

START UP INFORMATION – updated 20 December 2017

City/Partnership	City of Torino
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Project	Urban Mobility and Sustainable Cities

Cooperation Thematic Area	Concrete Challenge Faced
Urban and Metropolitan Mobility	Transport integration: development of the concept of MaaS (Mobility-as-a-Service)
<p>SHORT SUMMARY OF THE CITY'S CONTEXT</p> <p>Torino is the fourth largest Italian city, it counts around 900,000 inhabitants in its inner area and more than 2 million in the metropolitan area, it is the capital of the Piemonte Region and the seat of the Metropolitan Authority.</p> <p>It is geographically located in the North West of Italy near the French border. It lies in the Po Valley at the feet of the Alps, thus being one of the most stressed areas in terms of air pollution.</p> <p>Torino was founded in the Roman times, and in 1861 it became the first capital city of the Kingdom of Italy. When the capital was moved to Rome, Torino turned into the first industrial pole in Italy. Along the 20th Century the name of the city was matched to the main Italian automotive brands (FIAT, Lancia, Autobianchi, Pininfarina, Ghia, Bertone). In that period, the city reached its utmost demographic growth, so new residential neighbourhoods developed next to the factories. The mobility of the citizens was thus implemented to ensure the home-work mobility service. The main means of transport was – of course – the car.</p> <p>At the beginning of the 21st Century Torino had to face a new challenge due to the deindustrialization phase.</p> <p>After hosting the 2006 Winter Olympic Games, the city became one of the main tourist destinations in Italy. Characterized by a relevant offer in terms of universities, it hosts many research centres for the automotive sector and one of the two main Italian banks – Intesa San Paolo - is based in Torino.</p> <p>For these reasons the mobility in the city is in constant evolution, and tends to reach an increased sustainability.</p> <p>In 2009, the City of Torino adhered to the Covenant of Mayors and became one of the first Italian cities to engage in the elaboration of an Action Plan for Energy accordingly. The Torino Action Plan for Energy (TAPE http://www.comune.torino.it/ambiente/bm~doc/tape-2.pdf), that represents a fundamental step for the Smart City policy of the City of Torino, has been approved in 2010 with the initial objective is to reduce CO2 of 40% by 2020 (baseline: 1991). It is structured on 51 actions, concerning several sectors such as: transportation (public and private); urban planning; tertiary sector (municipal estate, public and private tertiary, residential building, public lighting); industry.</p> <p>Since the mid '90 the City of Torino worked on sustainable mobility, approving the Traffic Urban Plan and detailed scale plans (city centre mobility plan, cycle paths plan, road safety plan, ecc). In 2011 The City approved the Sustainable Urban Mobility Plan (http://www.comune.torino.it/geoportale/pums/cms/). The objectives of the SUMP are: 1. Improving accessibility to the city; 2. Ensuring and improving accessibility for people; 3. Improving air quality; 4. Improving the quality of the urban environment; 5. Increasing the</p>	

use of public transport; 6. Efficiency and safety of road system; 7. Innovative technologies for mobility management; 8. Defining the governance of the Plan. In 2013 the city approved the Bicipan, the document planning the development of urban cycling. Currently the Mobility Department of the City is engaged in developing a plan of last mile delivery inside the Limited Traffic Zone.

*CONCRETE CHALLENGE FACED DESCRIPTION

The most important challenge of the SUMP is reaching a balance between private and sustainable transport (public transport, biking, walking). In the last 10 years, mobility in Torino faced a good development of shared sustainable services including bike sharing and car sharing (free floating and station-based). Nowadays the SUMP is being revised with the aim to transform mobility basing on 4 pillars: 1-electric mobility; 2-self-driving vehicles; 3-sharing mobility; 4-ITS.

The City of Torino would like to develop the concept of MaaS (Mobility-as-a-Service) by balancing the share of private and sustainable transport. Actually one of the greatest problems of Torino is the high pollution due to private vehicles affecting the quality of the air and quality of life. In order to do so, the city is developing push and pull measures involving both diesel private vehicles and logistics operators, mainly connected to the access to the Limited Traffic Zone.

Along the last years the City implemented many actions aimed at discouraging the use of private vehicles by giving a wide set of options of public and shared mobility:

- the opening of the first underground line in 2006 on the occasion of the Winter Olympics. Nowadays the underground has 20 stations on a single line and serves more than 40 million people per year. A second line is going to be built in the next years (<http://www.gtt.to.it/cms/linee-e-orari/torino-e-cintura/urbana/240-metropolitana>)
- The implementation of the metropolitan train system (SFM www.sfmtorino.it/) with 8 train lines and more than 90 stations connecting the cities of the metropolitan belt to the centre of Torino, and to the newly renewed central station of Torino Porta Susa (which is also the station for high speed trains connecting Torino to Paris, Milan, Rome, ...)
- Tobike (www.tobike.it), the bikesharing system of the City of Torino established in 2010. It counts more than 140 bike stations in town and about 30 in the metropolitan area. Several free floating private bike sharing services are also currently being implemented in Torino (Gobee.bike, Mobike, oBike). Torino counts over 190 km of cycling routes along the city (see map at http://www.comune.torino.it/pdf/mappa_ciclabili.pdf). The online system BUNET (<https://www.bunet.torino.it/>) has been created by the company 5T with the support of the City of Torino and Metropolitan City of Torino to help bikers calculate their itinerary on the roads of Torino and of the Metropolitan area with real time information.
- The Car-sharing system managed by 2 private companies (Enjoy <https://enjoy.eni.com/it/torino/home> and Car-to-go <https://www.car2go.com/IT/it/turin/>) providing over 800 cars on the urban area. In 2015 the City also launched a call for private companies to provide the service of electric car-sharing. The Autolib French company won the contract and it already placed 230 charging stations and more than 150 shared e-vehicles. The service is called Bluetorino and the map of the parking stations is available at

<https://www.bluetorino.eu/la-mappa-delle-stazioni>

- **Park&Ride:** after the approval of the Urban Parking Plan in 2002, 36 new car parks have been established. Some of them are directly managed by the Local Transport Company GTT and are placed near the metro and train stations. The use of such car parks is free for subscribers of public transport.
- **BIP Biglietto Integrato Piemonte** (Integrated Transport Ticket for the Piemonte Region). Since 2013 it is possible to use a single electronic card for the different services provided by the local transport system (bus tickets, underground, bike-sharing, metropolitan train system, car park, ...)

The City of Torino would like to work on measures aimed at favoring the transport modal shift also by changing the users behaviours, and better underline the connection between the mobility habits and the quality of life in the urban environment.

At the present moment the City of Torino is partner in several European projects on mobility:

HORIZON2020

NOVELOG - New cooperative business models and guidance for sustainable city logistics
<http://novelog.eu/>

SETA - An open, sustainable, ubiquitous data and service ecosystem for efficient, effective, safe, resilient mobility in metropolitan areas <http://setamobility.weebly.com/>

SocialCar - Open social transport network for urban approach to carpooling
<http://socialcar-project.eu/>

STEVE Smart-Taylored L-category Electric Vehicle demonstration in hEterogeneous urban use-cases <http://www.steve-project.eu/>

SUITS - Supporting Urban Integrated Transport Systems: Transferable tools for authorities
<http://www.suits-project.eu/>

I-MOVE - Unlocking Large-Scale Access to Combined Mobility through a European MaaS Network <http://www.imove-project.eu/>

INTERREG CENTRAL EUROPE

SOLEZ - Smart Solutions supporting Low Emission Zones and other low-carbon mobility policies in EU cities <http://www.interreg-central.eu/Content.Node/SOLEZ.html>

Relevant documents:

The Agenzia per la Mobilità Piemontese (Agency of Regional Mobility) issued in 2013 a survey on the Mobility of People and Quality of Transport in the Metropolitan Area of Torino. The summary of the outcomes is available at http://mtm.torino.it/it/dati-statistiche/indagine-imq-2013/pdf-1/IMQ2013_RapportoSintesi.pdf, the report concerning specifically the City of Torino can be downloaded at http://mtm.torino.it/it/dati-statistiche/indagine-imq-2013/pdf/Report_Torino_rev01.pdf/view

***MAIN STAKEHOLDERS INVOLVED DESCRIPTION**

<p>Expectation of the cooperation activities (Please, explain what kind of activities the programme can support you)</p>	<p>Working meeting, site visits, workshops, seminars, etc.</p> <p>Preliminary webinars to introduce the cooperation teams to each other</p> <p>Site visit at Consorcio Intermunicipal Grande ABC</p> <p>Site visit at the City of Torino</p> <p>B2B webinars and exchanges among similar institutions/stakeholders</p>
	<p>Joint participation in relevant thematic events. Clusters meeting</p> <p>Joint participation at international events specifically on mobility (for example TRA2018, European Mobility week, etc)</p>
	<p>Specific capacitation</p>
	<p>Webinars on concrete topics</p>
	<p>Cluster networks (Labs between cities)</p>
	<p>Business Roundtable discussions and joint activities</p>
<p>Suggested period for Site Visits</p>	<p>LAC site visit</p> <p>Initial proposal: week Feb 26 – Mar 2nd</p>
	<p>EU site visit</p> <p>Initial proposal: mid-May</p>