

Mobility in Tuscany

Tuscan population has a mobility rate equal to 77%, it means that 3 people out of 4 move at least once daily. This share increases in metropolitan areas and in towns with more than 10000 inhabitants. 71.8% of moves take place inside the municipality of residence, although it is also important the movements share towards other municipalities in the same province (19.8%). In confirmation of what has already emerged from other studies, the systematic moves, those executed exclusively for study/work, represent about 40% of total, while 60% of moves have occasional nature, it happens for reasons of different and personal nature, with heterogeneity in terms of time slots, duration and utilized means of transport. The extent of systematic and occasional moves is quite similar in different territorial areas, while it registers significant differences in terms of sex and age: the pure systematic mobility is more widespread between



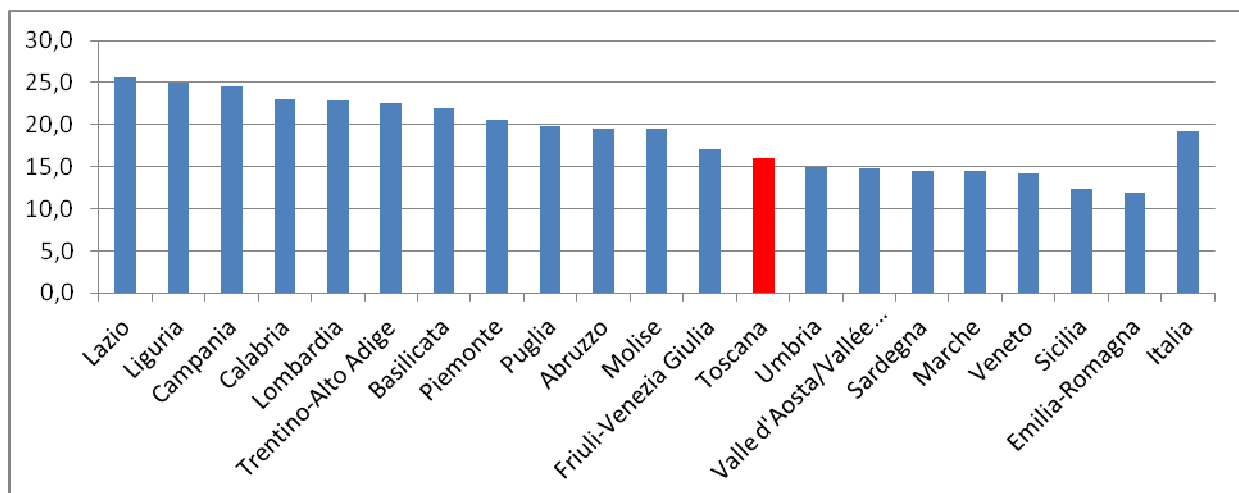
men, young people and adults, employees and people with a higher qualification; it presents a higher percentage in medium dimension urban centres, while the occasional mobility interests women, aged people (more than 60 years), people with elementary qualification or without educational qualification and unemployed.



**Systematic and occasional moves in terms of typology of utilized means of transport
(absolute values and percentages, 2009)**

MEANS OF TRANSPORT TYPOLOGIES	SYSTEMATIC MOVES	OCCASIONAL MOVES	TOTAL MOVES	% ON TOTAL MOVES
Public transport	303.690	117.853	481.542	9.4%
Private transport	2.140.346	2.367.987	4.508.333	88.3%
Public and private transport	86.077	20.135	106.212	2.1%
Not classifiable	4.184	4.773	8.958	0.2%
TOTAL	2.534.296	2.570.749	5.105.045	100%

**Use of public transport per region
(% on total of moves for study and work, 2011)**



Freight transport

In the years 2000-2011, there was a progressive increase of the share of traffic on the road in the first part of decade (from 72% of overall traffic in 2000 to 77% in 2007) and a rebalancing in the crisis years (71.5% in 2011). The rail traffic has experienced a substantial decline (from 5.9% to 2.6%), and also a lack of information because of the liberalization of the service still not filled. Instead the maritime traffic (25.9% in 2011) and air traffic (residual, less than 0.01%) increase steadily.

On the one hand it's possible to connect this rebalancing to a diffuse and fragmented productive system, on the other hand it's impossible to not attribute a relevant part of that distribution to a failure to fully exploit potentialities offered by transport modality alternative to road transport.

The territorial structure of transport demand follows very closely the territorial distribution of productive activities, for both outflows for the inflows, resulting relatively more intense in big cities (especially in Florence and central urban area) and in municipalities belonging to the district areas. The relative concentration of Freight transport demand can contribute to intensify problems related to the congestion of some segments of infrastructure network, in particular where this is in addition to the people mobility flows.



Modal split of transported merchandise
Tons 2011

Modality	Internal	Outflows	Inflows	Total	%
Road	71.351.209	25.732.801	20.931.462	118.015.472	71.5%
Boat	/	14.767.000	28.038.000	42.805.000	25.9%
Rail ¹	/	2.122.936	2.203.499	4.326.435	2.6%
Plane	/	4.764	2.194	6.958	0.004%
Total	71.351.209	42.627.501	51.175.155	165.153.865	100%

¹ Year: 2005

In early 2012, Tuscany Region has provided to 31 municipalities in Tuscany resources for a total of almost € 8 million for a series of integrated projects for the deployment of electric vehicles and the infrastructure necessary for their supply.

The goal of the two calls issued by Tuscany Region to promote electric mobility is to revolutionize its fleet of vehicles through the use of electric cars and scooters, especially in municipalities that suffer the most from air pollution.

Florence Municipality has obtained a financing of about 3.000.000 € for strengthening electric mobility.

