

## Objectives of the measure

- **At measure level:**
  - Designing and Adapting the PT network to fit the needs of the new and sustainable bus fleet
  - Reducing emissions of the PT fleet
  - Increasing the Customer satisfaction on the PT service
  - Ensure smooth operation of bus fleet during fleet renewal
  - **Contributing to city level objectives of:**
    - Reducing emissions due to PT
    - Increasing the quality of the PT supply and of the customers’ satisfaction

## Description of the measure

- **Situation before:**

The objectives of this measure are in line with the provisions of the SUMP that indicates, among the others, the need to re-balance the modal share in favour of PT in Rome. In addition, the pandemic emergency has contributed to move more people away from collective transport modes. The Rome bus fleet has an average age of 9 years, with most of the buses procured in 2002-2003. The local administration and ATAC have plans to lower the average age of the entire bus fleet to 5 years. Taking the opportunity to procure LEV and ZEV buses thanks to the RFF funds.

- **General description:**

The SUMP claims the need for investment for the renewal of the PT surface fleet, with LEV and ZEV buses by 2030. ATAC, the main PT operator, has defined its needs for new buses between 2023 and 2026: 1057.

In the time frame of the project, Rome will integrate into the PT surface fleet LEV and ZEV buses. This activity expects a re-design of PT low-emission lines, due to the complexity of the integration of ZEV vehicles and careful planning of the routes to allow the efficient operation of the service over a large area, with a choice of the bus depots and of the lines.

- **Sub-measures description (if applicable)**

ROM\_05\_01: introduce low emission and zero emissions vehicles into the PT fleet – procurement procedures identification of the optimal solutions.

ROM\_05\_02: design of new bus lines, according to the buses performances.

- **Measure outputs:**

Following the introduction of 411 electric buses, 269 hybrid buses, 344 methane buses, 33 EURO 6 buses and the implementation of a new depot, this measure will deliver:

- Identification of the need for the buses fleet renewal
- Introducing ZEV and LEV buses (procurement procedures)
- Design and adaptation and integration of the new buses (including LEV and ZEV) in the PT network,

- Participation process with the territorial representations for the design of the lines
- Evaluation of the Customers' satisfaction, raising awareness on environmental issues
- Report on the assessment of the new services.
- **Supporting activities:**
  - Guaranteeing the deadlines for the RFF funding for the procurement of buses expected are accomplished.
  - Dialogue and cooperation with the Jubilee organisation.
  - Following up the national tender (issued by CONSIP the national procurement centre) for the procurement of the electric buses.
  - Tendering procedures for the buses procurement
  - Procedures for the electrification of the depots
- **Interaction with other city measures: UPPER and non-UPPER measures**
  - This measure is related to other measures in the city of Rome aimed at shifting people from cars.
  - ROME\_01 Reducing private vehicles by implementing a "pollution charge" scheme in the core part of Rome Zone 2 (VAM)
  - ROME\_02. Promoting modal shift towards PT with the implementation of a LEZ in Rome Zone 3 (Green Area)

## Target groups and/or geographical impact areas

- **Target groups:**
  - PT Operators
  - Citizens
  - Energy Utilities
- **Geographic impact area:** The municipality of Rome

## Stakeholders

The following stakeholders will be required for the implementation of this measure.

- City of Rome, Mobility Department supervising the administrative steps to guarantee the procurement requirements for Rome are aligned.
- ATAC (PT operator) will implement the new buses and organise the service.
- RSM will plan the new services and collect KPIs
- City Boroughs involved in the participatory process
- CONSIP the national procurement centre

- Ministry of Transport and Infrastructures – managing the RFF funding of the vehicles and the depot Contractors for the supply of the buses

## U-tools support

The implementation of this measure can be supported by two IT tools from the UPPER toolkit:

- U-SUMP can support the monitoring of the measure effect on the SUMP.
- [U-SIM.plan](#) can support the existing modelling software to adapt the PT supply.
- [U-GOV](#) to foster the public consultation, support the community engagement and the acceptance and knowledge of the new services

## Link to other UPPER measures

This measure is similar to UPPER measures implemented in other cities, especially: TESS\_09 To raise environmental awareness and trigger behavioural change towards PT

## Process of implementation of the measure

Stages	Description	Intermediate milestones
<b>Design</b>	Definition of the total number of new buses needed.	- Identification of the type of buses
<b>Preparation</b>	Requirements and needs sent to the national procurement centre (CONSIP) Modelling and design of the network	- Launch of the tenders - Supply of the buses
<b>Implementation</b>	All buses in service New depot implemented	- Definition of the service - Customers satisfaction analysis - Adaptation

## Sub-measures and preliminary indicators

Measure	Sub-measure (if applicable)	Impact indicators
<b>ROM_05</b>		- Forecast (estimate) of the main pollutant emissions from PT (buses) and other vehicular components
<b>ID</b>		-

## Data Collection

- **Which of these indicators does the city already report?**
  - PT emission for peak hour in the municipality area
  - Concentration values (daily average values) - PM10 PM 2.5 NO2 (for single measuring stations)
  
- **Does the city have planned data collection/reporting activities for any of these indicators? When?**
  - The city already collects these data on a regular basis