



## Agenzia della Mobilità Piemontese

# ROLE, FUNCTIONS AND STATUS OF TRANSPORT AUTHORITIES

CASTELLBISBAL 07.06.2017

### AGENZIA DELLA MOBILITÀ PIEMONTESE

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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



## AREA METROPOLITANA TORINO



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

november 2015



## REGIONE PIEMONTE



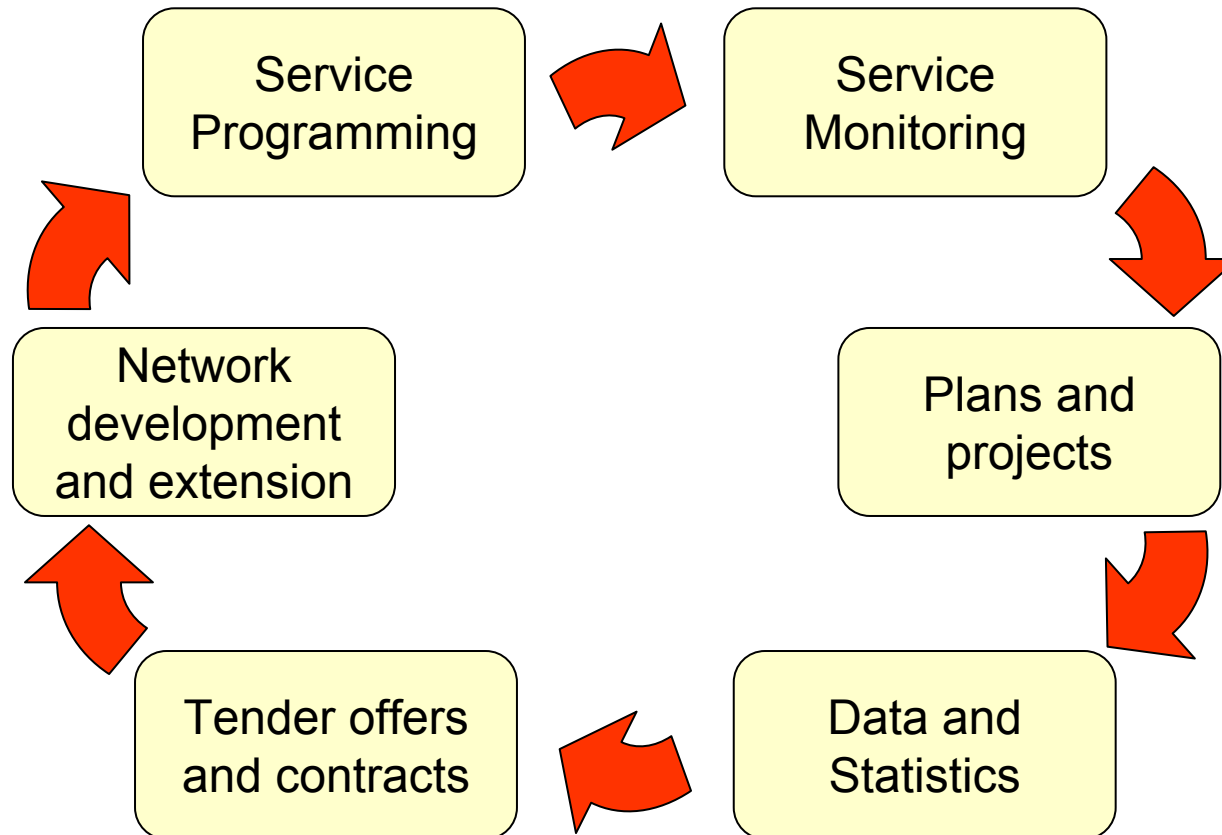
In 2015 it was extended to the entire Piedmont region

## 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 transport's:
  - 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

## MAIN FUNCTION



## FUNCTIONS

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'Agenzia per la Mobilità Metropolitana**

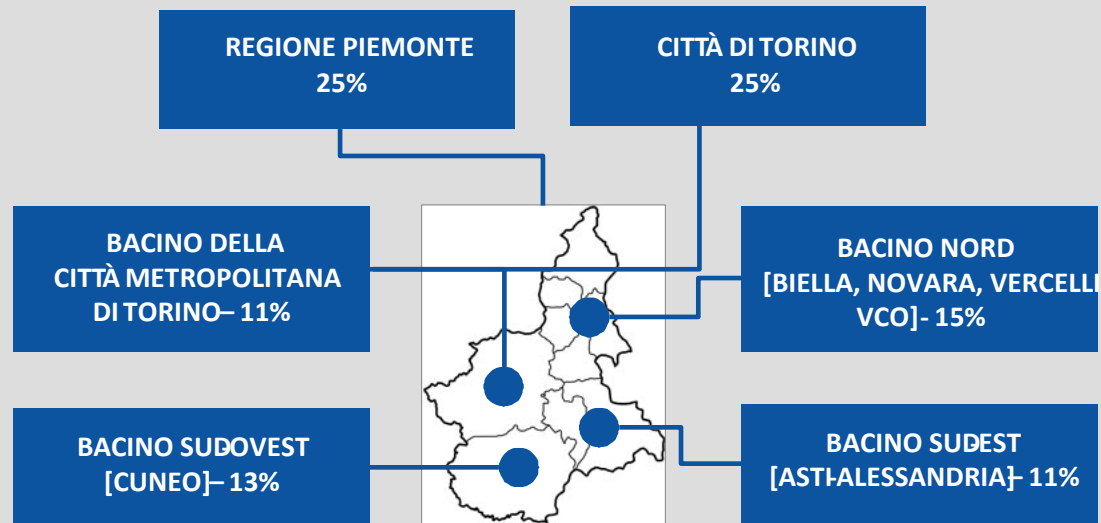
|                               |                              |
|-------------------------------|------------------------------|
| Comune di Alpignano           | Comune di Orbassano          |
| Comune di Baldissero Torinese | Comune di Pecetto Torinese   |
| Comune di Beinasco            | Comune 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

## 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

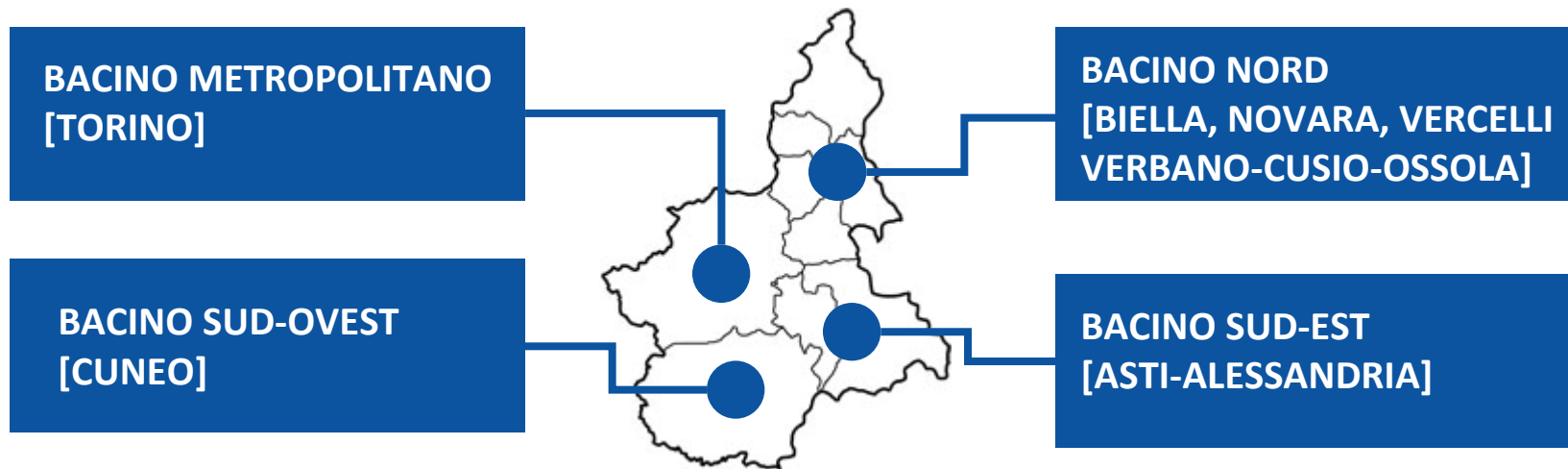


### BOARD

1 President  
4 Member  
(1 from each Bacino)

## 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.

# IL TRASPORTO PUBBLICO

## SERVIZI URBANI

## SERVIZI EXTRA URBANI

AREA  
METROPOLITANA  
TORINO



**METRO**

1 line



**TRAM  
BUS**

8 Tram lines  
78 Bus lines  
Torino  
8 Bus lines  
Other Municipality



**BUS**

30 lines  
812 daily departures  
(Weekday)



**SFM**

8 lines  
358 daily departures  
(Weekday)

**production**

Millions of vehicles\*km  
per year

2.8

44.4

4.2

6.2

**passengers**

Millions  
per year

38.8

153.9

3.8

17.8

REST OF  
REGIONE  
PIEMONTE



**BUS**



**BUS**



**SFR**

4 RV lines  
15 R lines

**production**

Millions of vehicles\*km  
per year

9.4

60.5

12.7

**passengers**

Millions  
per year

110,3

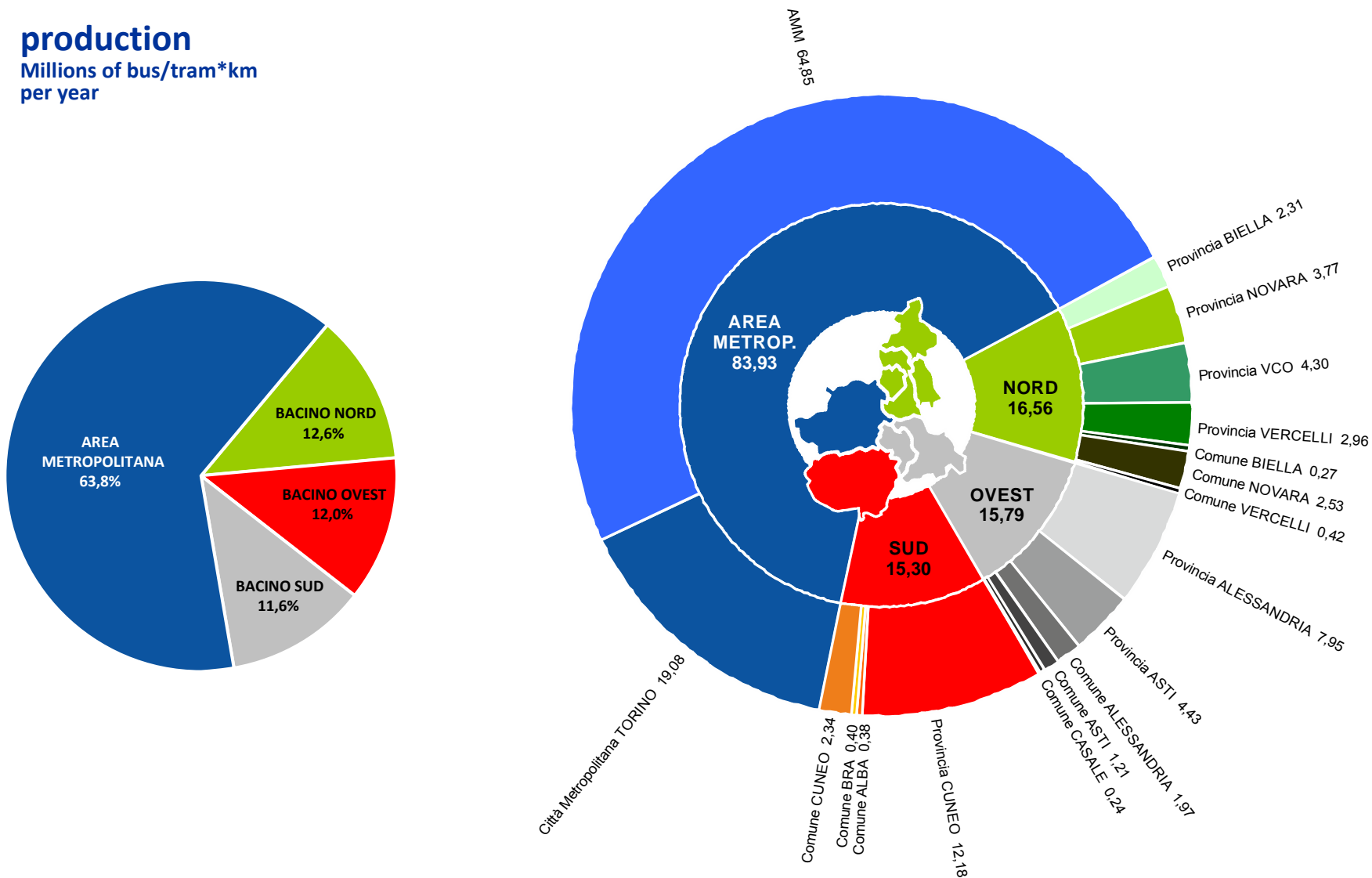
33,9



## BUS CONTRACTS FOR BACINO

### production

Millions of bus/tram\*km per year



# PROJECTS

## 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**

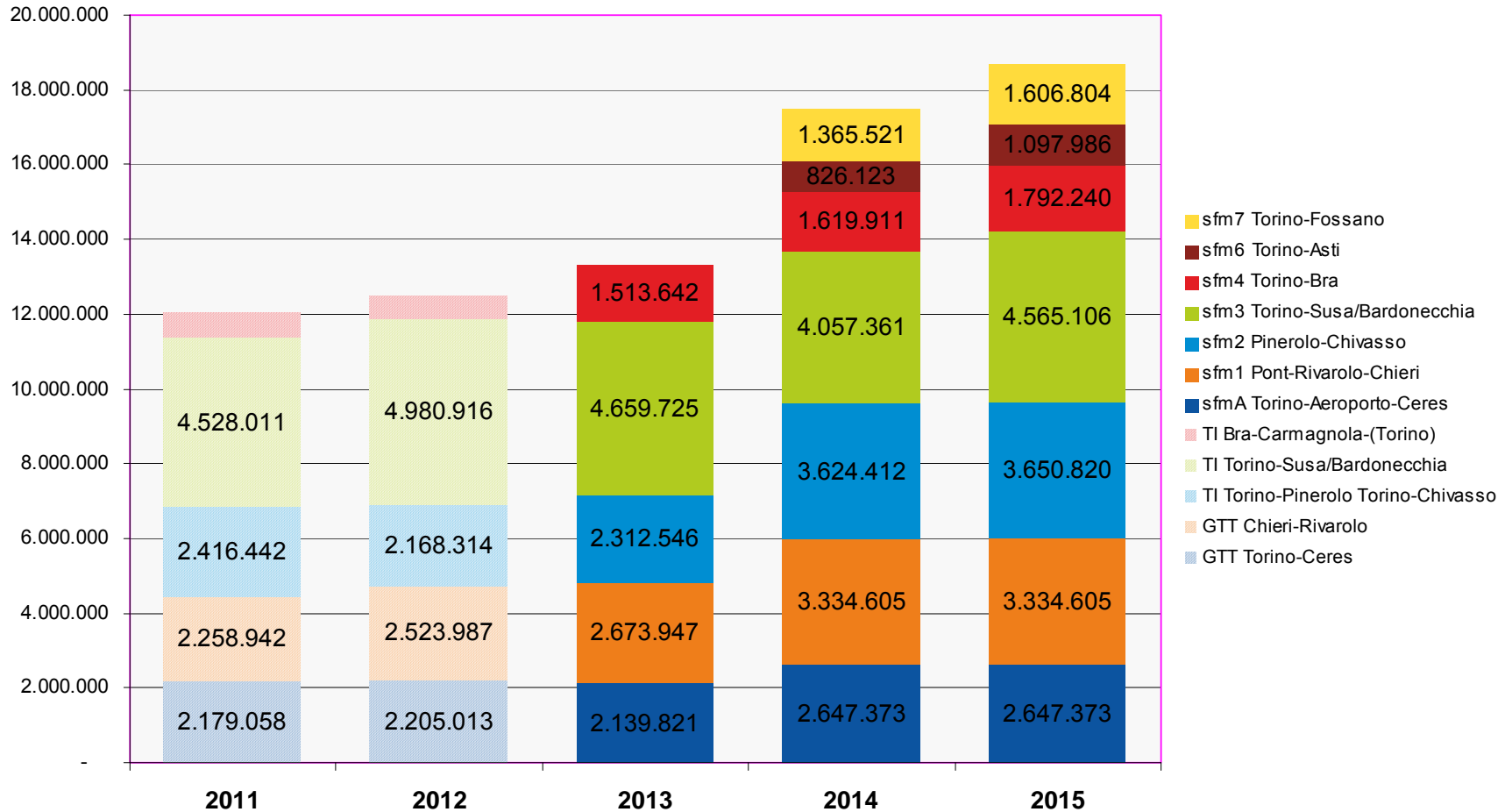
**358 DAILY TRAINS**



CORADIA MERIDIAN GTT

JAZZ TRENITALIA

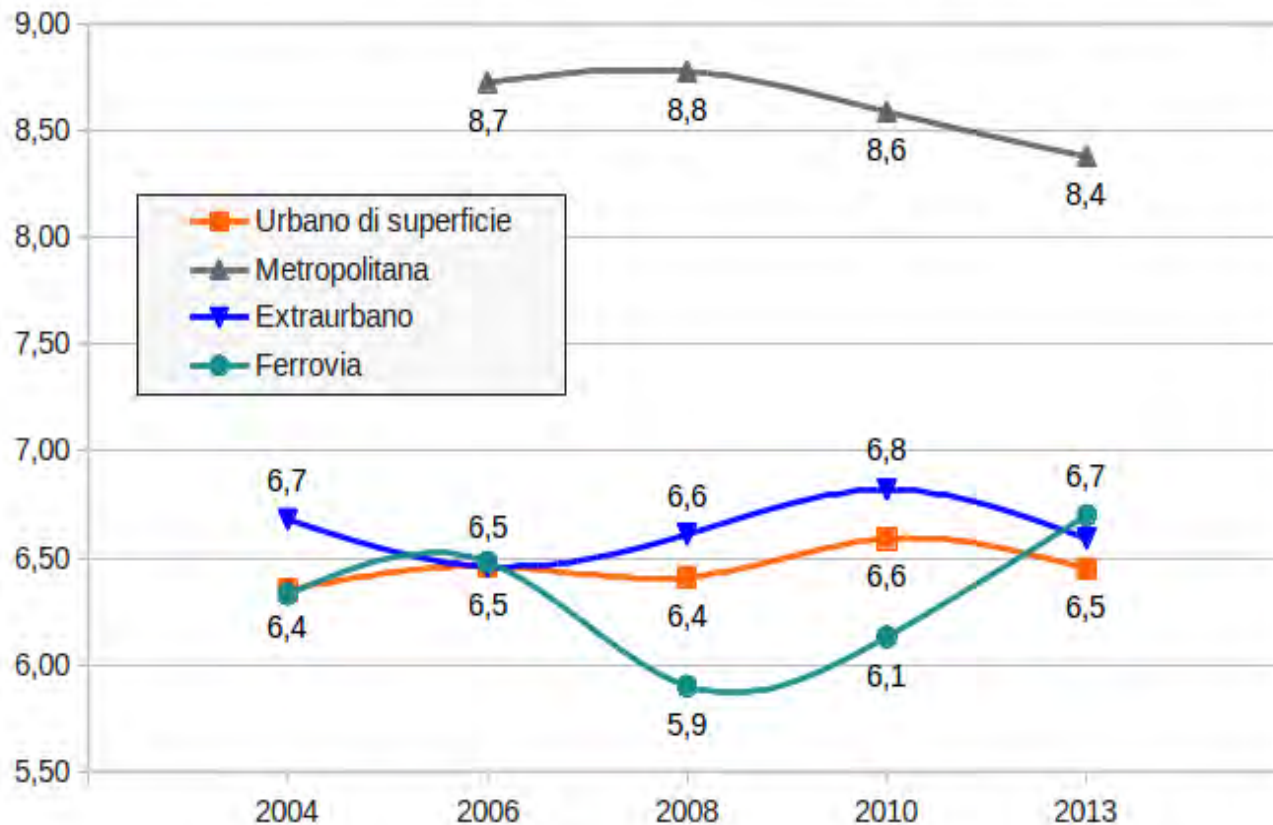
## SFM | PASSENGERS



## SFM | PERCEIVED QUALITY

From the activation of the Metropolitan Rail Service, the perceived quality of railways increases compared to previous years

Giudizio iniziale medio dei mezzi pubblici - residenti area metropolitana

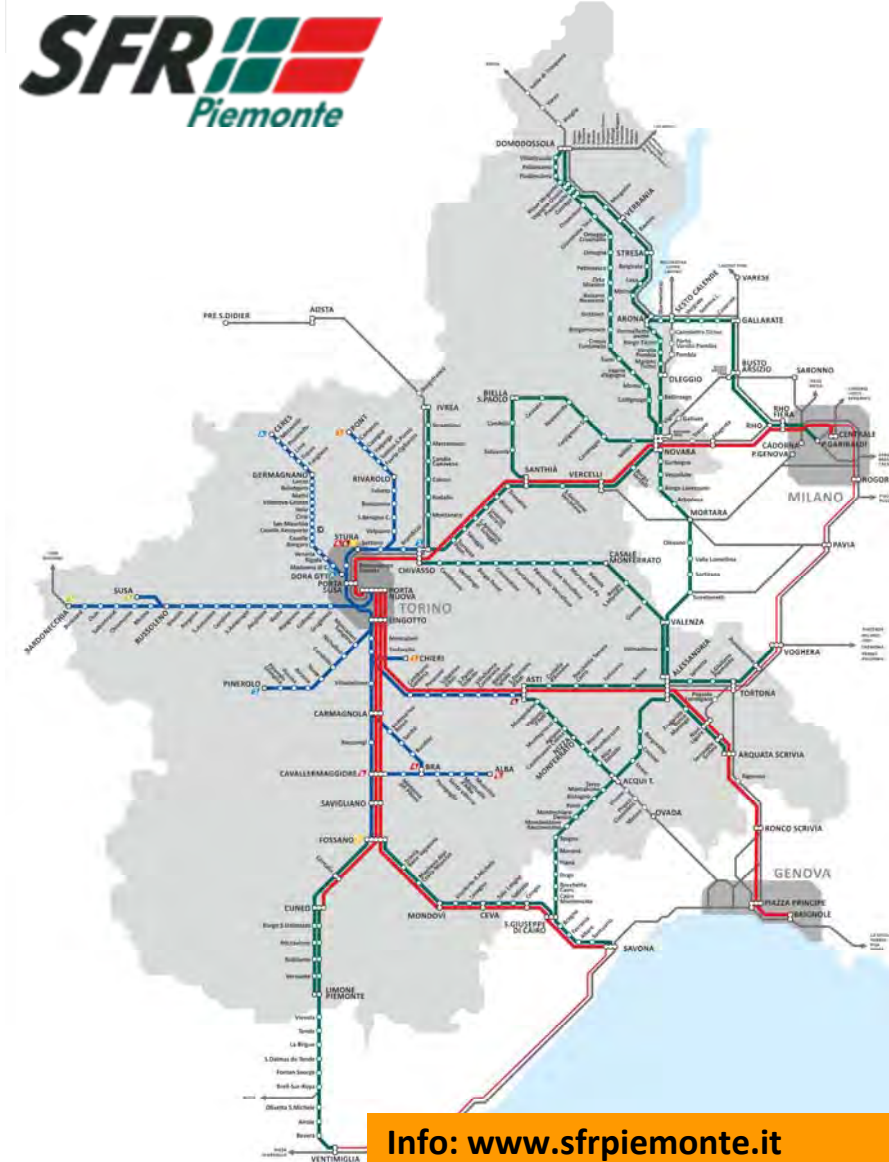


# PROJECTS

## 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).





## NIGHTBUSTER | NIGHT BUS SERVICE

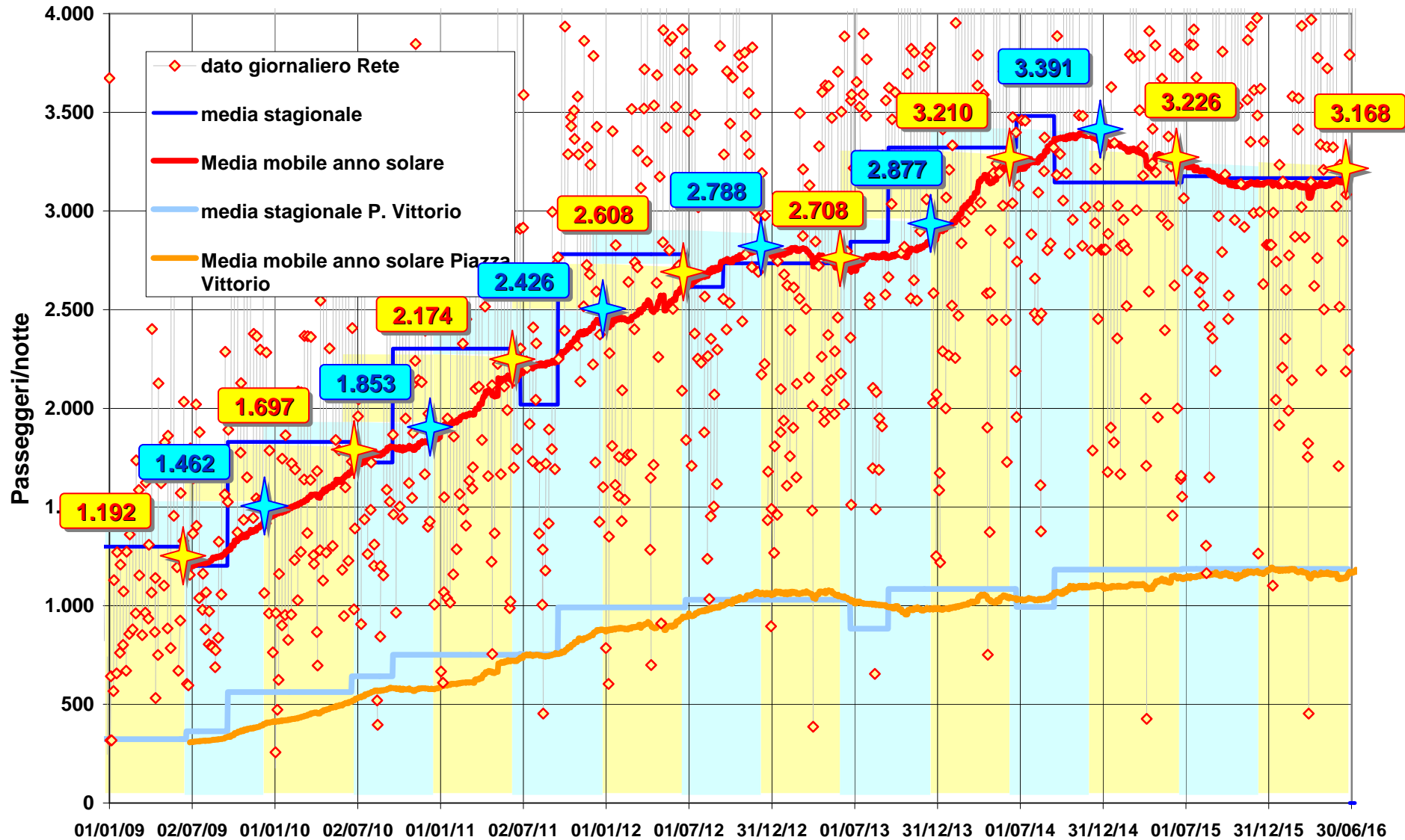
The night bus service (NightBuster) was launched on June 28, 2008 with the activation of 10 radial lines in the City of Turin.

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.



**GTT NIGHT BUSTER**  
*Viaggia al centro della notte.*

## NIGHTBUSTER | PASSENGERS



## MEBUS | DRT BUS



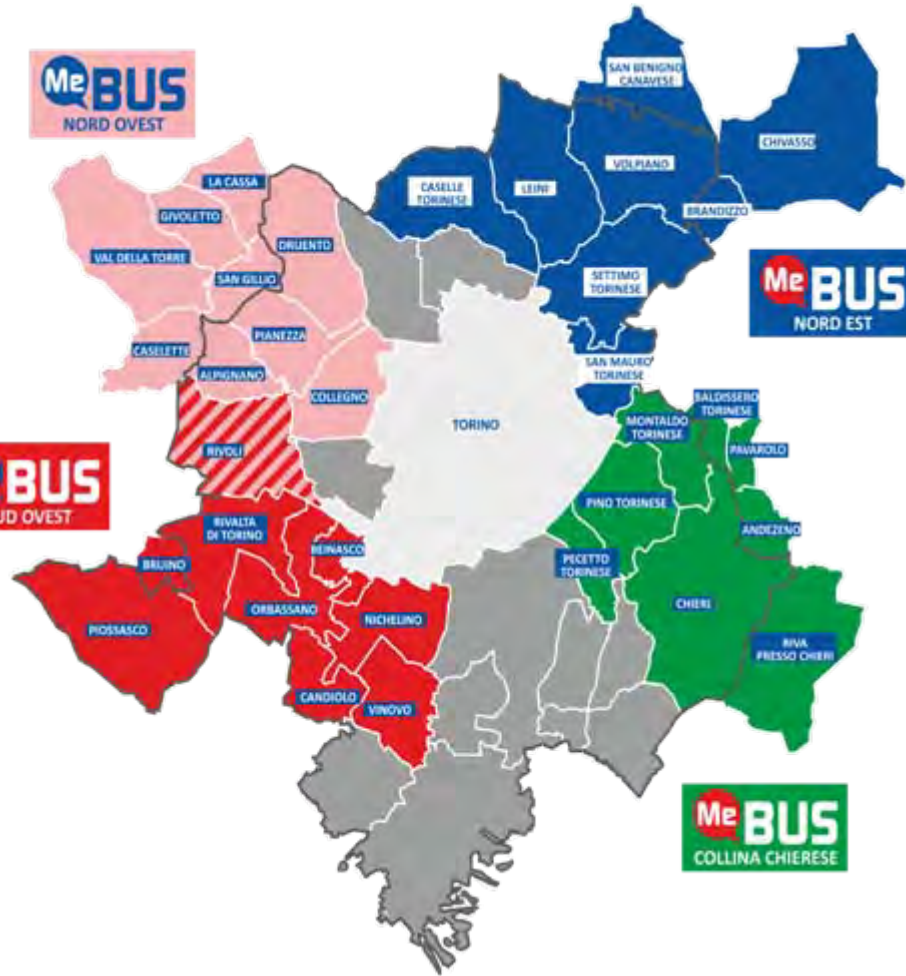
The DRT (Demand Responsive Transport) bus service in the Torino metropolitan area was established for the first time in April 2008 in the North East basin. Today it is present in 4 areas:

- **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)



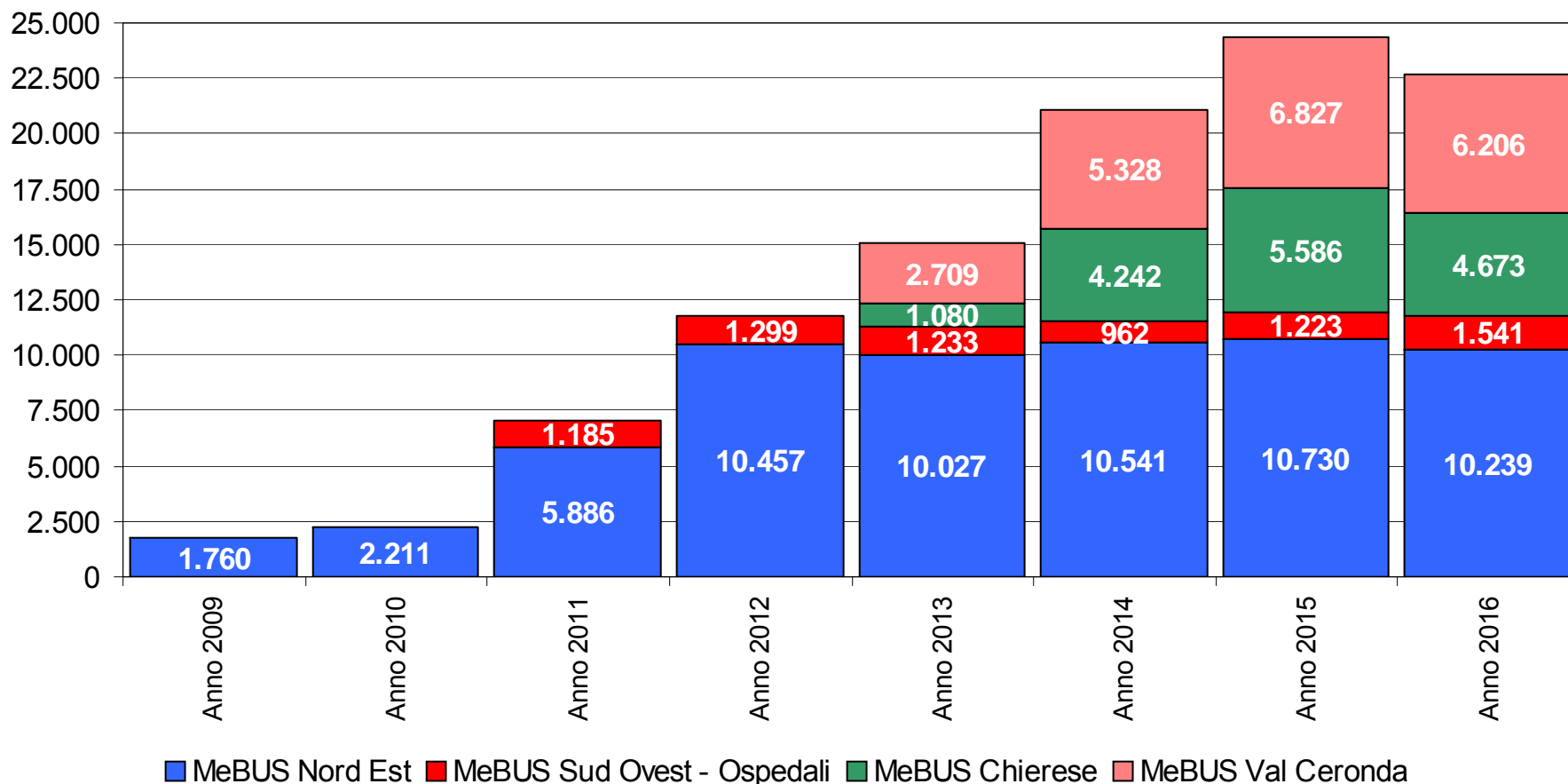
## MEBUS | DRT BUS

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



## MEBUS | DRT BUS

### Passengers per year

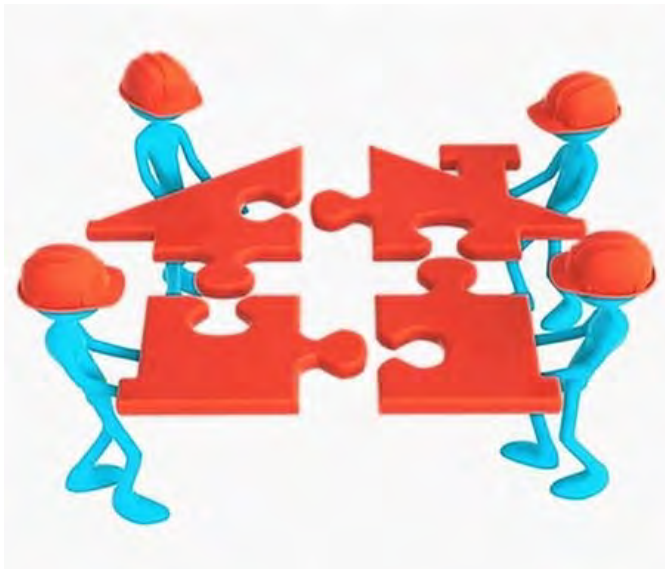


## THE FUNCTION AND THE STATUS OF TRANSPORT AUTHORITIES

- A. Who should perform the functions of planning, producing and delivering urban transport in order to obtain the best possible result?
- B. What are/should be the exact role and functions of urban transport authorities, also in light of broader agglomerations' transport?
- C. What is/should be the nature of contracts? Who is the regulator?
- D. What should be the relationship between transport authorities and political 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?



#### *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.

## 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)

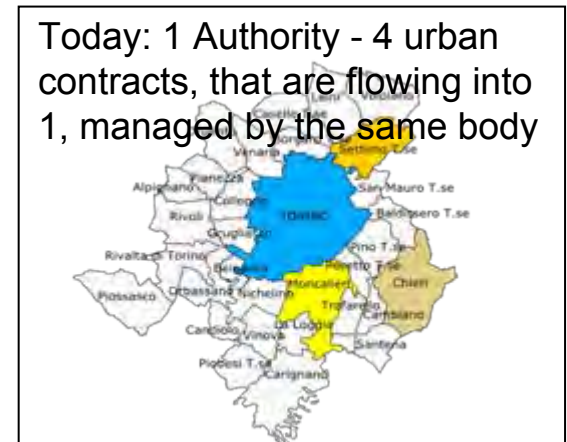
**URBAN BUS AND TRAM** (1 contract to the Municipality of Torino (urban bus and tram contract) 3 contracts to the other municipalities (urban bus in Chiari, Moncalieri and Settimo Torinese).

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.**



### 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 a preferable : more responsible for Authorities, less commercial risk for operators, more flexibility in fare system, more flexibility in co-modality



## THE FUNCTION AND THE STATUS OF TRANSPORT AUTHORITIES

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

#### *The main purpose of the Contract*



Each contract contains a clause : “The operator must fulfill the obligation... the operator must comply with the contract obligations....

A contract of public service is not just an unilateral list of obligations for the counterpart.... and a list of sanctions.

Public Transport is to the benefit of the commuter and of the passenger in general. We must serve our citizen and provide a smooth travel experience.....

The concept of “cooperation” must always inspire the structure of the contract. Problems must be faced (and solved) in cooperation between the parties of the contract.

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

#### *Applying the Bonus & Penalty system*



Usually public service contracts have a bonus and penalty mechanism.

There is no sense in granting a bonus just because the bus is on schedule (this is the obligation of service!).

It is preferable to apply a penalty in case of violation.

Penalties should never be applied for disruptions that are caused by external events (i.e. late arrival due to traffic jams). Only internal events can be considered the responsibility of the operator and sanctioned.

Care must be taken when writing the contract to include a proper set of events for applying the penalty! It must be easy to monitor them by the Authority, otherwise they are useless!

On the other side, a bonus mechanism can be adopted to recognize improvements in the quality of service (given a set of indicators, always easy to monitor and to calculate). The bonus mechanism must be targeted to specific actions of the operators.

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

#### *Defining the compensation structure*



The structure of the economic compensation.

It is always better to give the more detail as possible to the economic compensation in public service contracts.

If a per centage of the compensation is to be destined for the investments (i.e. in rolling stock, infrastructure) , it should be indicated clearly in the contract and awarded only when the operator proves that the investment is under way.

## THE FUNCTION AND THE STATUS OF TRANSPORT AUTHORITIES

### **D. What should be the relationship between transport authorities and political authorities?**

#### *Public role*

One of the problems that arise in the relationship between local bodies and authorities is the lack of representativeness of the authority.

Citizens choose their administrators at the elections (City Mayor, President of department, Governor of the Region). Transport Authorities are usually led by a Board of Directors appointed by (and according to the rules of ) the local bodies. In some cases the representatives at the Authority are the same persons (i.e. Deputy Mayor) in some others they are different people designated by the politicians (Council or Assembly).

This can cause a weak position of the Authority, especially at the beginning of its activity.

When the Authority “grows older” (almost after 10-15 years) it becomes more authoritative and gains more recognition. At the same time the functions assigned to the Authority are no longer performed by the other bodies. At this stage, these functions are not easily replaceable by the bodies themselves, unless staff are retrained and procedures reestablished.