

BOLOGNA BUS STATION

24 - TERMINAL SATURATION PROCEDURE

With reference to Resolution 56 of 2018 of ART (Transport Regulation Authority) regarding the procedure for defining regulatory measures aimed at ensuring fair and non-discriminatory access conditions to Bus Stations, recalling the point concerning facility saturation defined as a situation where access requests to the bus station by carriers cannot be adequately met, even if only during certain periods, and referencing the following points of the aforementioned resolution:

3. In the event of an occurred or foreseeable congestion situation at the bus terminal, the manager shall ensure optimal coordination of access requests within a reasonable period, informing the carrier of the maximum response time for the request received. The manager shall initiate, with timely notice to the Authority, a dedicated consultation with key stakeholders, including: (i) carriers of services under Annex A to Resolution no. 56/2018 of May 30, 2018 (PSO services) concerned using the bus station and, where deemed appropriate, the relevant commissioning authorities; (ii) remaining carriers accessing the bus station (i.e. long-distance commercial services - MLP); (iii) passengers and/or their associations, also representing PRM (Passengers with Reduced Mobility). Any changes to the bus station access conditions are incorporated by the manager into the PIA and communicated to the Authority pursuant to point 4 of Measure 9.
4. If, after request coordination by carriers and consultation with applicants, it is not possible to adequately satisfy infrastructure capacity requests, the infrastructure manager shall immediately declare the state of infrastructure saturation, as per point 5 below, and inform the Commissioning Authorities and the Authority, also for monitoring/verification purposes under Measure 8.
5. The access request may only be rejected by the manager due to bus station capacity saturation; in such case, the manager's refusal must be communicated to the carrier with reasonable advance notice relative to the timeline planned by the carrier for infrastructure usage, without prejudice to any verification activities by the Authority provided under Measure 8.
6. The allocation of bays is subject to periodic verification by the manager under point 4 of Measure 2 and takes place under transparent, fair, and non-discriminatory economic conditions, according to the procedures regulated by the subsequent Measure 4.

Bologna Bus Station, in case of facility saturation in specific time slots, has implemented the following procedure:

1. All Carriers requesting access to the Bus Station are guaranteed at least 1 departure terminal/bay.
2. The manager directly contacts individual Carriers requesting multiple terminals to explain the difficulty in accommodating all requests and proposes advancing and/or postponing line timetables.
3. If the Carrier states it is impossible to change the timetable, waiting at arrivals or in the parking area for buses exceeding assigned bays is proposed until the assigned terminal(s) become vacant.
4. If the Carrier agrees, the request is accepted.
5. If the Carrier does not consent, all Carriers with departures scheduled in the same time slot are convened, requesting availability to adjust schedules to ensure everyone receives an available bay.
6. If an agreement is reached, the Bus Station will arrange bay allocations accordingly.

7. If no agreement is reached among Carriers regarding schedule adjustments, Bologna Bus Station will allocate departure bays proportionally based on the number of communicated trips relative to facility capacity, provided that a Carrier with a single trip remains entitled to one departure bay; the Bus Station will also communicate waiting times at arrivals or parking and the respective destination bay following the wait for any remaining excess lines.

Carriers failing to comply with Bus Station directions by accessing a terminal other than the assigned one or arriving ahead of the designated time—thereby creating operational disruptions and potential safety risks—will be reported to ART and billed double the single trip rate.

Upon the third warning, defaulting Carriers will be barred from using departure bays at the Bus Station and consequently prohibited from stopping in Bologna. All action will be taken following notification of the improper and dangerous behavior to the Transport Regulation Authority as well as to the Ministry responsible for issuing stop authorizations.

Approved on 06/11/2021