

Inequalities and Best Practices in Public Transport Some examples in Italy

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The Right to Mobility for All

- To ensure the right to mobility, in the 19th century there was a great expansion of railway networks.
- The railway was an infrastructure that provided a collective transport service: **infrastructure and service together**.
- Until the 1930s, the railway system continued to branch out.

Roads not railways. Individual transport, as opposed to public transport

- From the 1950s onwards, **a paradigm shift has occurred**: road infrastructure began to be built on a large scale, where **citizens travel with their own motor vehicles**.
- ... but if they do not own a motor vehicle, they are scarcely taken into consideration.
- **Railways in inner areas began to be closed**.



Autostrada del Sole built between 1956 and 1964

***From the second half of the twentieth century, the right to move
has been confused
with the right to travel using one's own motor vehicle***

In common thinking, the more expensive your car, the richer you are



cheap

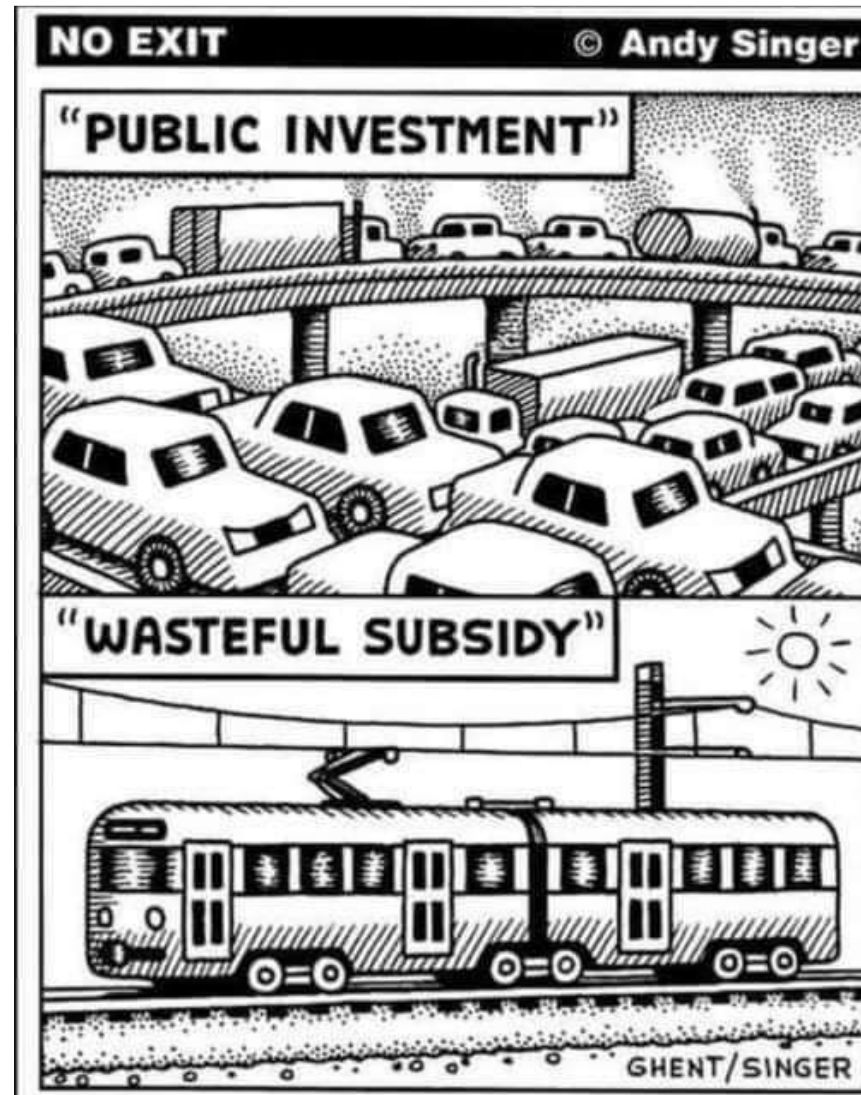
Fiat 600, 1955



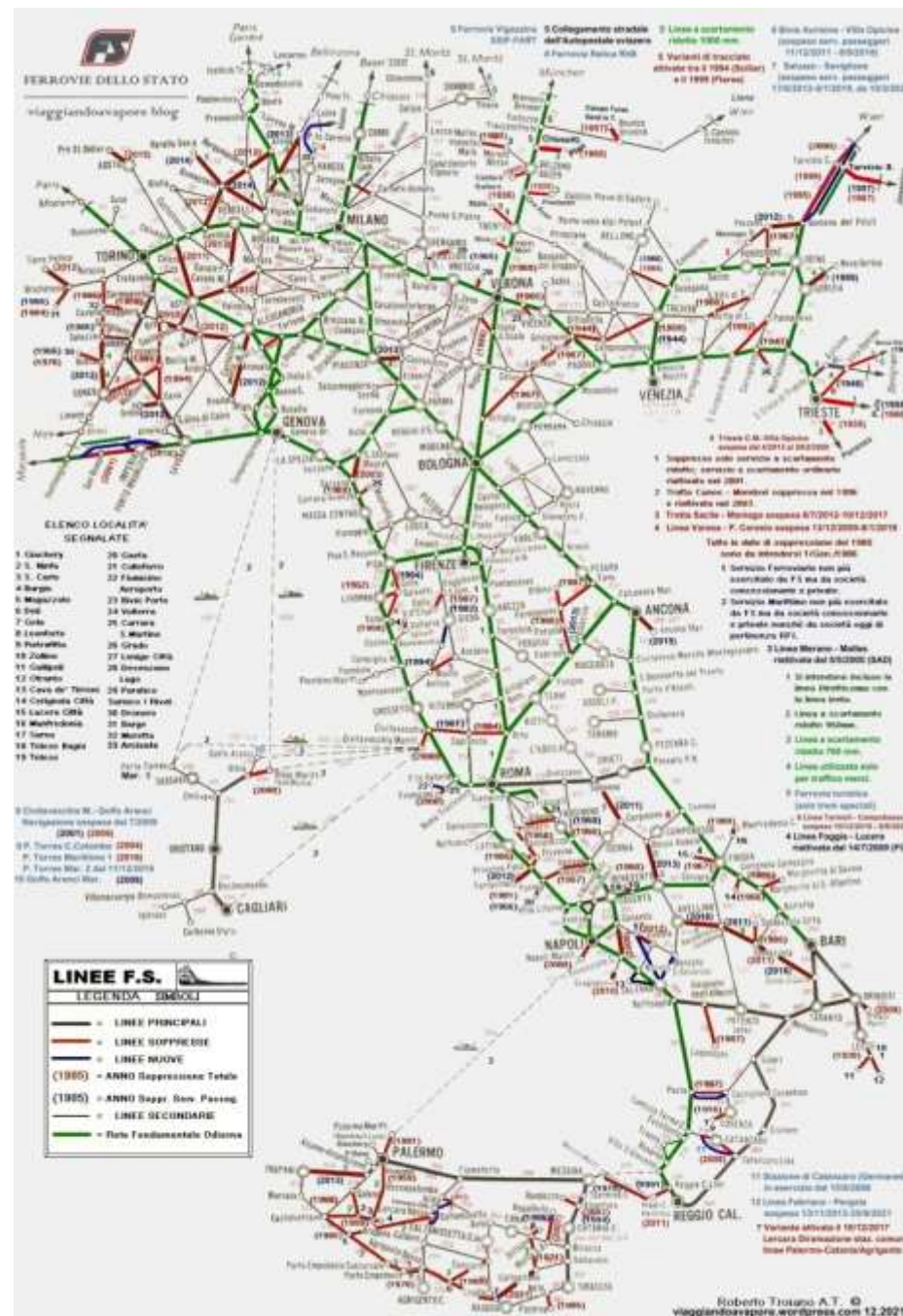
Expensive

Alfa Romeo Giulietta, 1955

Conventional thinking



Railway Map of Italy. Suppressed lines in red

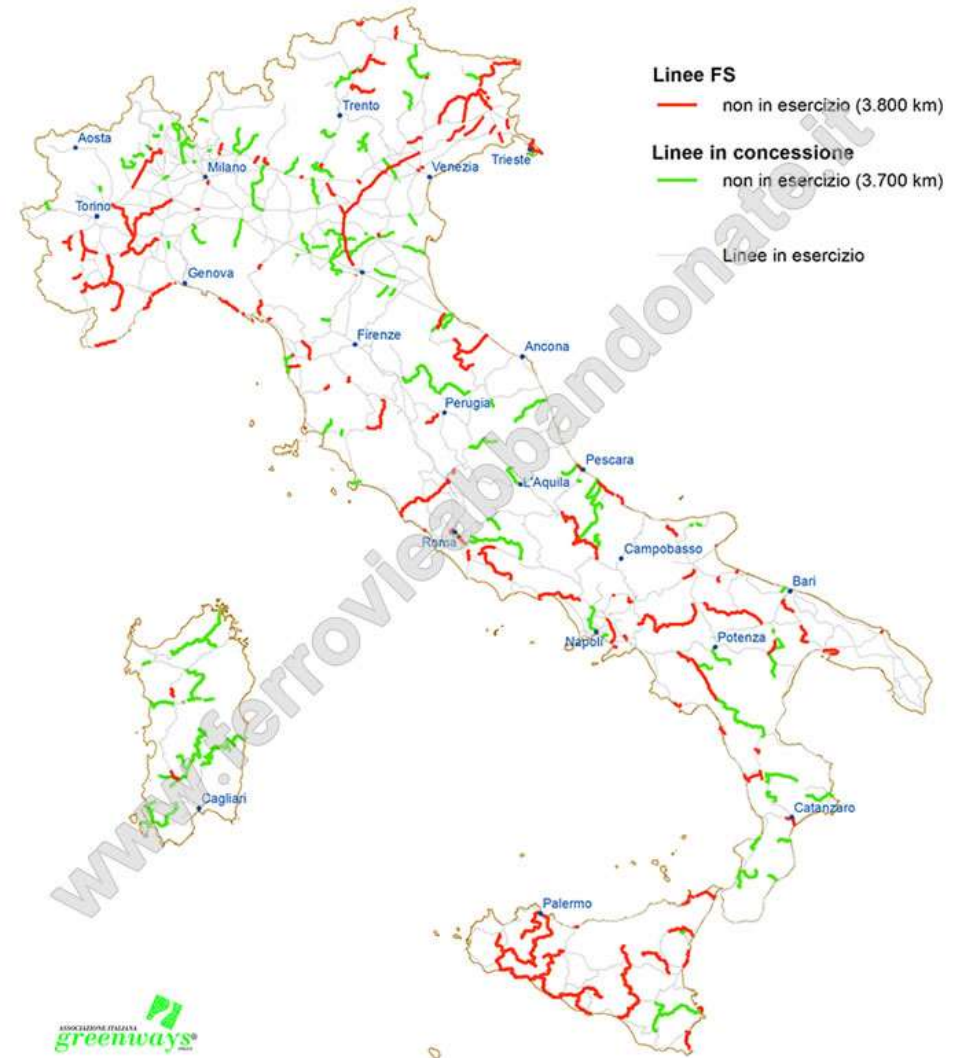


Closed railways

most of them in inland areas

In Italy today a total of 7,180 km of railway lines are inactive:

- 5,670 km of lines or sections officially discontinued or closed to passenger and freight traffic.
- 1,200 km of routes decommissioned following the construction of track variants.
- 410 km of unfinished lines, built entirely or largely but never brought into operation.



Some examples of shutting down 'deadwood' lines



Volterra had 17,900 inhabitants; today it has 9,300... with the loss of the railway, it also lost its craftsmanship, schools, and part of the hospital...

Saline-Volterra Railway,
closed 1958



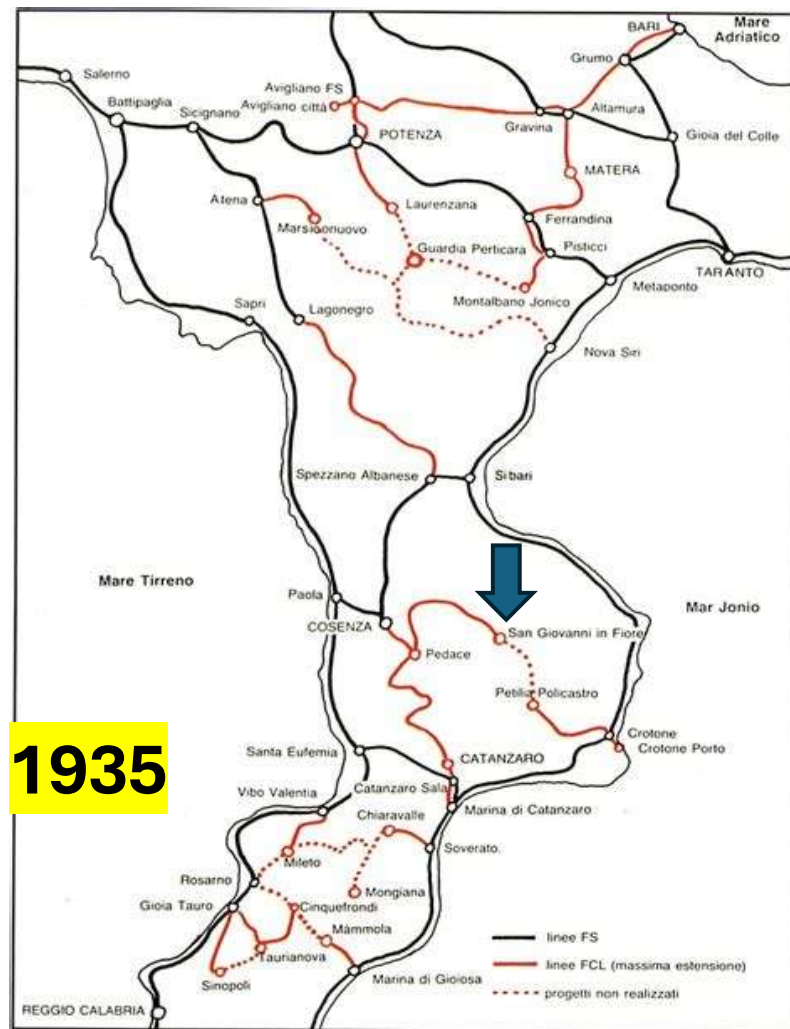
Dolomiti Railway
Calalzo-Cortina
d'Ampezzo-
Dobbiaco closed
1962-1964



Spoleto-Norcia Railway,
closed 1968

The railway network in Calabria in 1935 and 2025

Rail network halved





Bad practice
***The Sila Railway line
Cosenza-Camigliatello
closed in 1997-2010***



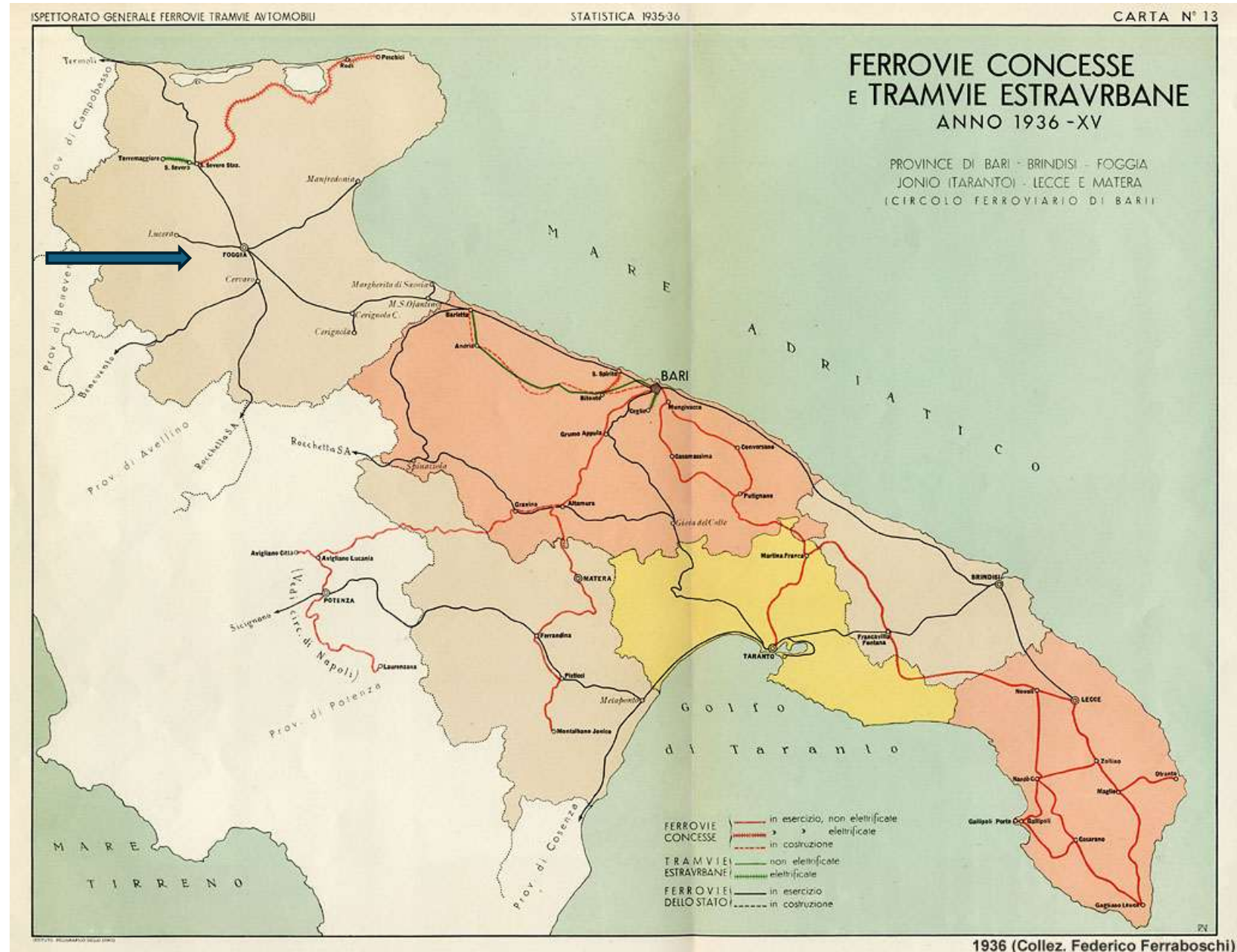
Sila railway abandoned



Near Camigliatello Silano, a section of the line is used by tourist trains

Railway network in Puglia

Railway Foggia-Lucera



A best-practice example

***The railway has been reopened, offering trains every 30 minutes
and integrated train–bus connections***

Foggia-Lucera

Closed to passenger traffic in 1967, it was reopened on July 14, 2009, by Ferrovie del Gargano



A best-practice example

The Val Venosta railway offers trains every 30 to 60 minutes, with coordinated train–bus connections

Closed in 1991, it was reopened on May 5, 2005, by the Autonomous Province of Bolzano with SAD trains.



Accessibility



The railway carries around 3 million passengers a year and forms the foundation of the valley's tourism growth.



Train–bike intermodality

Today, similar inland areas are either well connected or poorly connected, depending on the investments made in accessibility and public transport networks
for Sustainable mobility

Grazie per l'attenzione

Thank you for your attention

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