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PRESS RELEASE

IN PIEDMONT 271 BUSES WITH NEW FILTER THAT TRAPS PARTICULATE TO BE INCREASED TO ALMOST 900 BY SEPTEMBER

- **DE RUGGIERO (Piedmont regional authorities):** *“Environmental action to convert buses fast and effectively”.*
- **BORIOLI (Piedmont regional authorities):** *“Incentives for clean mobility”.*
- **RAZZELLI (GTT):** *“Fresh commitment by the Group to reducing emissions”.*
- **TRONCHETTI PROVERA (Pirelli Eco Technology):** *“Decision that demonstrates the utility of our technology”.*

The first results of the regional scheme for fitting buses in Piedmont with particulate filters in order to reduce the environmental impact of public transport, with 7 million euros allocated in 2006 as part of the plan to improve air quality, were presented by the **environment officer Nicola de Ruggiero** during a travelling press conference through the streets of Turin on board a bus of the **GTT, the Turin transport company**, which also saw participation by **Giovanni Battista Razzelli, director general of the Turin company**, and **Bruno Tronchetti Provera, CEO of Pirelli Eco Technology**.

“The trend of data on the presence of PM10 in the air we breathe, showing a steady fall since 2006, is the result of policies coordinated and shared in Piedmont and among the regions of northern Italy. Action has been taken on industrial emissions, on the regeneration of heating systems and reorganisation of vehicle traffic. This is also constant commitment in favour of public transport in which willingness from the public plays a decisive part. The decision to sustain the installation of particulate filters, in order to continue to use the public transport vehicles already in circulation, takes on special importance as it guarantees rapid conversion in order to adapt a large part of the regional park of buses to parameters with less impact for air quality”.

With these words and accompanied by representatives of the Turin transport company and Pirelli Eco Technology, the Pirelli Group company that designed the devices for combating pollution, the council officer de Ruggiero illustrated to journalists the progress of the project adopted to fit the filters which for some weeks now have been installed on almost one thousand buses throughout the region.

“The mobility plan”, added the councillor, “is not just a question of bans on traffic but also financial schemes that can make a decisive contribution to the improvement in air quality. More particularly filters mean that most public transport vehicles, a large, most commonly used part of the regional park of buses, do not have to stay in the depot and can continue to travel, abating the emission of microparticles”.

For his part **the regional transport officer, Daniele Borioli**, in a message sent for the press conference, added that this is *“a scheme that carries forward the commitment of the regional authorities to increasingly guarantee an improvement in the quality of life and the environment for the public. Action is required on several fronts with incentives, on the one hand, to using public transport and on the other hand investing in increasingly clean mobility, thanks to regional funding for the purchase of 18 trams and 88 new state-of-the-art buses”.*

The programme, financed by the Piedmont regional authorities from its own funds for 7 million euros, while awaiting a further 6 million from the government, defined in a policy agreement as a total of 15 million for air quality in Piedmont and also including resources for other schemes such as the expansion of limited traffic zones and allocation to reduce by 33% the cost of season tickets for university students and factory workers, makes provision for the installation by Pirelli Eco Technology, by September 2009, of 879 devices on the same number of Euro 2 buses. The other funds to be received will be used for Euro 3 vehicles (764 in circulation) and, if in the meantime they are not replaced, the 425 Euro 1 vehicles of Piedmont public transport companies. By the end of February 271 conversions had been carried out, continuing with an average of 100 vehicles a month. There are also 285 buses running on methane and 23 electric buses in Turin.

In Piedmont the Euro 2 buses represent 27% of the park in circulation, the Euro 3 23%, Euro 1 12.83 and Euro 4 0.63 %. The rest are Euro 0 vehicles, now only used occasionally.

Of the 879 equipped or being equipped with particulate filters, 396 are buses handled by GTT, covering the urban and suburban lines of Turin. Gruppo Torinese Trasporti has also taken on the task of lead company for the call for tenders relating to installation of the devices also on buses of other public and private transport companies in Piedmont.

"This investment by the Piedmont regional authorities", explained the director general of GTT, Giovanni Battista Razzelli, "represents an important new commitment to reducing emissions. A commitment fostered by GTT for some time with the decision to renew part of the fleet with vehicles running on methane, which today account for 25% of the total. The 400 buses in Turin equipped with a particulate filter allow a further step forwards to ensure public transport with an increasingly lower environmental impact".

"The decision by the Piedmont regional authorities", declared Bruno Tronchetti Provera, CEO of Pirelli Eco Technology, "demonstrates the utility of the technology developed by Pirelli in supporting the commitment by the public transport company to combating emissions of fine particles. By simply replacing the silencer and fitting our filter system, with assistance from the dealer Orecchia Scavarda, transport companies in Piedmont will achieve the particulate emissions laid down by the Euro 5 European standard, considerably improving the quality of air in the city to the benefit of public health".

The Pirelli Eco Technology filters allow a reduction of over 95% in particulate emissions and 50% of nitrogen dioxide (NO₂). The Pirelli filter system consists of 4 main components: a particulate filter in silicon carbide made up of a honeycomb-type structure that traps the particulate, mainly composed of carbon particles of various sizes (the so-called PM₁₀), a silencer which houses the particulate filter, a fuel additive (ferrocene) which allows complete combustion when a temperature of around 250/280°C is reached and a control unit for controlling the proper functioning of the system.

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