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PHD THESIS: INTEGRATED FARE SYSTEMS FOR LOCAL PUBLIC TRANSPORT

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The research activity is being meant to investigate the prices charged to end users, in order to verify a possible configuration that characterizes such realities in the European context. This is a countertrend compared to the present economic transport literature which has mainly concerned the study of the management costs.

The tariff integration is certainly an evolution in pricing, particularly in two fields: it allows a more efficient planning of public services provided in the land – and calls for tenders of some activities – and the attraction of additional customers thanks to the simplification of the access to the system. A further element in favour of integrated systems is the change in inter-institutional relations between the entities that are part of the metropolitan area.

On the other hand, integration confirms and sometimes amplifies pathological lacks caused by public transport, starting with the high subsidies which are not entirely effective or consistent with the stated objectives.

Further investigation is being carried out regarding the tariff systems from multi-disciplinary approaches: in particular the focus consist in understanding the decision-making dynamics that lead local institutions to collaborate in the creation of metropolitan authorities, or what factors determine different types of zoning where integration has been planned.