



European Commuters for Sustainable Mobility Strategies

## Report of the first visit – Rome, CGIL

### 1. General framework in Italy

In Italy, the most important players in the field of sustainable mobility are the Regions and the Cities. They are fully competent for mobility policy in general and public transport organization (respectively on the regional and urban level).

The Italian State maintains its role on the fiscal and legal level and is still responsible for the interregional (road and rail) transport networks.

In the context of sustainable mobility, there are a number of regulations on the national level:

- The "Decreto Ronchi" on sustainable mobility in urban areas (1998) which contains the following obligations:
  1. For Regions and certain municipalities (depending on emission levels) to adopt a regional/municipal clean air plan;
  2. For companies and administrations of a certain size (more than 300 or more than 800 workers, the latter in municipalities falling under point 1) to have a company mobility plan and manager;
  3. For the municipalities falling under point 1, to build a structure for the support to the mentioned companies or administrations and to organize car sharing and car pooling services;
  4. For public services to gradually make their vehicle parks cleaner;
- Several financial interventions for realizing the above and campaigns on sustainable mobility
- Application of European directives concerning a.o.
  - o taxation on heavy weight freight transport (2006);
  - o transport of dangerous goods (2008);
  - o concerning the use of clean vehicles in public transport (2009).

## 2. Brief report on the works

**23 february 2011**

### Introduction

**Oriella Savoldi – Coordinator Environment and Urban planning**, states that sustainable mobility is a rather marginal topic in Italy, there is a lack of policy in the field. Therefore, the CGIL finds the exchange with the Spanish invitees very useful.

**Antonio Granata – Coordinator for E-Cosmos and the national CGIL** explains the general context of the works:

- the only dedicated legislation on the topic of sustainable mobility is the Decreto Ronchi, but it has very few results in the field
- national funding decreases (2007: 90 million €, now: 200 million € for the whole energy sector)
- mobility is not a part of the social dialogue
- Italy has a very high number of cars/inhabitant and the vehicles are generally older/more polluting
- the targets of CGIL in the field are:
  - o reduce traffic emissions;
  - o reduce energy consumption
  - o more fluid transport of people and goods -> increase quality

**Rocchi Alessandro – Segreteria nazionale FILT (CGIL - national federation of transport workers)**

### National situation and framework on local public transport

- the environmental consequences of traffic in Italy are clear: 50% of provincial capitals exceed regularly the limits of air quality;
- the causes are also known: only 20% of vehicles meet the EU-norms 4 or 5; the use of the car is relatively high, for example only 11% of commuting traffic is by public transport (PT) while home-work distances are rather low;
- Public transport (PT) has a capacity of 23% but it is ineffective because of
  - o a "pulverized" PT system: 1000 local PT companies!
  - o low quality: commercial speed is only 18 km on average, reliability is 40% (EU: 66%). Italy has very few metro lines
- Investments are necessary but the national level imposes budget cuts to the lower policy levels.

**Capparelli Marco – Segreteria regionale FILT Roma e Lazio**

### Public transport (PT in Rome)

- Rome has the highest motorization rate of Italy (32 cars/100 inhabitants)
- The attraction of the City is very high but public transport is not adapted to this demand. A survey has demonstrated that the most important problems are travel time and reliability. Investments (in free bus lanes for example) are urgently needed, as well as a regional organization of PT and new services like carpooling and carsharing
- There is no coherent parking policy

**Dott. Andrea Pasotto – Mobility Agency of Rome**

**The mobility agency proposes services and campaigns to**

- Increase the use of alternatives to the car, including bike sharing, organization of shuttle services, taxi on demand. For example a shuttle service succeeded in attracting 625 former car users
- Organize car sharing
- Reduce emissions (for example promotion of electrical vehicles)

**Alberto Morselli – Segretario generale FILCTEM (national federation of the chemical, textile, energy and manufacturing sector)**

**Objectives of the Union in the field of sustainable mobility:**

- Decent transport for the workers. The problem here is the growing demand for flexibility of working hours. The collective employment agreement for the chemical industry includes flexibility and financial interventions facilitating the home-work trip.
- Ecological transport (also creating new industrial activity: production of green cars)
- An economic benefit for the worker (via the employer?)

**Dott. Roberto Pallottini – Istituto Nazionale Urbanistica**

**Urban structure and “ciclabilità” (cyclability) in Rome**

- There is a potential for the bicycle in Rome: 30% of home-work travel is below 2 km
- Structural problems are the geography (hills) and the lack of space due to historical patterns
- There is a comprehensive cycle plan with definition of the main dorsal and tangential lines, as well as local networks in combination with public transport (“last mile”)
- Problems with implementation are: parking policy, budget...

**Discussion**

- Q: there is an obligation (“Decreto Ronchi”), does it work? And how are mobility management measures financed?  
A: the obligation has no structural results, it works more on the level of sensitization. Financing is not structural either, it comes from budgets for “socially relevant work”
- Q: how is public transport coordinated and is there any tariff integration?  
A: theoretically, the regions co-ordinate between the PT companies, but in reality there is little co-ordination because of the weakness of public authority. More coordination and integration is surely recommended
- Q: is there any fiscal framework?  
A: there once was a tax exemption on collective transport but it has only lasted 1 year (2008). Normally the taxes on fuel should be used to finance PT but in reality only 70% of it is.
- Q: is there any public transport in industrial areas?  
A: yes, there are, but the transport is slow because of congestion

**24 february 2011**

**Some conclusions of the visit of the city and a peripheral industrial area using different public transport modes (bus, metro, tramway):**

- Like in other European cities, the tramway has been redeveloped with modern materials and tram lanes
- The connection between the metro and the bus line to the industrial area resulted very poor (outside peak hours, the waiting time was around 30 min., without any notice). This can be explained by a shortage of personnel in public transport companies due to budget cuts

- A shared bus/taxi lane is not always effective. In via del Corso, a street with limited access, buses lose time in traffic jams only caused by taxis.

**Dott.ssa Serena Rugiero – researcher IRES CGIL**

#### **National data and scenarios**

- In 2009, 32% of energy consumption is caused by transport in general
- In Italy, the number of inhabitants per car is 1,6 (in 1990 only 2,1)
- 20% of the households don't have a car, only 40% have two or more
- Transport cost represents 14-15% of the average households spending/month
- The importance of the safety aspect should be underlined: 27% of mortal labour accidents are related to the commuting trip. This rises up to 56% if we add traffic accidents during work

**Gabriele Nanni – Legambiente Italia (federation of environmental organizations)**

#### **Presentation report “Pendolaria 2010” on pendular train services**

- Throughout Italy, investments in public transport are below 1% of the regional budget
- The regional transport budgets are divided as follows: 65% for roads, 30% for PT
- The last few years, a lot of old regional train lines have been modernized with success

**Lorenzo Bertuccio – Presidente Euromobility Italia**

#### **Presentation of the annual evaluation report on the sustainability of mobility planning in the 50 most important Italian cities**

This annual overview, based on a number of indicators, shows that some cities have done more effort or have obtained more results than others in the field of sustainable mobility. It also assesses the influence of framework conditions and other factors.

Despite their large number, the role of (compulsory) mobility managers seems to be rather limited, because an important number of them are not very active.

**Dott.ssa Silvia Brini – ISPRA (Ministero Ambiente)**

#### **Presentation of the report on the characteristics of the vehicle parks in urban areas**

Miss Brini gives an analysis of the environmental quality of vehicle parks.

**Bart Desmedt – Traject mobility management**

#### **A vision on the “ideal framework” for mobility management**

This general intervention, not referring to the Italian situation, draws the attention on the importance of demand management when implementing sustainable mobility policies. The elements of this approach are briefly treated per phase of its evolution.

#### **Discussion**

- Q: in the measures taken by Italian cities (presentation Mr. Bertuccio), are there any measures regarding commuting traffic?  
A: Yes, for example cofinancing of shuttle services, several incentives (Bologna). The problem is that many measures would be taxable since an employer can only reimburse commuting costs up to 150 € (while free parking spots are not taxed). And the last few years there is a visible decrease of effort in the field.
- Q: are there any figures about mortality linked to pollution?  
A: In Italy, the Mayors are responsible for the citizen's health. A lot of studies exist. The difficulty is that the effect of pollution is not linear and it is difficult to isolate factors like transport. For example: in cities like Torino and Milano, measures against different forms of pollution all have effect but still the pollution levels stay the same, there is no effect on climate as a whole.

- Miss Savoldi concludes the day by explaining the problem in Italy by a lack of choices on the political level. If you want to make mobility more sustainable, you can't at the same time make way for the car. Besides that, the follow up of projects should be managed better and projects should be developed in phases.

**25 februari 2011**

The last day, several good practices are presented by CGIL-representatives from all over Italy

**Maurizio Stampini – Camera del Lavoro Milano**

In Milan, there are several good practices in the field of mobility management. The high levels of pollution partly explain the effort. The investment mainly goes to better public transport, inside the city and from city to outskirts, including P+R systems and optimisation of old train and tram lines. There is also attention for the environmental quality of the rolling material.

Problems, however, are the lack of planning in the field of priority to PT and the quality of the national railways. The role of the CGIL has always been to fight for investments in infrastructure and material (for example to keep the endangered tram lines)

**Paola Imperio – Segreteria Generale FILT Napoli**

In the metropolitan area of Naples, there is an excellent example of tariff integration including all the transport systems. This has caused a rise of subscriptions from 11000 to 60000. Unfortunately, budget cuts of up to 23% are imposed, reducing the quality of the services.

The CGIL is represented in the regional advisory board of the integrated transport system. It mainly defends investments, like in Milan.

**Luigi Verdoscia – segreteria FILT Bari**

Bari performs well in the field of sustainable mobility. It almost started from zero and has now all elements of a modern mobility approach. Measures include improvement of PT, P+R with express buses, bike sharing, transformation of the old centre in a pedestrian zone, limited parking, integration of old regional railway lines. A remaining problem is the commercial speed of PT (lack of bus lanes).

There is a need also for a more strategic approach (difficult in these times of budget cuts): integration of modes, integration of the city with its hinterland using a.o. train lines, higher frequencies...

An interesting dilemma for the Union: how to make the transport company more efficient without touching work quality of the personnel (especially in these times of budget cuts)?

**Alessandro Chiesa – Camera del Lavoro Parma**

Parma has also a high ranking in the evaluation of urban mobility policies by Euromobility. Policies include: a P+R system, bike and car sharing, school buses, foot- and bike-pooling to school, special transport for the disabled, bus on demand.

The share of PT subscription owners is very high (+ 70%).

But there are also problems, like low commercial speed (17,7km/h) and the budget cuts.

Mr. Chiesa finds that a lot of soft measures seem to replace real investments, like in the tramway system that has no good connections with P+R.

## Closure

**Antonio Granata** admits that sustainable mobility hasn't been a priority for the CGIL, because the most urgent problem was to reduce the consequences of budget cuts. He finds there is a visible lack of "governance" and integrated strategies in Italy.

From the point of view of the worker: labour should give him more dignity, but where is dignity when the road to work is a daily nightmare? In the current context of financial crisis, the main question is: how find a solution and improve public transport without making the price for the worker higher?

**Llorenç Serrano** from the Spanish delegation concludes as follows:

- We have to defend decent, just, safe and environmentally sound transport solutions
- They need to be implemented in an integrated urban concept where living and working are well connected
- Mobility planning should integrate all policy levels: regional, municipal, industrial area, company
- The role of the Union is to defend investments in good transport solutions, the quality of life for the worker, stimulate green transport economy and sustainable mobility.

## 3. General conclusions (Traject)

The CGIL union clearly has a lot of knowledge (networks) at its disposal about the topic of sustainable mobility. Intellectually, a clear link is established between the environmental aspect and the socio-economic aspects of mobility: access to work, work/life balance, jobs in public service, topics closer to the core business of the Union.

An internal vision on the role of the CGIL in the field of sustainable mobility exists, and it is also reflected in daily practice. This vision and practice can be summarized as follows:

- The union inside the public transport company: a struggle for maintaining the budgets, increasing investments in quality of PT (infrastructure and material) and jobs;
- The union in advisory committees on central, regional or local level : same topics as above, but also a focus on the needs of all workers (accessibility, quality of life, life/work balance through better mobility, safety, health) and a growing attention for the larger sustainability scope which offers also the possibility for development of industrial activity.

The current political framework in Italy doesn't make it easy to realize these goals. Clearly, a reduction of the sustainability effort is taking place on the political level in Italy, in the field of mobility like in other fields. Budget cuts cause reduction of necessary public transport investments and lack of personnel for realizing a good public transport service. Because of this lack of financial means, no clear political choices are made, few future oriented strategies on mobility are defined. Very often, the focus is on soft but less efficient measures.

Against this current "lack of policy", one could say that the Union is a well prepared force of opposition: knowing the problem, knowing the solutions but not yet in presence of the means to realize change.