

Recovery Plan

Ferrovie dello Stato Italiane

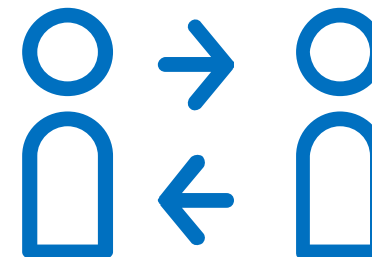
07 May 2020



Context

The pandemic crisis had a strong impact on the transport industry. The recovery will cause a number of challenges for the railway industry, both from the operative and the economic point of view. In fact...

- social distancing within the mass public transport system is possible only with **extremely low volumes** of passenger traffic.



...and

- the railway system is **connected to other local public transport** systems with high concentration of passengers, especially in certain time slots.



The rail passenger traffic performance during the crisis

1/2

Comparing the traffic data in the period March/April 2020 with the previous month, we can see

- a drastic reduction in the demand for average daily mobility, estimated in the order of **60% of journeys** and **90% of pax*km**.
- The lockdown reduced the average length of travel which, at national average level, went **from 9.6 km to 6.2 km**, with a reduction of 35%.
- The average daily movements per capita decreased, passing from the average value of **2.03** pre-crisis to the average value of **0.74**.

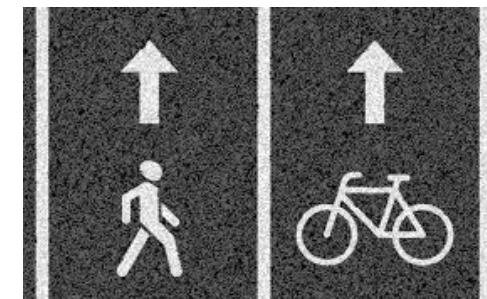
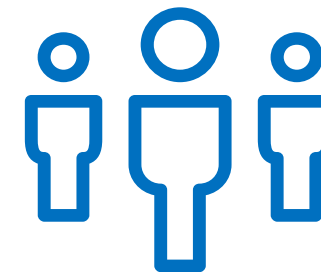


A reduction in passenger capacity (social distancing) affects the **supply level** which, in the absence of **adequate investment** resources, is therefore destined to contract drastically. A possible consequence may be an increase in the use of private vehicles, but this option will vary according to the economic, environmental and infrastructural sustainability.

The rail passenger traffic performance during the crisis

2/2

- Compared to age, people over 65 years of age have reduced displacements by more than 80% while in the 30-45 age group the demand for mobility has "only" reduced by 50%.
- The lockdown resulted in a **significant increase in the share of non-motorized mobility** (from 33.3% to 38%) and a marginal increase in private mobility (+0.6%), cannibalizing public and intermodal mobility, which jointly have been cut in half (from 10.3% to 5%)



Railway stations

1/2

Railway stations all share common characteristics that must be taken into account in order to identify the appropriate measures necessary to contain the risk of contagion.

- Waiting areas
- Gates
- Traveler services
- Shopping mall
- Modal integration

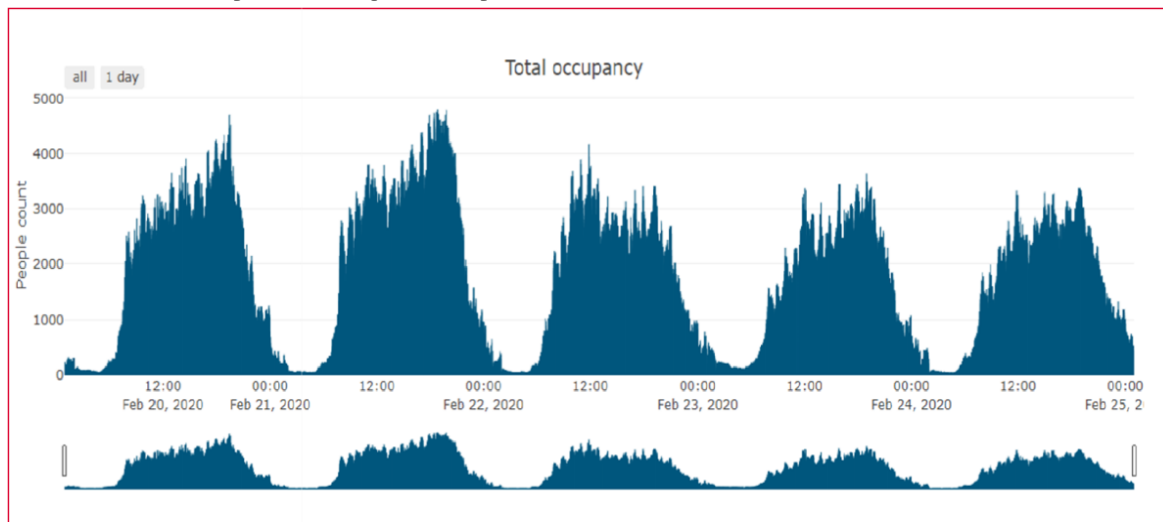


Railway stations

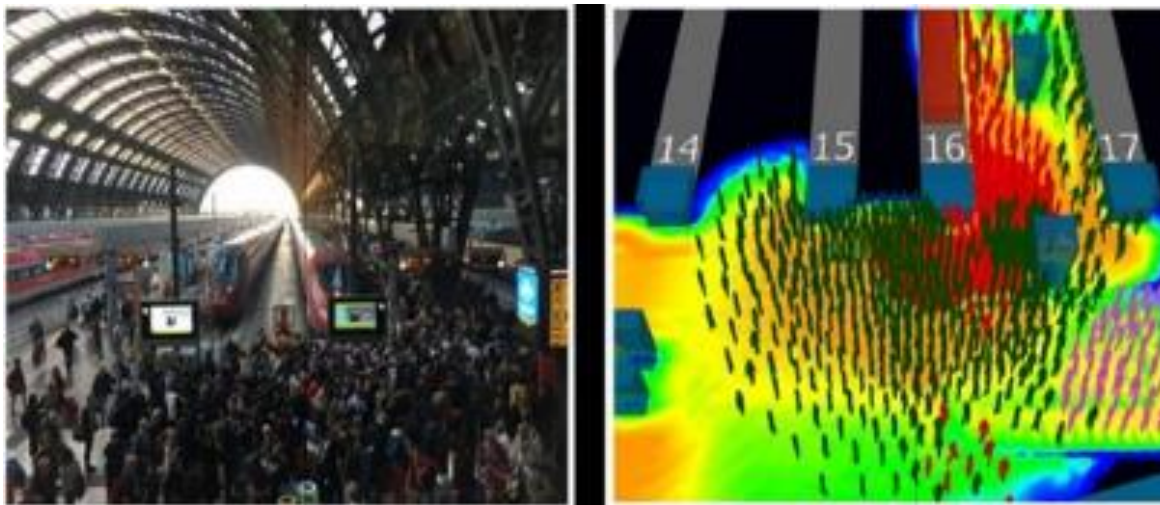
2/2

Railway stations all share common characteristics that must be taken into account in order to identify the appropriate measures necessary to contain the risk of contagion.

- **Daily occupancy**



- **Access to the train**



- **requiring people to wear masks and gloves and positioning of hand sanitizer gel dispensers**



- **audiovisual communication**



The experience on board the train

1/2

Measures adopted in every train regardless of the type



- hand sanitizer **gel dispensers** in a visible manner on each train vehicle;
- closing timing of the **external doors** at the stops eliminated (to increase the exchange of air);
- the **systematic sanitation** (cleaning and disinfection) was organized - at least every 48;

Sanitization systems are being tested and evaluated through the use of:

- portable diffusers with hydrogen peroxide or hypochlorous acid products;
- UV lamps through portable devices or inserted in vehicle ventilation ducts.

The experience on board the train

2/2

Travel experiences on board trains have different profiles depending on whether regional or long-distance transport is considered. Both common measures and specific actions have been taken into account.

Long-distance trains

- Social distancing on board - the sales systems allow the possibility to **reduce the offer through a "checkerboard" booking mechanism**. This solution reasonably implies a **significant decrease in sales**.
- Adoption of the **name ticket**, which will make it possible to identify all travelers and therefore effectively manage any cases of suspicion or full-blown positive cases on board.
- Once the first stages of reopening have been overcome, it will have the **double negative effect** of **leaving the growing demand** for transport services **unsatisfied** and of **being economically unsustainable** for RUs, on the other.

Regional/interregional trains

- Regional trains not bookable -> **highly difficult to control the number of people on board**, especially in the peak times in the context of large metropolitan hubs.
- To the objective problems of economic sustainability, it is therefore necessary in this case to add the impossibility of controlling similar masses of passengers, preventing most of them from accessing a departing train, with serious **consequences for the public order**.

Ferrovie dello Stato Italiane and the Country

Notwithstanding the difficulties mentioned herein, FS Italiane continues to play a leading role in the recovery of the country. Consequently, in the phase of gradual reopening of economic activities – which foresees an increase in traffic volumes – the Company will carry on guaranteeing high standards of "health safety" in the working environments for all Group employees and customers.

Recovery of Ferrovie dello Stato Italiane

The recovery of the various suspended activities will be carried out gradually, according to the regulations and restrictions issued by the Public Authorities. At a national level, a government Task Force has been established to define guidelines in the post-quarantine period which include the transport sector.

Recovery of Ferrovie dello Stato Italiane

Our contribution to the country's recovery in the second phase of the crisis is an increase of the offer.

3,800 Regional trains (+25% vs «phase one» - Mars/April)

14 High Speed Trains «Freccie»

6 Intercity

trains necessary for the
mobility as indicated by
the Authorities

*load factor \approx 30-50%
(negative margin per train)*

The offer remains much lower than usual (-95% for long haul)

6,500 Regional trains

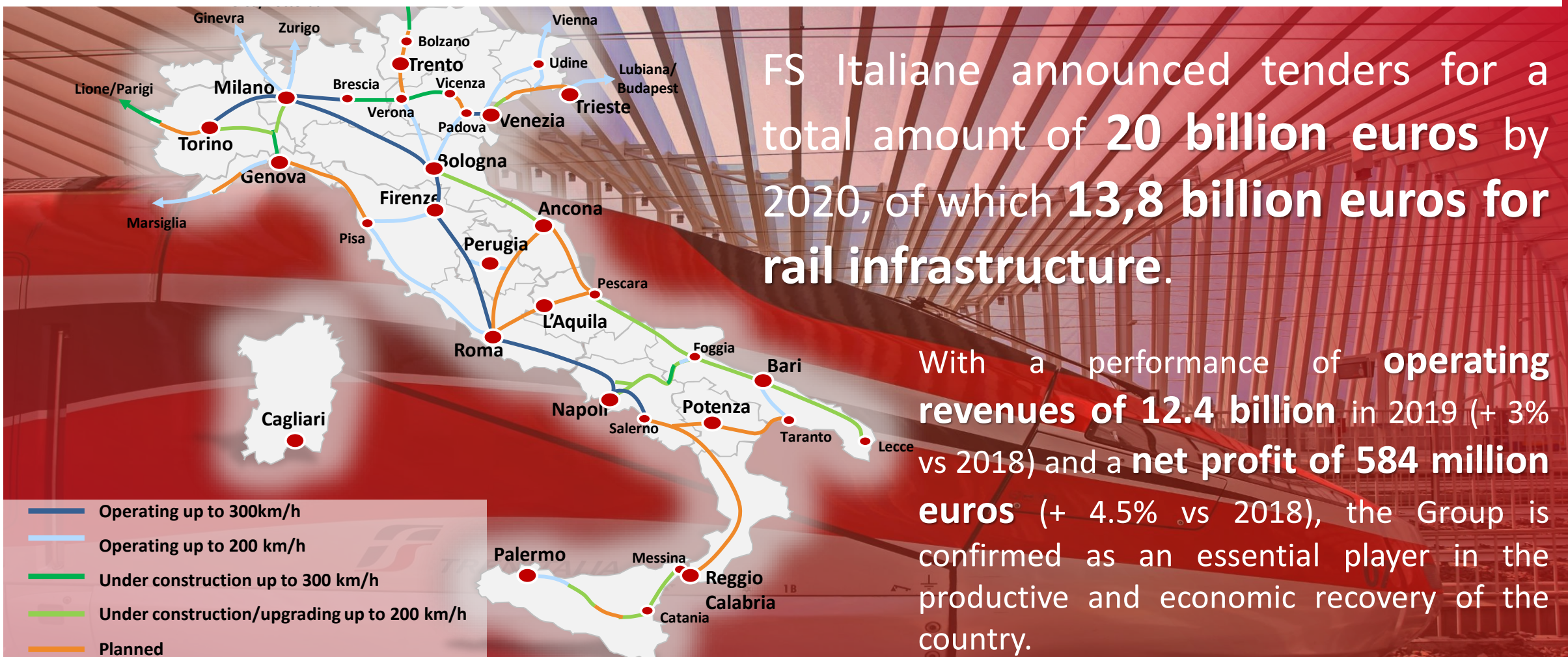
>300 High Speed Trains «Freccie»

>60 Intercity

Travellers doubled
compared to last week

Recovery of Ferrovie dello Stato Italiane

FS Group is the largest investor in Italy. We boosted the effort for 2020/2021 as a development driver



Thank You

