

Ride 2Rail

PADUA DEMO

Stakeholder Meeting – 2nd Feb 2021

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KEY ACTORS FROM FSI GROUP IN R2R PROJECT

R2R Partner



FSTechnology (owned by the “Ferrovie dello Stato Italiane – FSI” Group) is one of the partners of the Ride2Rail Project. FSTechnology is the IT service provider of the FSI Group, dedicated to technology and innovation.

Through commercial applications, as App Trenitalia and Viaggiatreno, and data managed by NUGO App, it can easily manage an integrated commercial platform for electronic ticketing, booking, infomobility.

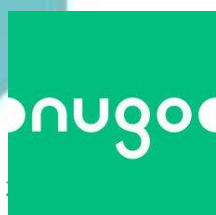
FST Supporting Partners



Ferrovie dello Stato Italiane SpA, one of the largest company in Italy, controls its operating companies in the four sectors of supply chain, transport, infrastructure, real estate services and other services, and, notwithstanding the independent legal responsibilities of the individual companies, carries out activities of an organisational nature that are typical of a holding company (the management of shares, shareholding control, etc.), as well as those of an industrial nature.



Busitalia Veneto S.p.A. is the company operating in Veneto offering urban and extra-urban mobility services in the provinces of Padua and Rovigo



NUGO, company part of the FSI Group, is the application for shared mobility that provides planning, information, one-stop-shop services through a network of strategic agreements with local TSPs





PADUA DEMO OVERVIEW

Objective



The demo has the purpose to **demonstrate RIDE2RAIL functionalities** in a real-life environment, a 20 Km area surrounding the city of Padua (Italy) with regular commuter flows from/to suburban and rural areas.



An application with a **Travel Companion and the Crowd-based TSP** will be made available to a group of persons from diverse targets (workers and students).



This will allow users to **receive recommendations** to **improve their mobility experience** in all trip related phases



The demo will involve **urban and regional** (rail and bus) **mobility service** providers in Veneto Region, as well as **shared mobility** (Ride Sharing)



THE DEMO SITE: PADUA AND SURROUNDINGS IN VENETO REGION

City or area

- Padua urban and suburban areas and extra urban/rural areas, Rovigo urban Area and Rovigo Province within Veneto Region. Total population: **638,000**

Main features of the transport system

- Padua area is serviced by Train, Bus, Tram operated by Trenitalia, Busitalia Veneto (FSI Group) and other operators. Main regional train stations: Padova Campo di Marte, Interporto and Ponte di Brenta.
- Trenitalia operates in Veneto region with a train fleet of 177 units serving 167.682 passengers per day with local and regional trains.
- The Padova-Venezia Mestre Line provides mobility to 32.000 commuters per day. Busitalia Veneto operates 640 buses and 16 trams covering 25 million km/year. And offers also the Night Bus services to be booked through a specific Door2Door Application.
- Private cars are also a very used solution

Environmental challenge

- Padua is in Po Valley area, one of the most polluted in Europe. Padua signed the “Covenant of Mayors” agreement, targeting a reduction of CO₂ emission by 2030 by 40%.





TRIP STORYTELLING

Da: Abano Terme, PD
A: Università di Padova - Complesso Interdip.
12/06/2019
Data e ora di ritorno: 1
30

Treno
Opzioni
Ora di partenza

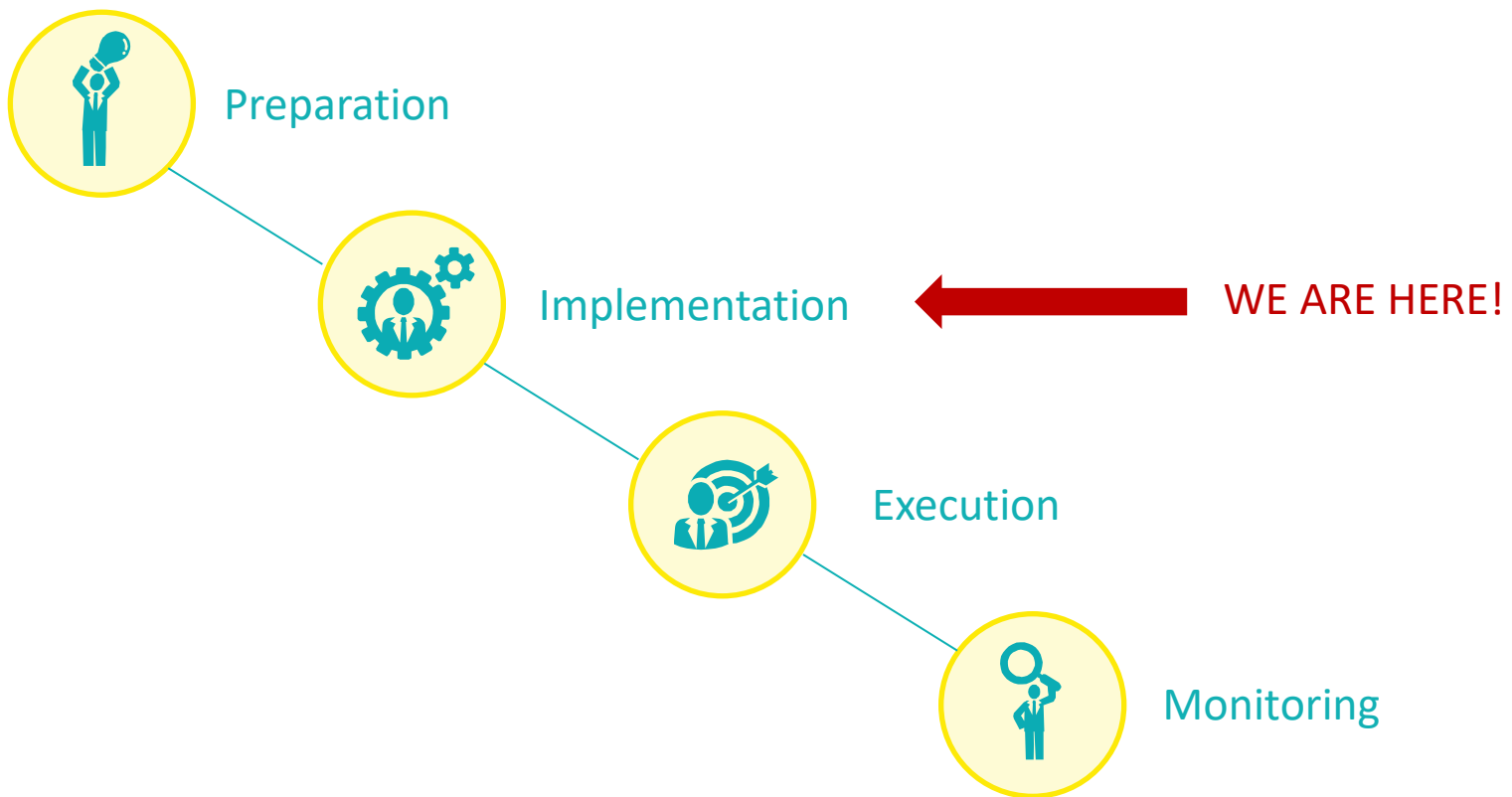
15:55 - 16:51
56' € 1,90
Prezzo incompleto

Abano Terme, PD
5.5km | 19' Mappa
Abano
Regionale 20690 | 9' € 1,90
2ª classe ordinaria
Padova

- Carlo is a student living about 20 Km far from the center of Padua.
- He commutes daily from Abano Terme to Padua: private car trip from home to the railway station of Abano Terme (5,5 Km) + public railway transport to Padua.
- He needs to improve his travel experience in terms of customer care, flexibility and price considering extra-urban and city-to-city connections.
- He needs also to go shopping and reach his friends in Padua during the week using the train in off-peak time and in weekends



DEMO PHASES, ACTIONS AND STAKEHOLDERS INVOLVED





1 percorso trovato

1. 14:00 **RJD** **FR** 15:35

Partenza: 14:00, 10/04/2019

SHARED RIDE: Maria Rossi, (Via Jacopo Avanzo) ride with Joe Driver in direzione Ride with Joe Driver

14:00 **Parti** da Via Romea
[\[Orari\]](#)
 Tempo a bordo: 1 h, 5 m [\[Percorso\]](#)

15:05 **Scendi** a Destination

A PIEDI 0 m fino a PADOVA

TRENO: TRENITALIA, (FR) Frecciarossa in direzione VENEZIA S.LUCIA

15:09 **Parti** da PADOVA
[\[Orari\]](#)
 Tempo a bordo: 26 m [\[Percorso\]](#)

15:35 **Scendi** a VENEZIA S.LUCIA

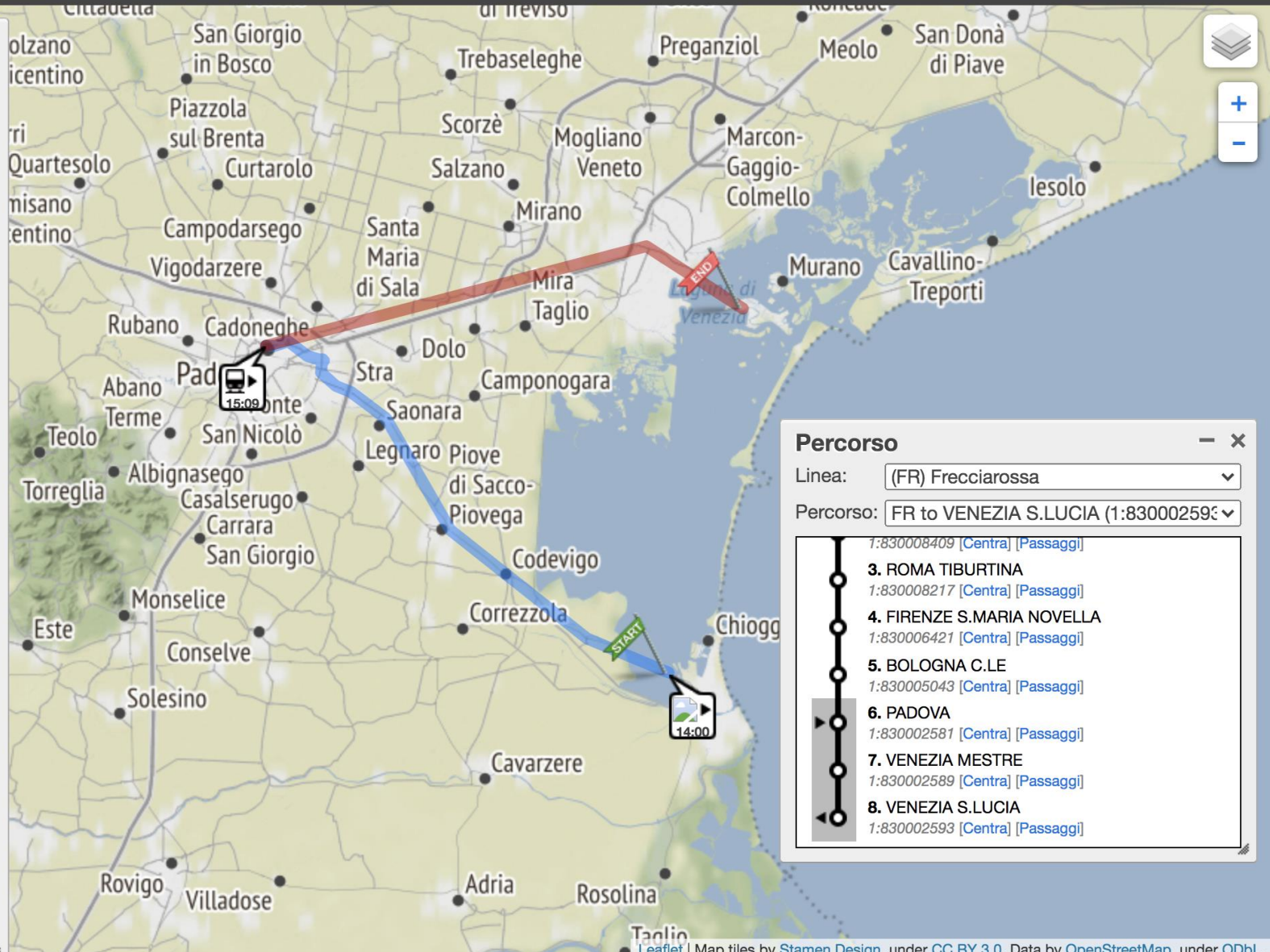
Arrivo: 15:35, 10/04/2019

Riepilogo

Partenza 14:00, 10/04/2019
Durata 1 h, 34 m
Cambi 1
Costo N/A

Calcolato il 01.02.2021, 18:40 | [Link a questo percorso](#) | [Stampa](#) | [Invia mail](#)

Primo Precedente Successivo Ultimo



Percorso

Linea: (FR) Frecciarossa

Percorso: FR to VENEZIA S.LUCIA (1:830002593)

- 1:830008409 [Centra] [Passaggi]
- 3. ROMA TIBURTINA
1:830008217 [Centra] [Passaggi]
- 4. FIRENZE S.MARIA NOVELLA
1:830006421 [Centra] [Passaggi]
- 5. BOLOGNA C.LE
1:830005043 [Centra] [Passaggi]
- 6. PADOVA
1:830002581 [Centra] [Passaggi]
- 7. VENEZIA MESTRE
1:830002589 [Centra] [Passaggi]
- 8. VENEZIA S.LUCIA
1:830002593 [Centra] [Passaggi]





DEMO TARGETS

Number of Ride2Rail app users	50
Number of completed trips using Ride2Rail	4500
Number of completed multi-occupancy vehicle trips with Ride2Rail	315
Number of completed trips involving public transit/rail with Ride2Rail	4050
Number of completed commuter (work or education) trips with Ride2Rail	4050
Number of completed rural trips (start and/or end at a rural/suburban location) with Ride2Rail	3150

THE USERS GROUP



A group of users from Ca' Foscari University in Venice has been involved in the surveys (500 contacted for Choice Criteria and other 500 on Ride Sharing surveys in July, 2020)



Another group is being built for demo testing: Students from Ca' Foscari University + mobility manager contact list of the workers + Associations also of transport professionals in contact with the University



Thank you!



BACK - UP



DEMO PHASES, ACTIONS AND STAKEHOLDERS INVOLVED

Phase	Actions	Timeframe	Responsible partner	Other stakeholders involved
1. Preparation	1.1 Preparatory meetings to analyze and understand RIDE2RAIL architecture that will interact with Demo Environment 1.2 Analysis of specifications of RIDE2RAIL Architecture, on the base of 1.1 1.3 Planning by of specific meetings to support Demo integration in the implementation stage to guide the activity from functional and technical point of view 1.4 Stakeholders involvement (e.g. Busitalia, Nugo, Trenitalia) 1.5 Definition of Testers Engagement Plan on the base of first responses on the dissemination channel involved in D2.1 and D2.2 Survey	1.1 M6-M9 1.2 M9-M12 1.3 M6-M12 1.4 M6-M12 1.5 M6-M9	FST with the collaboration of CEFRIEL, POLIMI, EURECAT	Busitalia Nugo Trenitalia Testers
2. Implementation	2.1 Software integration of Demo Testing with RIDE2RAIL Architecture 2.2 Meetings/Webinars to support Demo integration with RIDE2RAIL Architecture on the base of 1.3 2.3 Monitoring of technology integration during the implementation phase 2.4 Intial Engagement activities of testers considering plan defined in 1.5	2.1 M13-18 2.2 M13-18 2.3 M13-18 2.4 M16-18	FST with the collaboration of CEFRIEL, POLIMI, EURECAT	Busitalia Nugo Trenitalia Testers
3. Execution	3.1 Execution of DemoTesting with real passengers involved in the intermodal journey with testers involved through the activities started in 2.4 3.2 Collection of Data Testing 3.3 Monitoring of the Execution of the Demo 3.4 Monitoring of technology integration during the execution phase	3.1 M19-M27 3.2 M24-M27 3.3 M19-M27 3.4 M19-M27	FST with Collaboration of EURECAT	Busitalia Nugo Trenitalia Testers
4. Monitoring	4.1 Production of Demo Testing outcomes (e.g. reports) 4.2 Demo performance measurement 4.3 Performance KPIs show off	4.1 M24-M30 4.2 M6-M27 4.3 M28-M30	FST with the collaboration of FIT and UNEW	Busitalia Nugo Trenitalia Testers



BARRIERS TO THE USE OF PT AND RIDESHARING

- High costs per kilometer of Ride Sharing services for the passengers;
- Lack of car sharing services available (e.g. 1,19 car sharing vehicles available in Padua per 1000 inhabitants)
- Difficulties in/unfamiliarity with online reservations platforms of Ride Sharing
- Massive use of bike (between 150.000 and 160.000 bike trips per day, i.e. 20% of daily total trips).

Main expectations from RIDE2RAIL

Offering a seamless experience of multimodal travel is the key to promote the modal shift towards public and shared mobility and promote sustainable mobility.

Thanks to the Travel Companion, Ensuring customers' need to feel in control of their own trip and public transport needs to be perceived as easy and flexible as possible. The availability of services at your fingertips and when they are needed is relevant for urban mobility as well as for extra-urban and city-to-city connections.



RISK ANALYSIS - SELF ASSESSMENT

Risk	Phase	S	O	ND	I	Risk Priority Number	Mitigation strategy
Software Release Delay	Implementation	8	5	5	5	200	Definition of clear and consistent Software Release Plan
Difficulties to engage stakeholders in testing activities (also due to the decrease of demand for public transport following Covid-19 emergency)	Execution	10	5	5	3	200	Definition of clear stakeholder engagement activities in the Preparation Phase
Technology Incompatibility	Implementation	10	3	5	8	156	Collection of data concerning technology environment of technical partners
Software deployment Quality Plan	Preparation	5	8	5	2	140	Definition of Software quality plan with robust features and constrains
Identification of an agreed set of relevant KPIs and Measurement indicators between Demo Leader and Technical partners	Monitoring	8	5	2	5	140	Organization of meetings and KPIs plan to share concerns and inputs about relevant KPIs and measurement on the base of the analysis of RIDE2RAIL Architecture
Limited Support in the Integration of RIDE2RAIL Architecture in Demo Environment	Implementation	10	3	1	2	45	Organization of periodic integration webinars and meeting during phase2