

NEW MOTORWAY LINK BRESCIA - MILANO

PHASE TWO:

CLIENT: *Brebemi SpA*

YEAR: *1999 up to date*

PHASE ONE:

CLIENT: *LIUC*

YEAR: *1996 to 1998*

ON BEHALF OF: *Chambers of Commerce of Brescia, Bergamo, Milano*

DESCRIPTION OF ACTIVITIES

The 80 km long, three lanes, tolled A4 motorway link connecting Milan with Brescia and Bergamo is subject to systematic traffic congestion and so is the whole road network in this densely populated region in the north of Italy.

In the year 1996, the Chambers of Commerce of the three provinces (Brescia, Bergamo and Milan) took the lead of sponsoring investment in the new motorway link between Brescia and Milano to add up capacity to the road corridor. Three years later, Brebemi, a company whose shareholders include banks and main motorways concessionaires, was established to act as the Promoter of a B.O.T. scheme in adoption of the new legislation for Public Procurement and Project Financing in Italy. Since the beginning, TRT provided technical support to the whole process delivering pre-feasibility analysis (1996 - 97), comparison of different project's alternatives (1998), support to the Preliminary Project to be presented at the Ministry of Public Works (1999 – 2001) and to the Final Project (2008).

In the feasibility studies the transport model Meplan was used to forecast demand and revenue against different assumptions concerning variations in both construction and operation costs and level of tolls. Moreover a cost-benefit analysis was done.

During the subsequent steps the following activities have been carried out:

- Using the outcome from origin/destination surveys and drivers' willingness to pay (stated and revealed preferences), the MEPLAN transport model was implemented to simulate the most critical factors affecting traffic performances on the whole road network and revenue for the operator of the new tolled infrastructure;

- Analysis of European and national trends in motorways pricing policies and impact's evaluation of different toll's levels with the aim of improving the revenues;
- Transport model improving by:
 - i. Widening of the study's area with a more detailed zoning system and network's description;
 - ii. Origin/Destination Matrix checking and updating;
 - iii. Sensitivity analysis of Meplan's parameters;
 - iv. Assessment of the O/D matrix at the infrastructure opening year and later years considering an improved railway service.

Further to the approval of the project financing scheme as eligible for public funding, on January 2002 the Ministry launched an international tender to award the construction and the operation of the new motorway link. On April 2003, Brebemi Spa was identified as concessionaire.

In 2004 Brebemi Spa was definitely identified as concessionaire and TRT was asked to give technical advice on traffic demand as part of the activities of the new motorway final project. Among other activities TRT has updated the model to consider the regional O/D survey whose results were available after 2003.

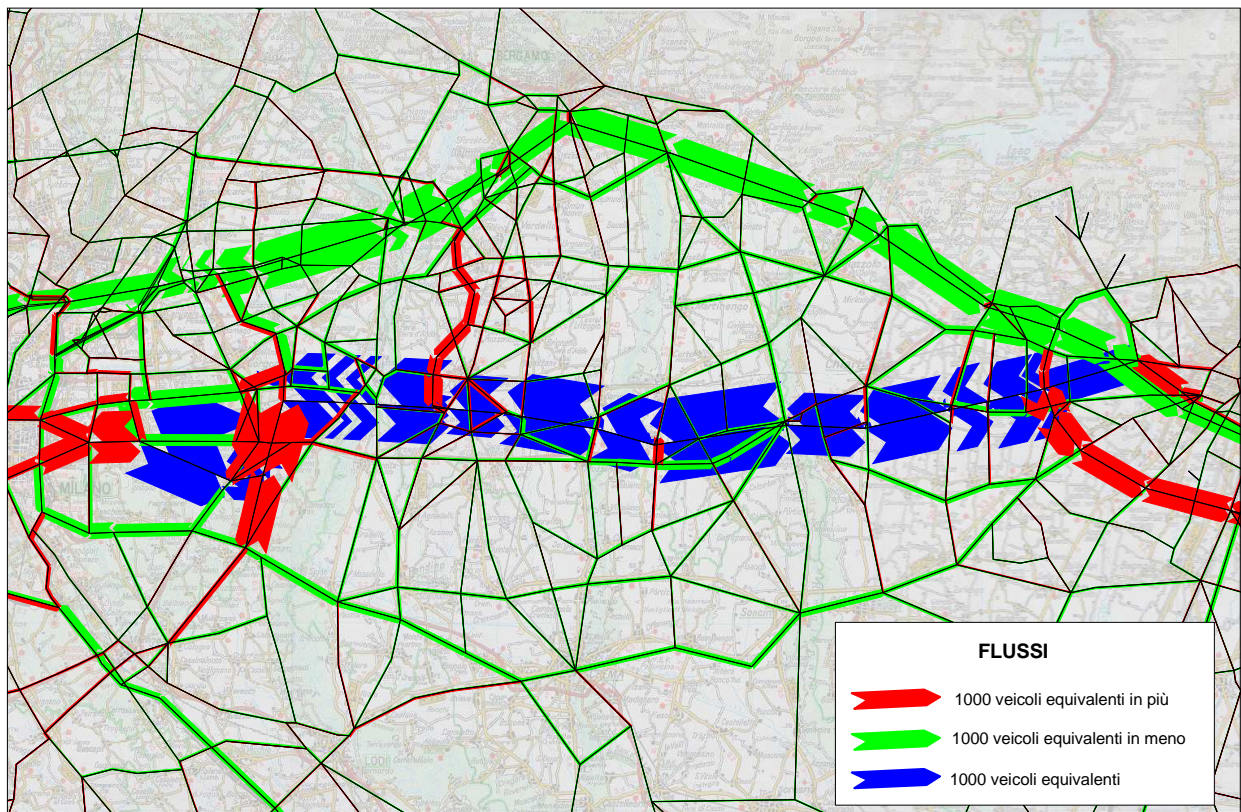
In 2005 TRT has supported Brebemi by means of new simulations and modelling tests while evaluating the impact on the Economical and Financial Plan of some changes required by the results of the procedure of environmental' impacts assessment.

This support has continued in 2006 and 2007 during economical and financial plan's modification. In March 2007 the new subject formed by Regione Lombardia and ANAS has signed the concession and agreement with Brebemi.

During years 2007 and 2008 TRT has developed traffic analysis and cost-benefits analysis for the final project.

Moreover the drawing up of the Economical and Financial Plan has been continuously supported by tolls' sensitivity analysis and updating of the infrastructural regional's frame at the opening year and later.

During this counselling activity traffic and revenues estimation produced by TRT have been submitted to three "due diligence" from three different subjects and were always judged to be accurate and reliable.



Simulation model output: an example