione Alba
Conurbazione Bra
Conurbazione Casale M.to
Conurbazione Cuneo
Conurbazione Ivrea
Conurbazione Vercelli
Conurbazione Novara
Comune di Alessandria
Comune di Asti
Comune di Biella
Comune di Pinerolo
Comune di Verbania

THE AMP - AGENZIA DELLA MOBILITA' PIEMONTESE-

ORGANIZATION

The participation fees of the members of the Consortium are



ORGANI DI GOVERNO



ASSEMBLY

President [Assessore Regionale]
1 member (mayor) from each
represented Body



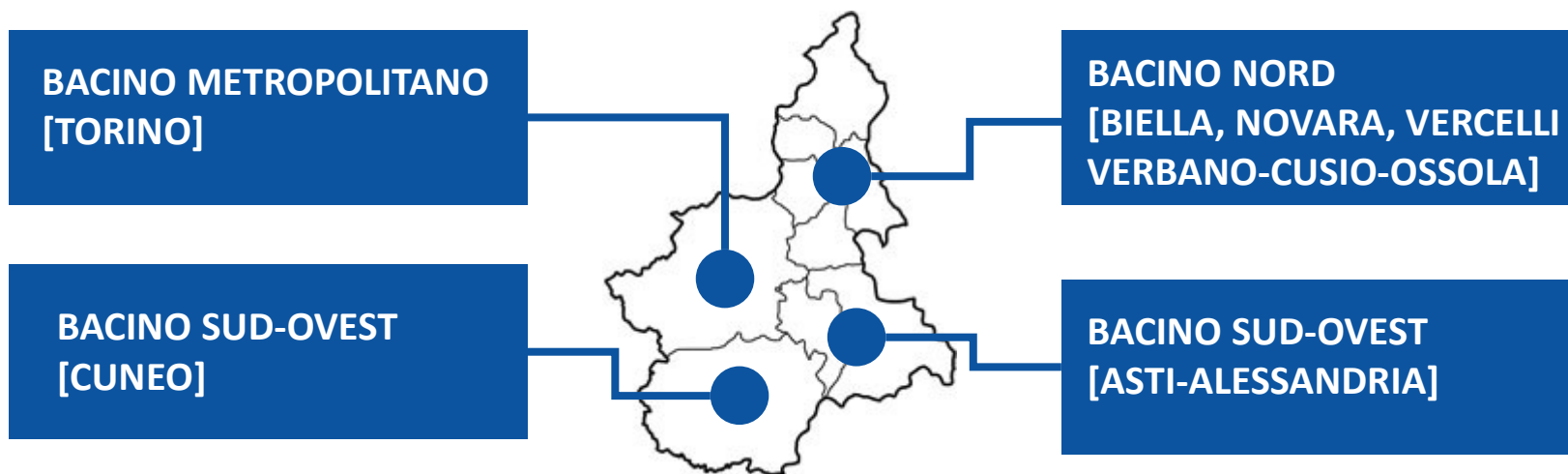
BOARD

1 President
4 Member
(1 from each Bacino)

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FUNCTIONS

From the point of view of contract management and programming of services, the Agency operates by “Bacino” according to the following structure:



There are:



ASSEMBLEE DI BACINO

They are chaired by the representative of the “bacino” in the board of directors. They are formed by a member (Mayor or President) for each Province and Municipality



COMITATO TECNICO AGENZIA

Director of the Agency + 6 responsible for transport (one representing Piedmont Region, one representing the City of Turin and one for each basin)

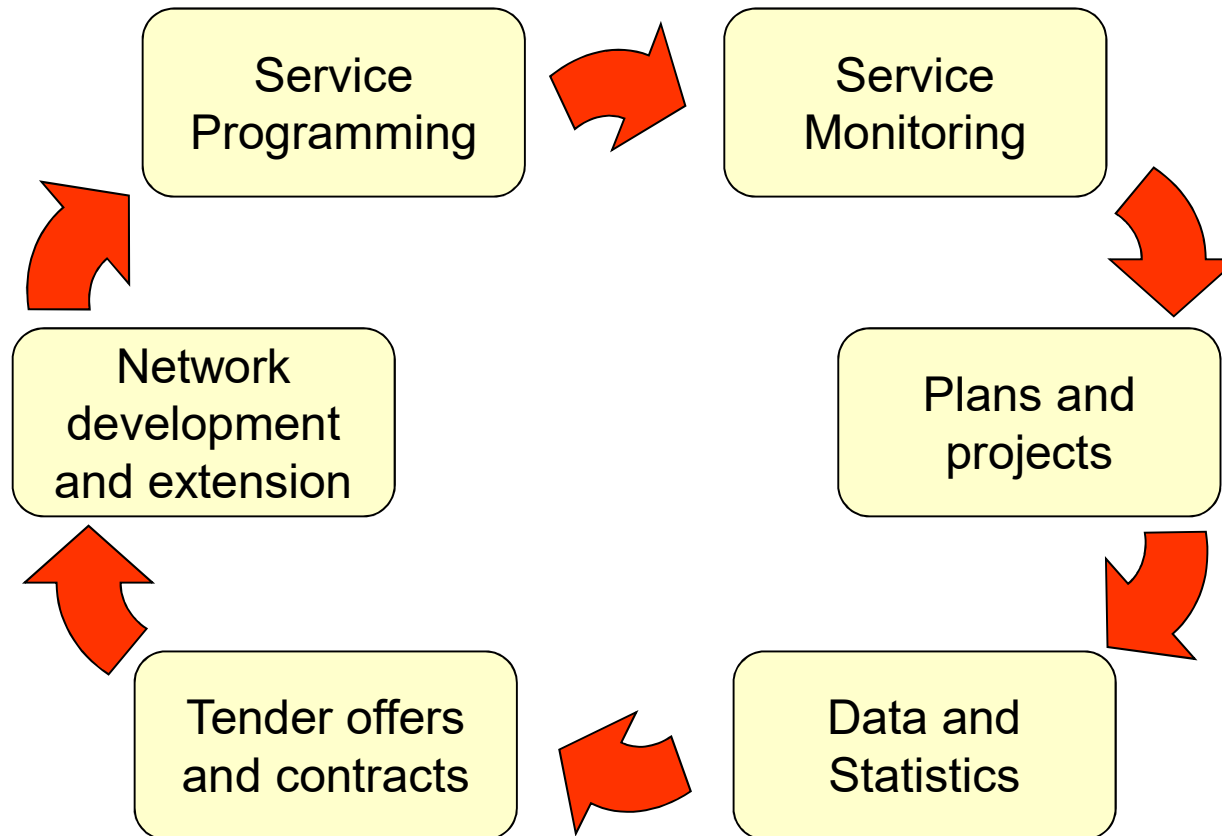


COMMISSIONI TECNICHE DI BACINO

Composed of the directors of the individual bodies involved in the basin. The works are coordinated by the representative of the basin in the Comitato Tecnico Agenzia.

THE AMP - AGENZIA DELLA MOBILITA' PIEMONTESE-

MAIN TECHNICAL FUNCTION



THE FUNCTION AND THE STATUS OF TRANSPORT AUTHORITIES

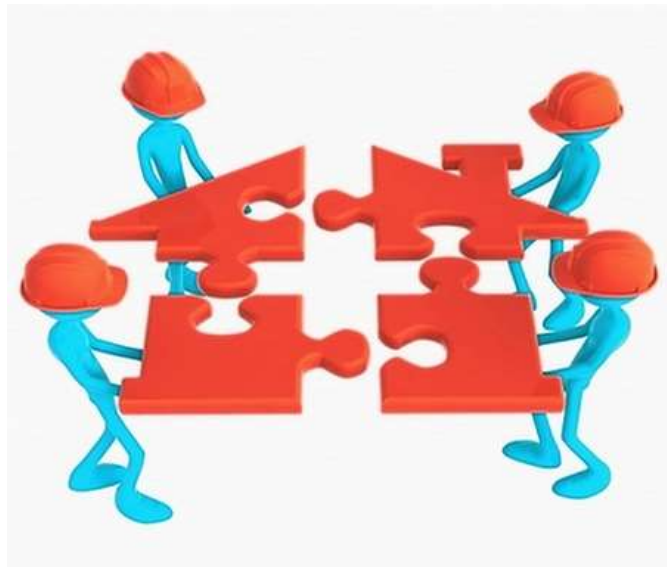
I will underline the positive aspects of a transport Authorities and the active contribution that this kind of body can offer to the planning and administrative tasks regarding public transport in a metropolitan area.

Nevertheless, there are some critical points that can affect the role and the influence of transport authorities.

The main issue is often a reluctance by the local administrators to delegate power and role to an entity that has no history and tradition (and whose administrators are not directly elected). This leads to greater difficulty in carrying out projects.

THE FUNCTION AND THE STATUS OF TRANSPORT AUTHORITIES

A. Who should perform the functions of planning, producing and delivering urban transport in order to obtain the best possible result?



Authority vs. Existing local bodies

The functions related to planning, programming and administering public transport are better organized if coordinated and managed by a single body, with stronger/higher skills, rather than split among several different local bodies.

This can be considered the **added value** of a local transport authority.

Without an Authority, the functions can be assigned to higher level administrations (i.e. Region), but these bodies deal with many other functions (health, education, culture....) and not only public transport.

AMP AND THE TRANSPORT AUTHORITIES

THE FUNCTION AND THE STATUS OF TRANSPORT AUTHORITIES

A. Who should perform the functions of planning, producing and delivering urban transport in order to obtain the best possible result?

Many contracts, many public bodies vs. gain efficiency

If the Agency hadn't been established in the Metropolitan Area, the functions in the field of public transport would result split as follows:

RAIL AND INTERURBAN BUS (1 contract to the Regione Piemonte (rail services); 1 contract to the Province of Torino (interurban + suburban bus services))

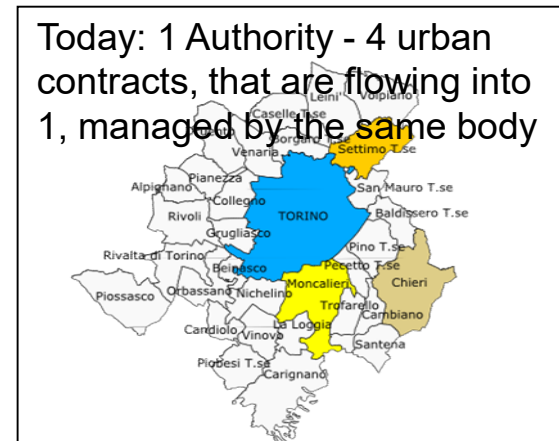
URBAN BUS AND TRAM (1 contract to the Municipality of Torino (urban bus and tram contract) 3 contracts to the other municipalities (urban bus in Chieri, Moncalieri and Settimo Torinese)).

However, according to the regional law, any municipality with more than 30.000 inhabitants can manage its urban bus contract and aggregations of municipalities can be established to jointly manage local transport.

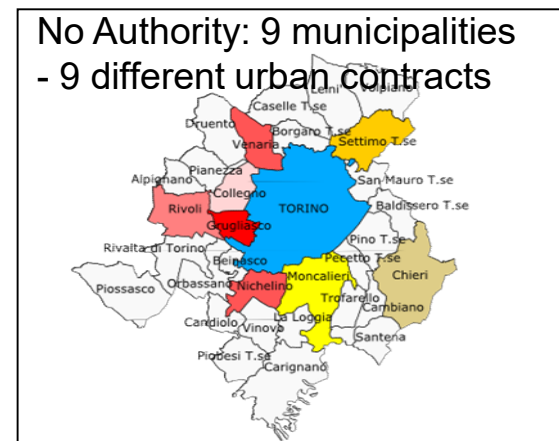
As a result, in the Torino metropolitan area at least 5 other municipalities could potentially manage their own urban bus contract.

Similar situation, even wider, if you look at the whole Piemonte region

Today: 1 Authority - 4 urban contracts, that are flowing into 1, managed by the same body



No Authority: 9 municipalities - 9 different urban contracts



THE FUNCTION AND THE STATUS OF TRANSPORT AUTHORITIES

B. What are/should be the exact role and functions of urban transport authorities, also in light of broader agglomerations' transport?



to enhance public transport

Usually the functions of traffic and road management in the city are assigned to the municipality. Frequently both road management and public transport are assigned to the same department (i.e. Deputy Mayor).



However, in our country, due to cultural reasons, roads and traffic have more visibility and a broader impact on the public opinion. This can cause public transport to become a secondary issue in the “shadow” of road and traffic policy.

This can lead to assign less priority (and less investment) to public transport especially when a decision is expected to ensure “visibility” to the administrators (car drivers are the majority: “we lack parking facilities.... not bus lanes”).

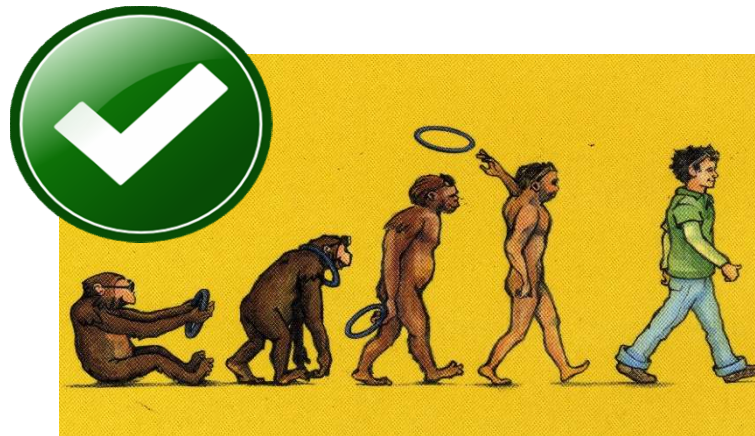
A distinct public transport **authority can** (or could hopefully) avoid this kind of effect of local policy and **ensure a higher visibility and the right importance to the public transport issues.**

AMP AND THE TRANSPORT AUTHORITIES

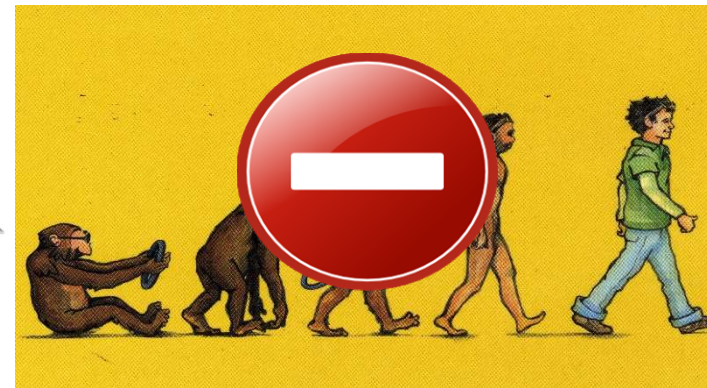
THE FUNCTION AND THE STATUS OF TRANSPORT AUTHORITIES

B. What are/should be the exact role and functions of urban transport authorities, also in light of broader agglomerations' transport?

What are the targets?



OR



OR



AMP AND THE TRANSPORT AUTHORITIES



THE FUNCTION AND THE STATUS OF TRANSPORT AUTHORITIES

B. What are/should be the exact role and functions of urban transport authorities, also in light of broader agglomerations’ transport?

Public transport and mobility

<i>Mobility issues</i>	<i>Public transport</i>	<i>Traffic and roads</i>
<i>Long term planning</i>	A	A+LB
<i>planning Investment</i>	A	A+LB
<i>Traffic managment</i>	A	LB
<i>Fare system</i>	A	A+LB (parking, road pricing)
<i>co-modality</i>	A	A+LB
<i>investment</i>	A	LB (city streets) + region (main road & highways)
<i>monitoring</i>	A	A+LB
<i>marketing</i>	A	A

<i>Public Transport</i>	<i>The transport authorities must be able to manage all functions related to public transport</i>
<i>Traffic and roads</i>	<i>Some functions should be assigned to Transport Authority to have a strategic vision at the long term</i>

C. What is/should be the nature of contracts? Who is the regulator?

Type of contracts



Contracts for public transport can be either **gross-cost** based or **net-cost** based.

Both contract types have advantages and disadvantages. With gross cost contracts the local body bears the commercial risk but at the same time the authority is capable to actively influence marketing policies.

Net cost contracts with an integrated tariff system (that is “a must” in modern metro areas) should be ruled with a revenue sharing mechanism that is able to grant a fair revenue to all the operators. Electronic ticketing can help to achieve this result.

THE FUNCTION AND THE STATUS OF TRANSPORT AUTHORITIES

C. What is/should be the nature of contracts? Who is the regulator?

Authority as a business unit



Today public transport funding comes from the central administration and the regional administration.








With the current net cost based contracts, the Authority can use its budget to pay the contract economic compensations. In case of national or regional budget cuts, the only choice for the Authority is to reduce the service offered.

In case of gross cost contract, the Authority could also implement marketing policies to influence the ticket sales.

This can turn the Authority into an entity with a precise responsibility in terms of sales and customer care.

To promote the economic sustainability of the public transport system the gross cost based contracts are preferable : more responsible for Authorities, less commercial risk for operators, more flexibility in fare system, more flexibility in co-modality

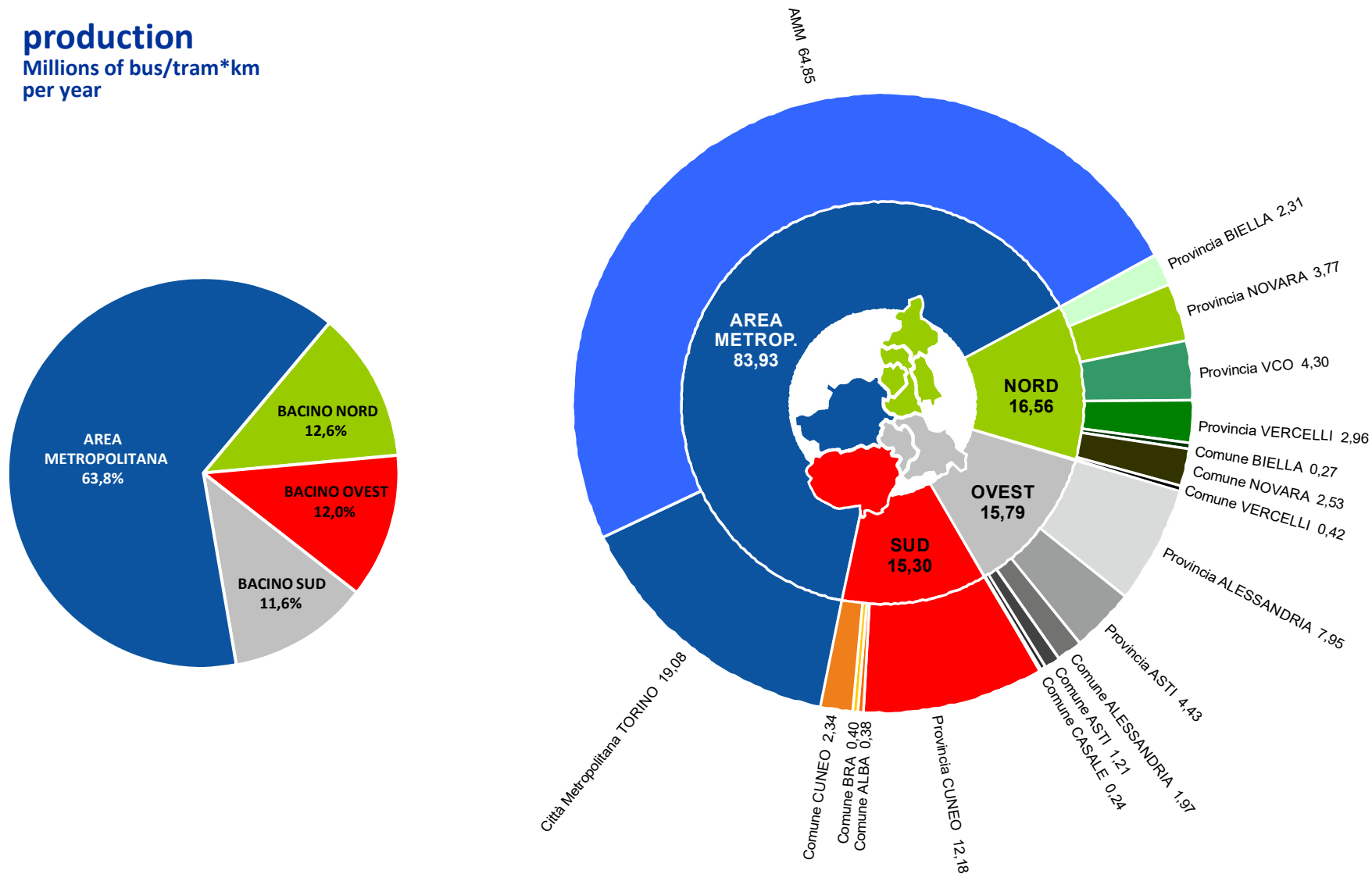
AMP – PUBLIC TRANSPORT

	URBAN SERVICES		EXTRAURBAN SERVICES	
METROPOLITAN AREA OF TORINO	 <p>METRO</p> <p>1 line</p>	 <p>TRAM BUS</p> <p>8 Tram lines 78 Bus lines Torino 8 Bus lines Other Municipality</p>	 <p>BUS</p> <p>30 lines 812 daily departures (Weekday)</p>	 <p>SFM</p> <p>8 lines 358 daily departures (Weekday)</p>
	<p>production Millions of vehicles*km per year</p> <p>2.8</p>	<p>44.4</p>	<p>4.2</p>	<p>6.2</p>
	<p>passengers Millions per year</p> <p>38.8</p>	<p>153.9</p>	<p>3.8</p>	<p>17.8</p>
REST OF REGIONE PIEMONTE		 <p>BUS</p>	 <p>BUS</p>	 <p>SFR</p> <p>4 RV lines 15 R lines</p>
	<p>production Millions of vehicles*km per year</p>	<p>9.4</p>	<p>60.5</p>	<p>12.7</p>
	<p>passengers Millions per year</p>	<p>110,3</p>	<p>33,9</p>	

AMP – PUBLIC TRANSPORT

BUS CONTRACTS FOR «BACINO»

production
Millions of bus/tram*km
per year



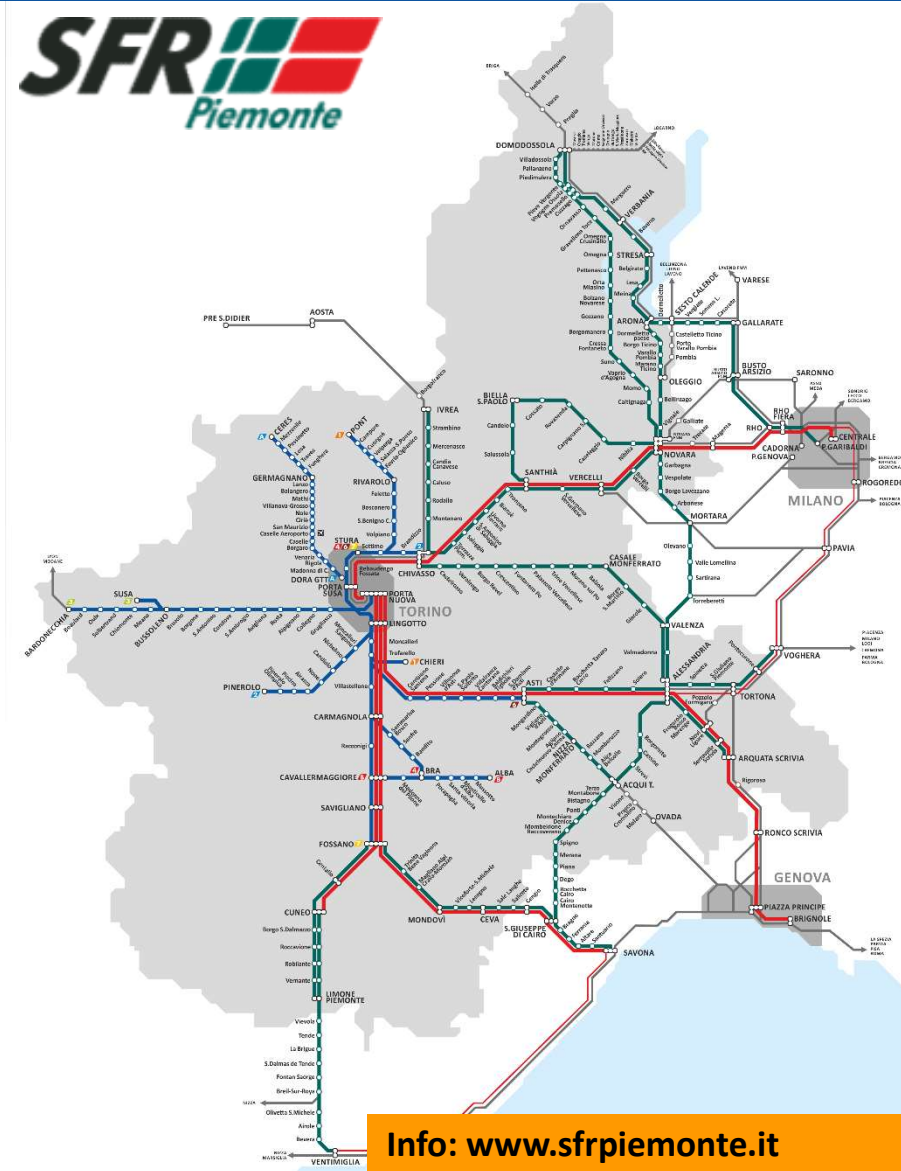
AMP – PUBLIC TRANSPORT



SFR | SERVIZIO FERROVIARIO REGIONALE

Strengthened by the experience accumulated with the SFM, AMP has joined the Piedmont Region in the planning of regional trains.

From 1 August 2015, AMP became the holder of the contracts with the company that exercises them (Trenitalia).



AMP – PUBLIC TRANSPORT



SFM | SERVIZIO FERROVIARIO METROPOLITANO

Since December 2012, is active the **SFM** [Servizio Ferroviario Metropolitano / Metropolitan Rail Service], connecting Torino with the Metropolitan Area. At the center of the system the new Porta Susa station where takes place interchange with regional lines and high speed trains

8 LINES

93 STATIONS

2 COMPANIES  

358 DAILY TRAINS



CORADIA MERIDIAN GTT



JAZZ TRENITALIA



- sfm 1** Pont-Rivarolo-Chieri
- sfm 2** Pinerolo-Chivasso
- sfm 3** Torino-Susa/Bardonecchia
- sfm 4** Torino-Carmagnola-Bra
- sfm 6** Torino-Asti
- sfm 7** Torino-Carmagnola-Fossano
- sfm B** Cavallermaggiore-Bra-Alba
- sfm A** Torino-Aeroporto-Ceres

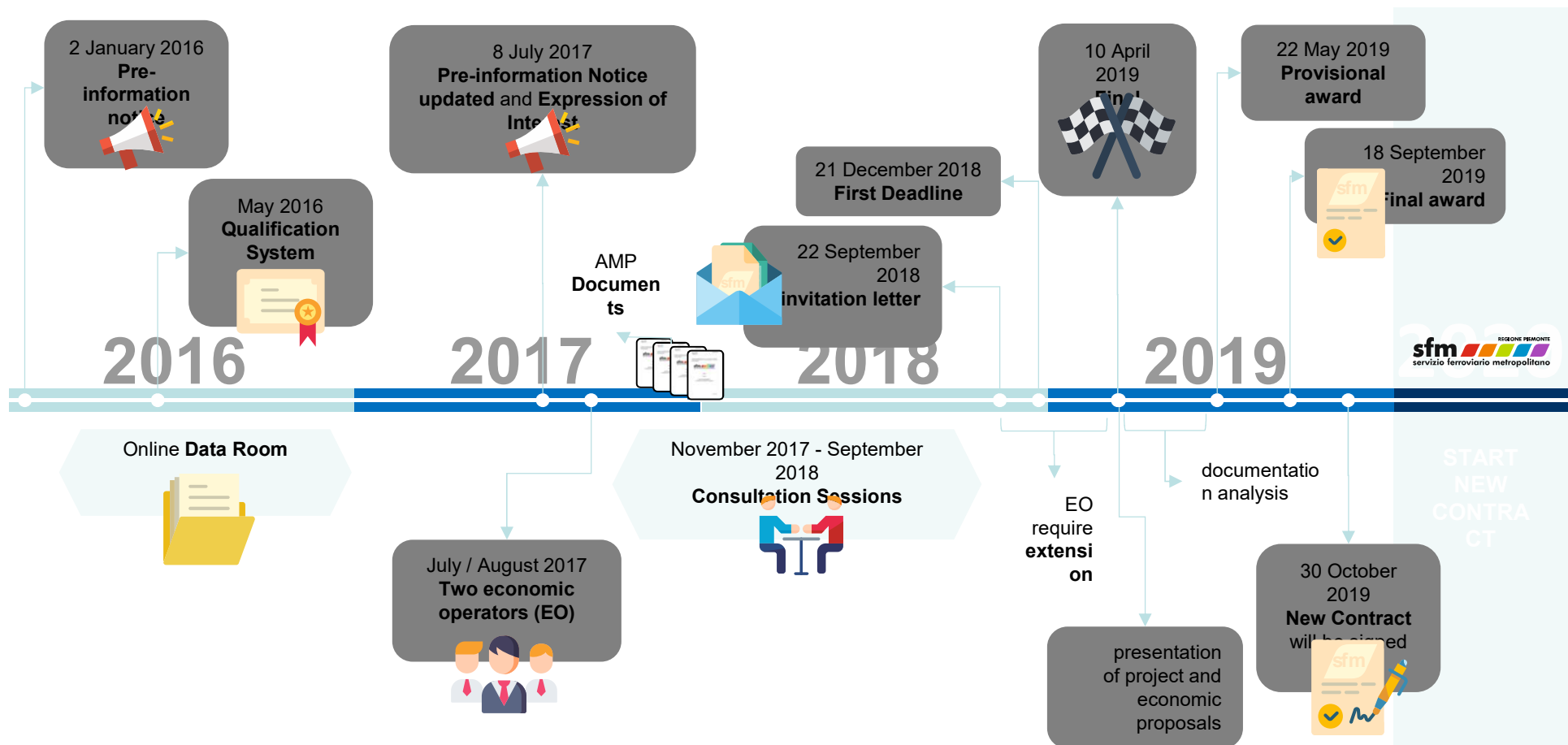
www.sfmtorino.it

AMP - The award of the Metropolitan Railway Service [SFM]



SFM | SERVIZIO FERROVIARIO METROPOLITANO

PROCEDURE CALENDAR



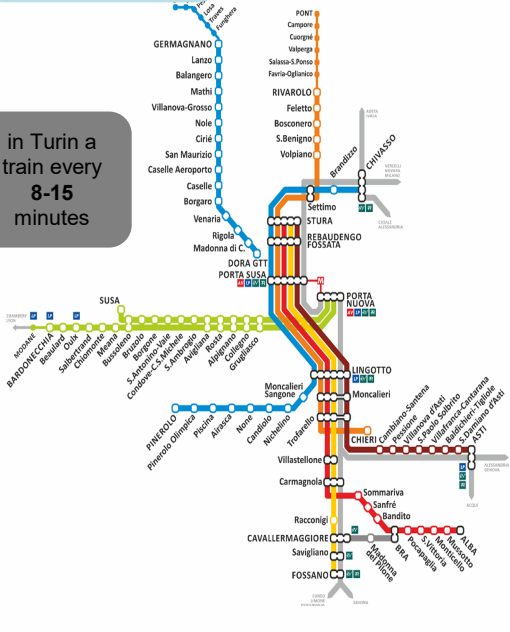
AMP - The award of the Metropolitan Railway Service [SFM]



SFM | SERVIZIO FERROVIARIO METROPOLITANO

RESULTS

in Turin a train every 8-15 minutes



SCENARIO ATTUALE
CURRENT SCENARIO

Initial configuration.
7 lines

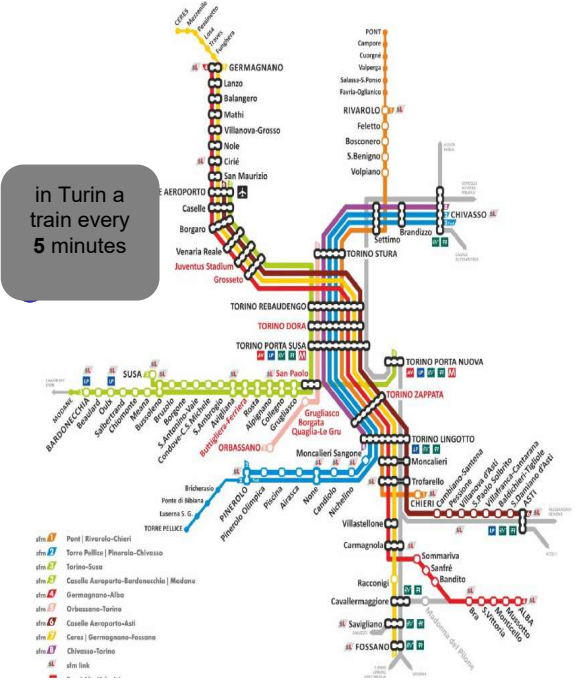
in Turin a train every 7-8 minutes



SCENARIO BASE
CURRENT SCENARIO

New line Pinerolo-Torre Pellice
Fast service sfm2 Torino-Pinerolo
New line sfm8 Settimo-Torino

in Turin a train every 5 minutes



SCENARIO EVOLUTIVO
EVOLUTIONARY SCENARIO

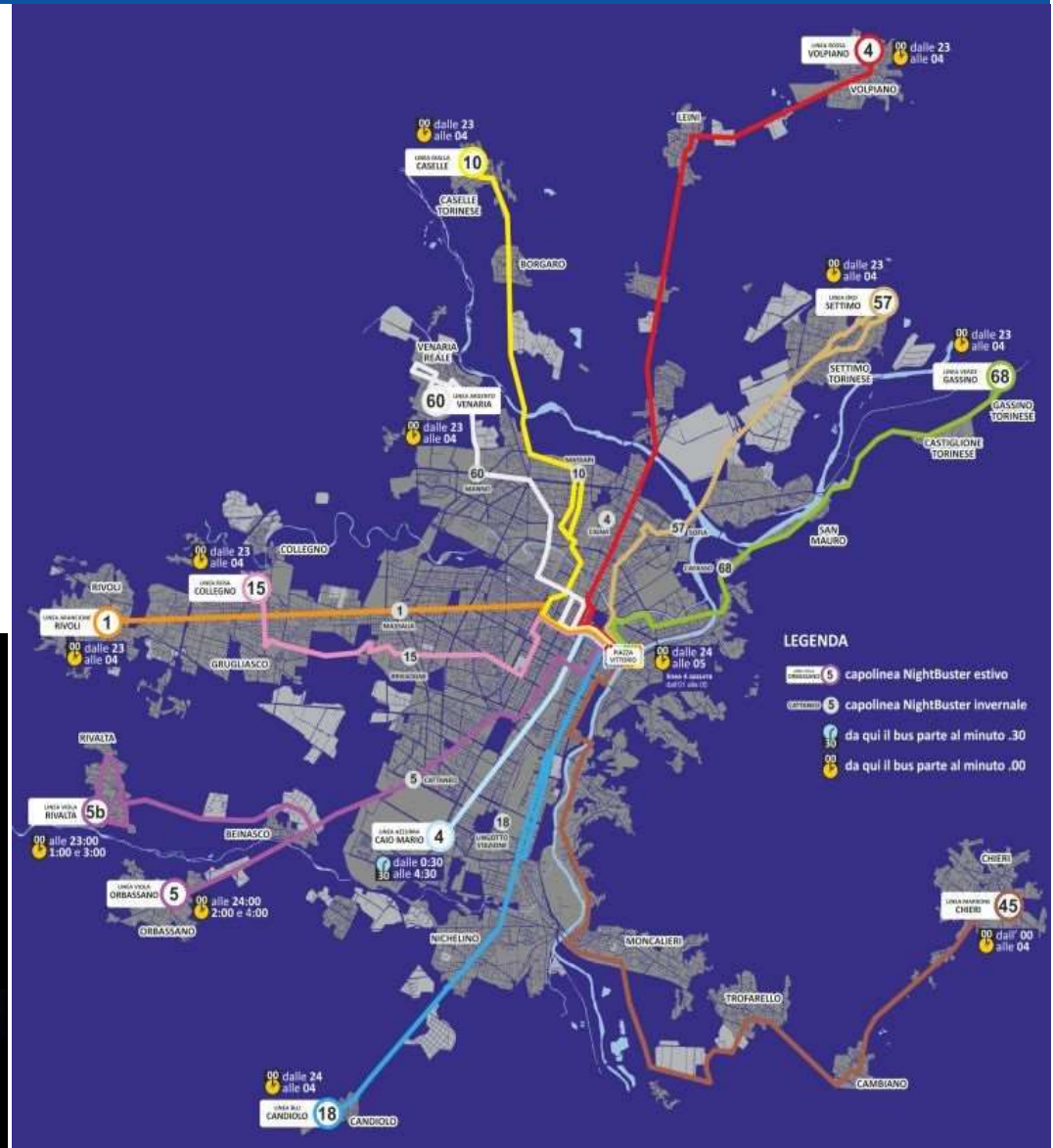
Connections to the airport every 15 minutes
Extension line sfm8 to Chivasso
New line sfm5 Orbassano-Torino

AMP – PUBLIC TRANSPORT

NIGHTBUSTER | NIGHT BUS SERVICE

The night bus service (NightBuster) was launched on June 28, 2008 with the activation of 10 radial lines in the City of Turin.

Seeing the success of the service, since 2014 in the summer and during Christmas holidays the service has been extended to the suburban area involving other municipalities of metropolitan area.



MEBUS | DRT BUS



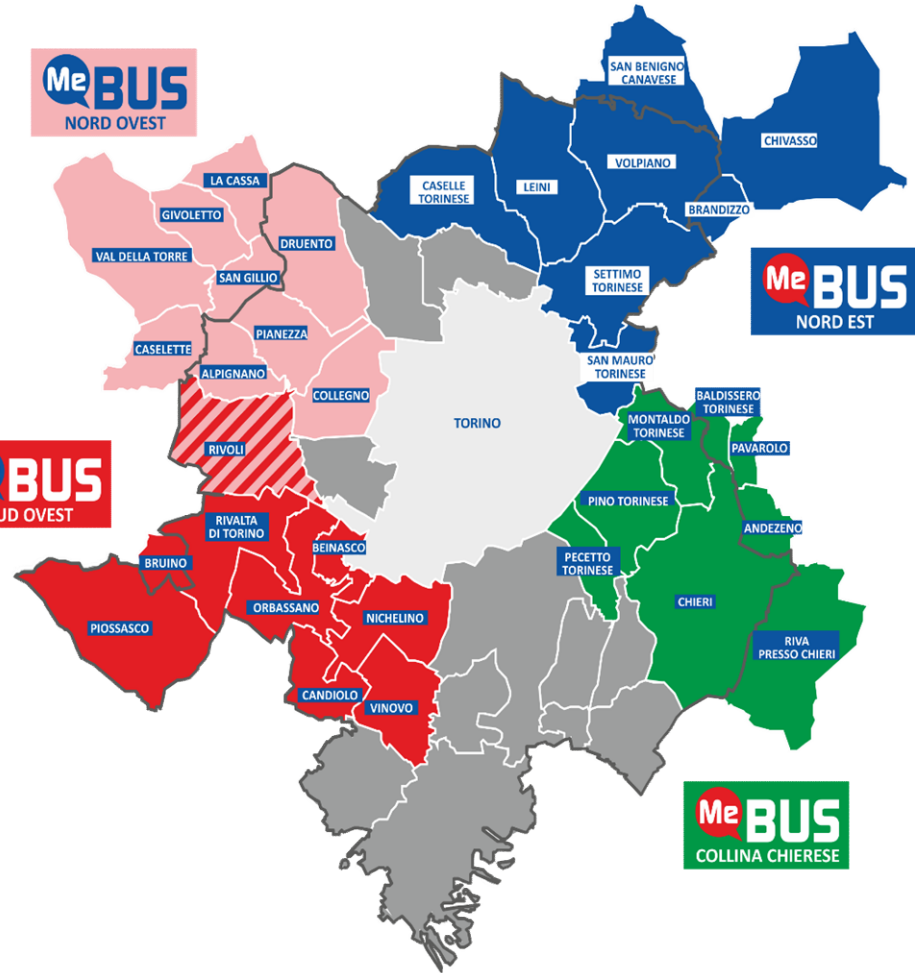
The DRT (Demand Responsive Transport) bus service in the Torino metropolitan area was established for the first time in April 2008 in the North East basin. Today it is present in 4 areas:

- **Northeast Basin** (Settimo and neighboring municipalities) active since June 2008 (blue)
- **South West basin** (San Luigi and IRCC hospital) active since December 2010 (red)
- **North West Basin** (Val Ceronda and North West Metropolitan Area) active since April 2013 (pink)
- **Collina Chierese** (Chieri and neighboring municipalities) active since April 2013 (green)

AMP – PUBLIC TRANSPORT

MEBUS | DRT BUS

The service is mainly for occasional users and completes traditional line service in weak demand areas

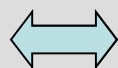


The panels contain the following information:

- Panel 1 (Left):** General MeBUS logo and a cartoon character asking "PRONTO, MI MANDA IL BUS?".
- Panel 2 (Middle):** A grid of logos for various zones: Nord Ovest, Nord Est, Sud Ovest, Collina Chierese, and Nord Ovest.
- Panel 3 (Right):** Detailed information for four zones:
 - NORD EST:** SERVIZIO OPERAZIONE 115/19051. PRENOTA IL TUD BUS PER SPOSTARTI NELL'AREA METROPOLITANA NORD EST.
 - SUD-OVEST:** SERVIZIO OPERAZIONE 115/19051. PRENOTA IL TUD BUS PER RAGGIUNGERE GLI OSPEDALI DELL'AREA SUD-OVEST.
 - COLLINA CHERESE:** SERVIZIO OPERAZIONE 115/19051. PRENOTA IL TUD BUS PER SPOSTARTI TRA I COMUNI DELLA COLLINA CHERESE.
 - NORD OVEST:** SERVIZIO OPERAZIONE 115/19051. PRENOTA IL TUD BUS PER SPOSTARTI NELL'AREA METROPOLITANA NORD OVEST.

EXCHANGES | THE DEVELOPMENT OF NODES

Mobility Functions



Functions for the territory

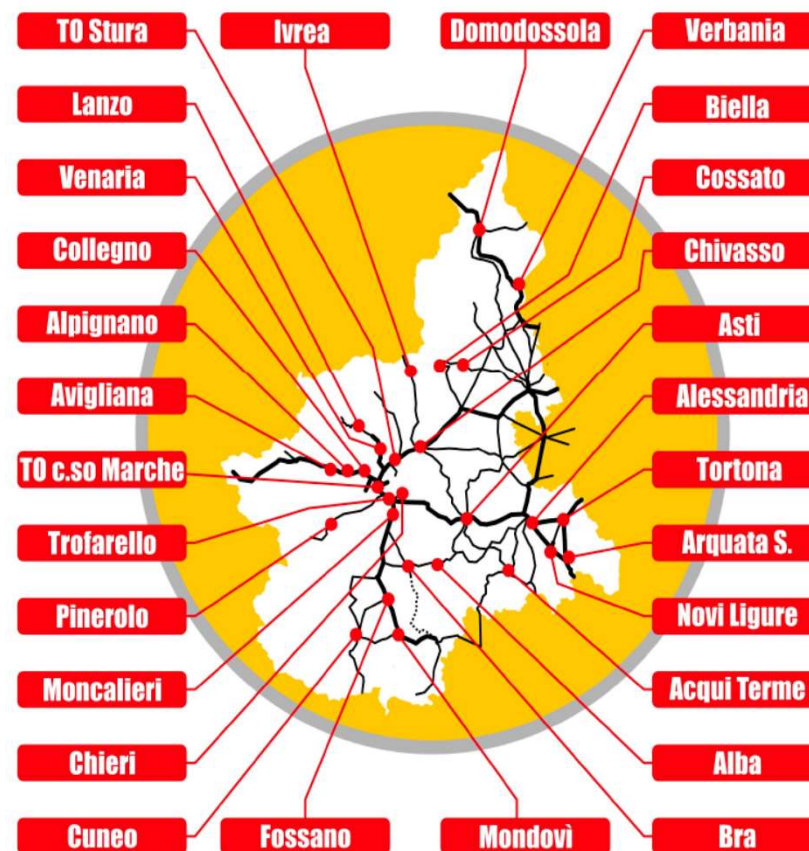


Manutenzione/custodia bici



Manutenzione veicoli

Progetto MoviCentro



EXCHANGES | TIMETABLE COORDINATION



bus@sfm

NUOVA LINEA 432
ALPIGNANO stazione > VOLVERA > NONE stazione

OGNI 30 minuti dalle 6 alle 21

da VOLVERA a TORINO PORTA SUSA in soli **46 minuti**

AMM TORINO REGIONE PIEMONTE
extrato.it

* la linea sfm2 del Servizio Ferroviario Metropolitano (SFM) collega Chivasso e Pinerolo, a Torino ferma nelle stazioni di Stura, Bebaudengo-Fossata, Porta Susa e Lingotto. La linea sfm3 collega Torino, Porta Nuova a Susa e Baronecchia. Info, orari e collegamenti con altre linee su www.sfmtorino.it

sfmtorino.it | f SFM Torino | @sfmtorino

sfm REGIONE PIEMONTE
servizio ferroviario metropolitano

IN TRENO ALL'IRCCS!

Adesso è più facile raggiungere l'Istituto per la Ricerca e la Cura del Cancro (IRCCS) di Candiollo. Prendi i treni della linea sfm2* fino alla stazione di Candiollo: in soli 6 minuti una bus ti porta all'ingresso dell'ospedale.

OGNI ORA dalle 9 alle 18

da TORINO PORTA SUSA all'IRCCS in soli **32 minuti**

bus@sfm

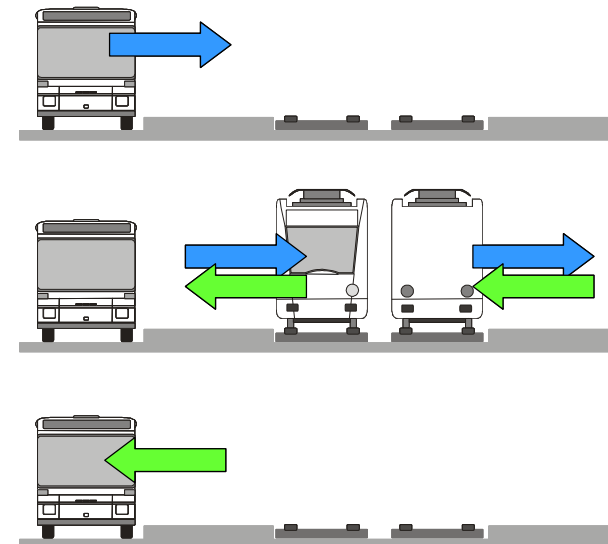
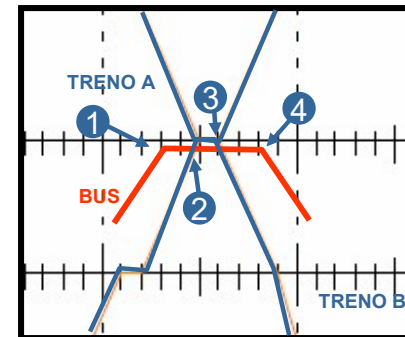
BUS DIRETTO
CANDIOLLO stazione > IRCCS > CANDIOLLO stazione

	08:15	08:45	09:15	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15	15:45	16:15	16:45	17:15
di arrivo da PINEROLO	8:15	8:45	9:15	9:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15	15:45	16:15	16:45	17:15
di arrivo da TORINO	8:15	8:45	9:15	9:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15	15:45	16:15	16:45	17:15
Candiolo Stazione	8:21	8:51	9:21	9:51	10:21	10:51	11:21	11:51	12:21	12:51	13:21	13:51	14:21	14:51	15:21	15:51	16:21	16:51	17:21
IRCCS	8:27	8:57	9:27	9:57	10:27	10:57	11:27	11:57	12:27	12:57	13:27	13:57	14:27	14:57	15:27	15:57	16:27	16:57	17:27
Candiolo Stazione	8:34	9:04	9:34	10:04	10:34	11:04	11:34	12:04	12:34	13:04	13:34	14:04	14:34	15:04	15:34	16:04	16:34	17:04	17:34
di partenza per TORINO	8:42	9:12	9:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42	15:12	15:42	16:12	16:42	17:12	17:42
di partenza per PINEROLO	10:14	10:44	11:14	11:44	12:14	12:44	13:14	13:44	14:14	14:44	15:14	15:44	16:14	16:44	17:14	17:44	18:14	18:44	19:14

FERS Si effettua nei giorni feriali dal lunedì venerdì
 *sfm Coincidenza con treni sfm2
 **xxx Orario primo treno utile, non servizio come coincidenza

TRENITALIA sfmtorino.it | AMM TORINO REGIONE PIEMONTE extrato.it | IRCCS istituto-irccs.it

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COMMUNICATION | WEB AND SOCIAL MEDIA

INTERNET SITES



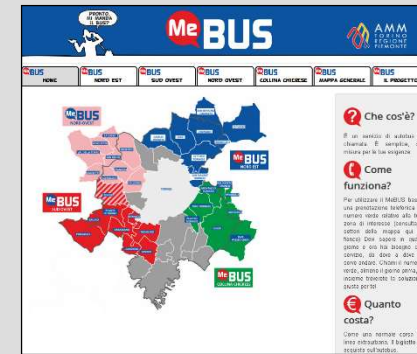
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sfrpiemonte.it



mebus.it

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> 4.200 amici

TWITTER @sfmtorino



> 900 follower



GRAZIE PER L'ATTENZIONE

THANKS FOR YOUR ATTENTION