

# Perfect timing

TTS Italia's new president takes the reins just as the country enters an

Signalling the start of a hugely promising era of Intelligent Transport Systems in Italy, on 25 October TTS Italia appointed its new President, Rossella Panero. The Managing Director of 5T (Torino Tecnologie, Telematiche, Trasporti, Traffico), Panero is in charge of the company that manages the Traffic Operation Center in the metropolitan area of Turin, and as a member of TTS Italia since 2001, she is perfectly positioned to adapt to her new role.

Panero graduated at the University of Turin and has been working for around 10 years on projects in the field of telematic technologies for transport and traffic at companies within the giant FIAT group. In November 2001 she joined 5T as program manager and R&D team leader. In March 2008 she has been selected by Gruppo Torinese Trasporti, the main shareholder

of 5T, as Head of ICT department, and she was nominated Director of 5T in 2010.

Panero's appointment was followed by that of the two new vice presidents, Stefano Mellina (Famas System) and Alfredo Bolelli of Mizar Automazione. Finally, members of the board of directors have been appointed: Emilio Cera (Atac), Sergio Dondolini (Ministry for Infrastructure and Transport), Roberto Balduini (Octo Telematics), Carlo Lastrucci (Powersoft), Roberto Arditi (Satap), Adriano Scardellato (Targa Infomobilità) and Antonella Di Fazio (Telespazio).

"Our priority is the acknowledgment in Italy of the European ITS Directive as well as the definition of an ITS National Plan which is required within August 2012," the new president explains. "This is a very delicate moment for Italian economy and for transport, so the acknowledgment of the Directive might represent an important opportunity for the development, also at local level," Panero remarks.

## ONE DIRECTION

The ITS Directive is the actual priority of ITS in Italy. Since 2010, TTS Italia is working very actively together with the Italian Ministry of Infrastructure and Transport, a founding member of TTS Italia, for defining the contents of the Italian ITS Action Plan, to be delivered to the European Commission in August 2012. For this purpose, TTS Italia has organized the activities of the Technical Scientific Committee, coordinated by the Italian Ministry of Infrastructure and Transport itself, in four working groups according to the four priority areas of the ITS Directive. In these working groups all the TTS Italia members have been involved in discussions for proposals/ inputs/contributions for the National ITS Action Plan.

The first result produced by TTS Italia



Technical Scientific Committee has been the report on the state of the art on ITS projects for the four priority sectors selected from the ITS Directive, that has been delivered to European Commission in August next year.

TTS Italia is also working to elaborate a position paper on ITS Directive with the aim to highlight the main issues for the Italian ITS sector to be taken into account

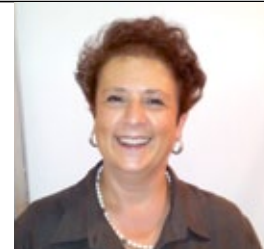
## background

### TTS Italia

TTS Italia is the Italian ITS Association. It was founded on March 1999 by both public and private organizations active in the sector of Intelligent Transport Systems (ITS). TTS Italia is a member of the International Network grouping all the relevant European ITS associations. TTS Italia includes more than 70 organizations among industries, research bodies, public transport operators, motorway operators, universities and Municipalities and the Ministry of Infrastructure and Transport. TTS Italia mission is to promote the development of ITS and to create the most effective conditions for a wider diffusion and a better knowledge of the growing market of the public and private mobility pursuing effectiveness, efficiency, safety and sustainability.



*“Our priority is the acknowledgment in Italy of the European ITS Directive as well as the definition of an ITS National Plan”*



The new president of TTS Italia, ST's Rossella Panero, manages the Traffic Operation Center in the metropolitan area of Turin

exciting new era of ITS development and deployment, says **Olga Landolfi**

## background

### Italian best practice of innovative ITS at European level

Italy is also playing a key role in Europe in pioneering the



operational use of the European Satellite Navigation System EGNOS (European Geostationary Navigation Overlay Service) in ITS, in particular for the tracking and tracing of dangerous goods by road. In the European SCUTUM project ([www.scutumgnss.eu](http://www.scutumgnss.eu)), eni ([www.eni.com](http://www.eni.com)), an Italian leading oil company, has adopted EGNOS to monitor around 300 tankers operating in Europe to benefit of EGNOS added value compared to GPS, in providing enhanced accuracy and confidence in the position. Today eni is the largest adopter of EGNOS in Europe and SCUTUM is the European best practice for the operational adoption of EGNOS in the transport of dangerous goods. SCUTUM is coordinated by Telespazio (a member of TTS Italia) and involves the Ministry of the Transport in Italy.

SCUTUM results have been considered valuable to feed the work under way by Italy's Ministry of Transport for the adoption of the ITS Directive in Italy. Moreover, the SCUTUM efforts and best practice support the implementation of the Italy's strategy towards a more efficient transportation system in Italy, as inline with the Logistics National Plan presently under elaboration.

in the ITS Action Plan. The TTS Italia Position Paper will be sent to the Italian Ministry of Infrastructure and Transport before the end of November and will have been presented at the public “Nuovo Mondo” (New World) Conference on 28–29 November 2011 in Bologna by the time this issue goes to press.

### ITS: A KEY TOOL FOR THE ITALIAN TRANSPORT SYSTEM

The ITS sector is active in Italy since the 1980s, but with significant developments over the next decade which were in parallel with the growth of the sector in other major industrialized countries. State, local governments, companies, research institutes, Italian universities and public and private managers of the network took part in all Framework Programmes for Research and Development of the European Commission with significant results.

Italy is one of the European countries with the highest density of internal traffic. That traffic is distributed unevenly across its transportation network that includes 156 ports, a rail network of 19,472 km, a road network (local roads) of approximately 840,000 km, a highway network of 6,588 km (of which 5,724.4 km toll road) and 98 airports.

In 2010 the volume of passenger-km for distances greater than 50 km [Source: National Accounts of Infrastructure and Transport, 2009-2010] was 918.56 billion passenger-km, showing a system with an intensive mobility, a sure sign of productive vitality and lively exchange, but also the limits of saturation.

In this framework, in itself worrying, a heavy modal imbalance makes increasingly real the risk of the road network, or at least road ‘mobility’ collapsing: the 91.87 per cent of displacements greater than 50 km is on road, while the remaining 8.13 per cent is divided between railways (5.94 per cent), air (1.71 per cent) and waterways (0.48 per cent).

Actual data traffic on national territory confirms the absolute domination of road transport – a demand that the national infrastructure is not adequately placed to match. This has negative impacts in terms of congestion, environmental pollution and safety.

Added to this is that the demand for road transport has significant regional imbalances, as traffic flows are essentially concentrated on a few critical lines and nodes around major metropolitan and industrial areas of the country.

### OK COMMUTER

Particularly serious is the problem of traffic in urban areas, with more than 50 per cent of the population, where over 70 per cent of production activities take place, and with 60 per cent of traffic.

The abandonment of large cities, especially in the last two decades, by many citizens determined, furthermore, an increase in commuting to work in the city, resulting in growing pressure on street access to urban centers.

ITS has already played a main role in the reduction of the number of road accidents. Since 2002, there has been a notable decrease in both the incidents and injuries, largely due to the entry into force of the driving licence penalty points system and more stringent controls thanks to ITS technologies (ie: Tutor). According to the latest estimates published by ISTAT (Italian Institute for Statistics), in 2010 there was a further decline of about 3.4 percentage points to a total of -43.7 per cent over the decade 2001-2010, and therefore the reduction is slightly lower than the 50 per cent required by the European Commission in the 2001 White Paper. 📊

### fyi

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