





company profile



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THE COMPANY HISTORY

1917

The foundation of Azienda Tranviaria Municipale: the Edison corporate logo is replaced by the seal of the Municipality of Milan



1927

The first tramway with automatic doors (Series 1500) comes into service

1933

The first trolley bus line comes into service

1931

ATM becomes a separate company and moves to its current headquarter at Foro Bonaparte 61, in Milan



1964

Metro line 1 is inaugurated on 1st November

1969

Metro line 2 is inaugurated on 4th October



1990

Metro line 3 is inaugurated on 3rd May



2000

. The launch of the Eurotram with the low floor revolution
. The launch of Radiobus, a new on-call service



1999

ATM becomes a public service entity and takes on the new name Azienda Trasporti Milanesi



2001

ATM becomes a joint stock company S.p.a.



2006

ATM Group is established, formed by the holding company and a group of 13 subsidiaries.

2008

. Renewal of the buses fleet with inauguration of the Ecobus, a bus of 12 or 18 meters of safety, comfort, with attention to the environment and air quality.
. International expansion: ATM to manage the Copenhagen Metro.
. BikeMi, the bike sharing service is launched



2010

. Re-launch of car sharing and bike sharing
. New car parks, new electric vehicles, new design for car sharing



2009

. Inauguration of the Meneghino train, a combination of technology and sustainability, the first of a new generation of 40 trains commissioned by ATM.
. Renewal of the Porta Garibaldi station, with a focus on environment, safety and design, putting the passenger and their trip at the center of the transport system.



2013

Inauguration of the new Metro line 5, the first totally automated (driverless) line of Milan.

2012

"Area C" Congestion Charge starts, and public transport services are enhanced



2002

The Sirio tram is launched. Together with Siritto (2005) this represents the latest generation tram that joins low environmental impact with maximum comfort

TARGET: EXCELLENCE

To ensure the excellence of integrated mobility services

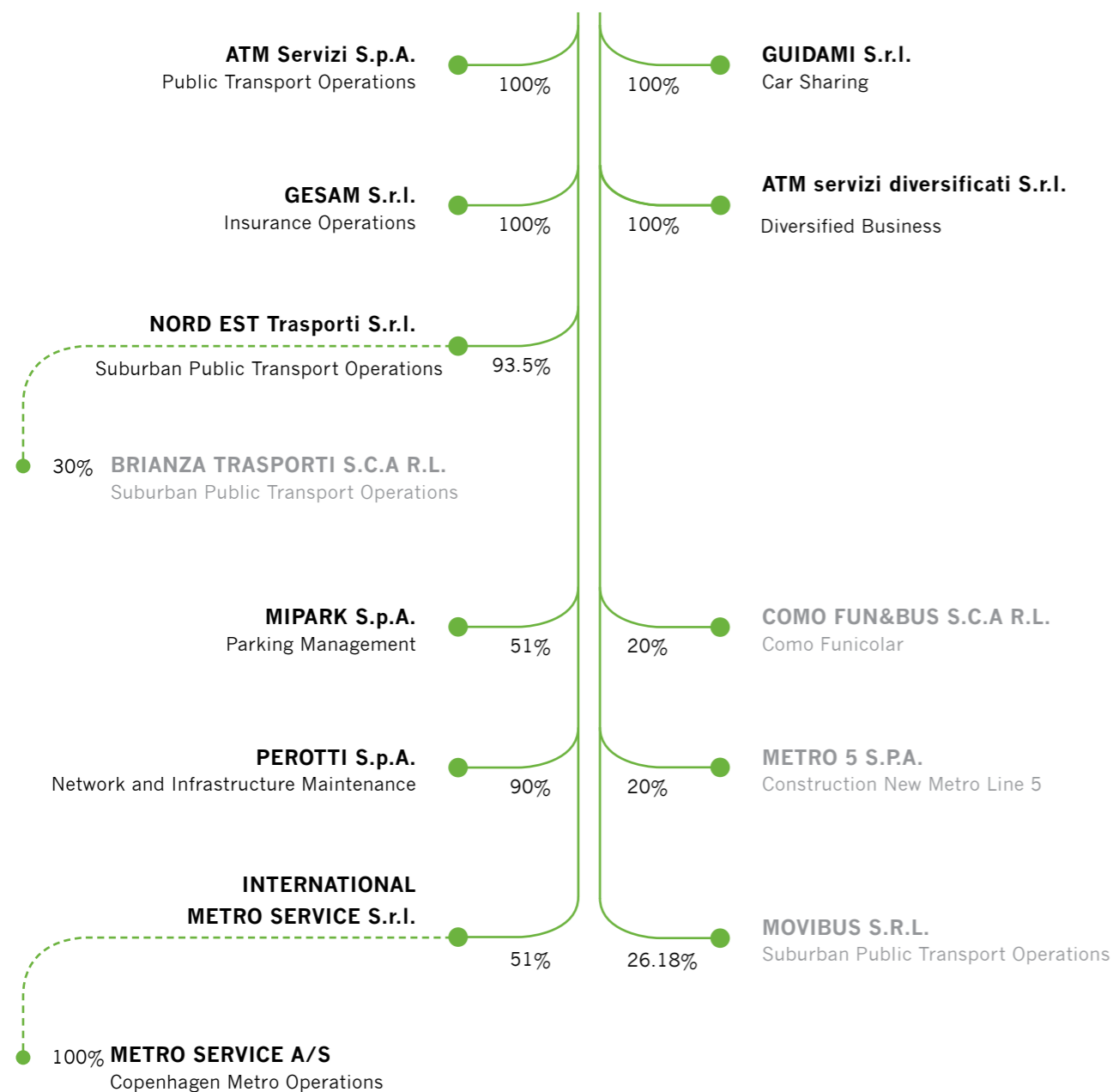
To develop a culture of innovation in the areas of environmental and energy sustainability

To put people first

2 WHO WE ARE

GROUP STRUCTURE

ATM S.p.A.



Wholly-owned subsidiaries ●
Partially-owned subsidiaries ●

The ATM Group has 80 years of experience. Established in 1931 with the scope of managing the public transport service in the city of Milan, ATM has been part of the development and growth of the city and its surrounding communities, meeting the needs of the citizens.

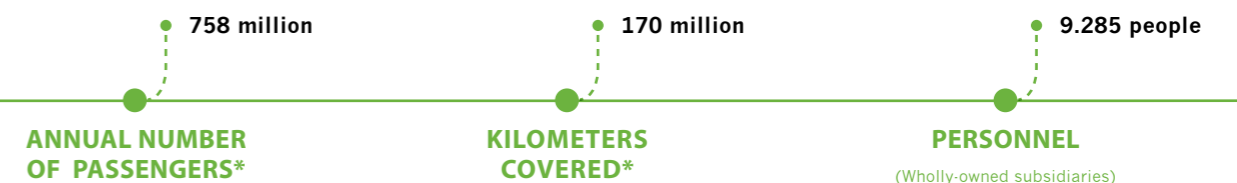
In the past, there was only a need for a simple transport but now there is a requirement to provide an integrated and sustainable mobility service, accessible to everyone, comfortable and safe.

Tradition and innovation go hand in hand in offering a reliable and efficient service in ATM's operating territory. Tradition means consolidated competence in the core business, accompanied by a capability to embrace, experiment and apply the new opportunities that technology offers.

Over the years, the range of services has progressively widened in response to the challenges presented by the market, from transport for business sector to spare time. To manage more efficiently the processes and offer a service that better suited the needs of the community, on January 1st 2006, ATM was re-structured into a group formed of 13 companies under the holding company ATM S.p.A.

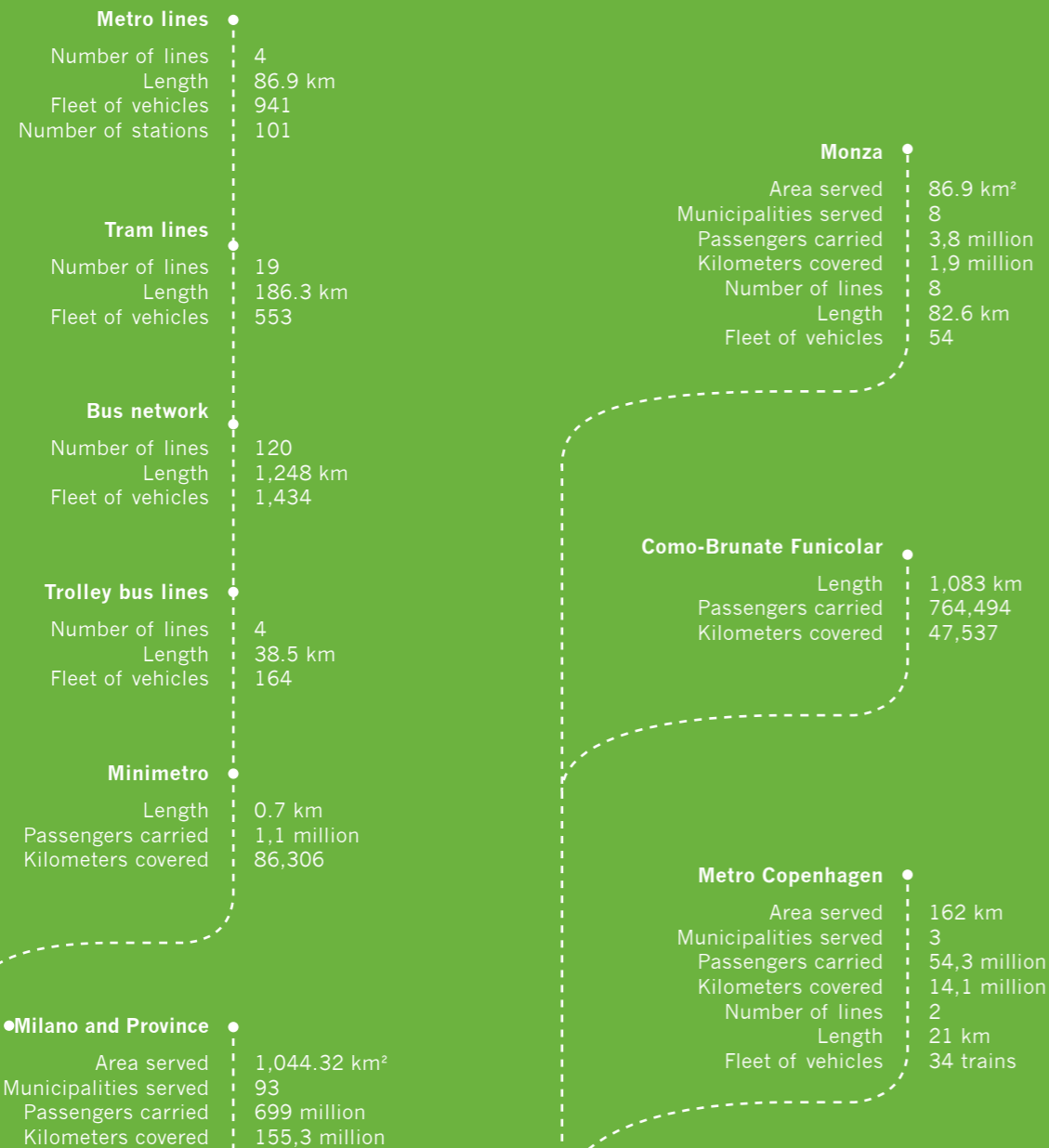
Today ATM is a Group that develops and applies advanced technology for all kinds of sustainable mobility systems.

GROUP KEY DATA (as of 12.31.12)



* ATM, ATM Servizi, NET, Metro Copenhagen, Funicolar Como – Brunate

INTEGRATED MOBILITY SERVICES



LOCAL TRANSPORT SERVICE

Today the Group manages several transport networks in Italy (the city and province of Milan, Monza) and abroad (Copenhagen) through four public transport modes (bus, trolley bus, underground, tram).

PUBLIC TRANSPORT SERVICE

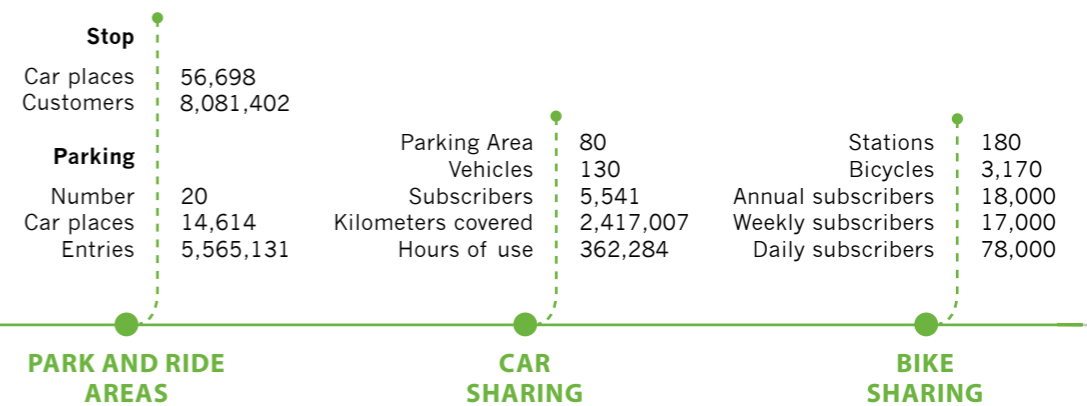
The urban network of Milan is managed by ATM under a service contract from the Municipality of Milan. The Local Public Transport network is made up of over 100 lines travelling 140 million kilometers per vehicle each year, transporting over 690 million passengers.

The ground network covers the entire city of Milan, communities in the greater Milan area and a part of Milan's province. Three public transport modes (tram, bus and trolley bus) are integrated with the underground and rail system, completing the intermodal system that lets the customer easily travel by public transport.

The underground and surface rail transport, the backbone of the local public transport network, are made up of four underground lines and nineteen tramway lines. The underground is over 80 kilometers and it is the largest in Italy, larger than the total of all the other networks in the country.

THE NEW METRO LINE 5

On 10 February 2013 the new Metro line 5 in Milan was inaugurated. The Metro line 5, with its characteristic lilac colour, is the first completely automated line; driverless and light, with small trains and platforms: 50 meters instead of 110, like the three existing lines. Line 5 travels automatically, without a driver, through 4 kilometres of tunnel in only 8 minutes. It's a technological structure incorporating the highest safety standards and utilizing the knowhow that ATM has developed through the management of the Copenhagen underground: automatic trains with no-fall platform doors, a control room for managing the flow of passengers and monitoring of the convoy, a maintenance area at Bignami. Behind this technology there are also people: 50 new employees that went through 70 days (15,000 hours) of training.





ECObus

ECObus

ECObus
AUTOBUS
A BASSO
IMPATTO
AMBIENTALE

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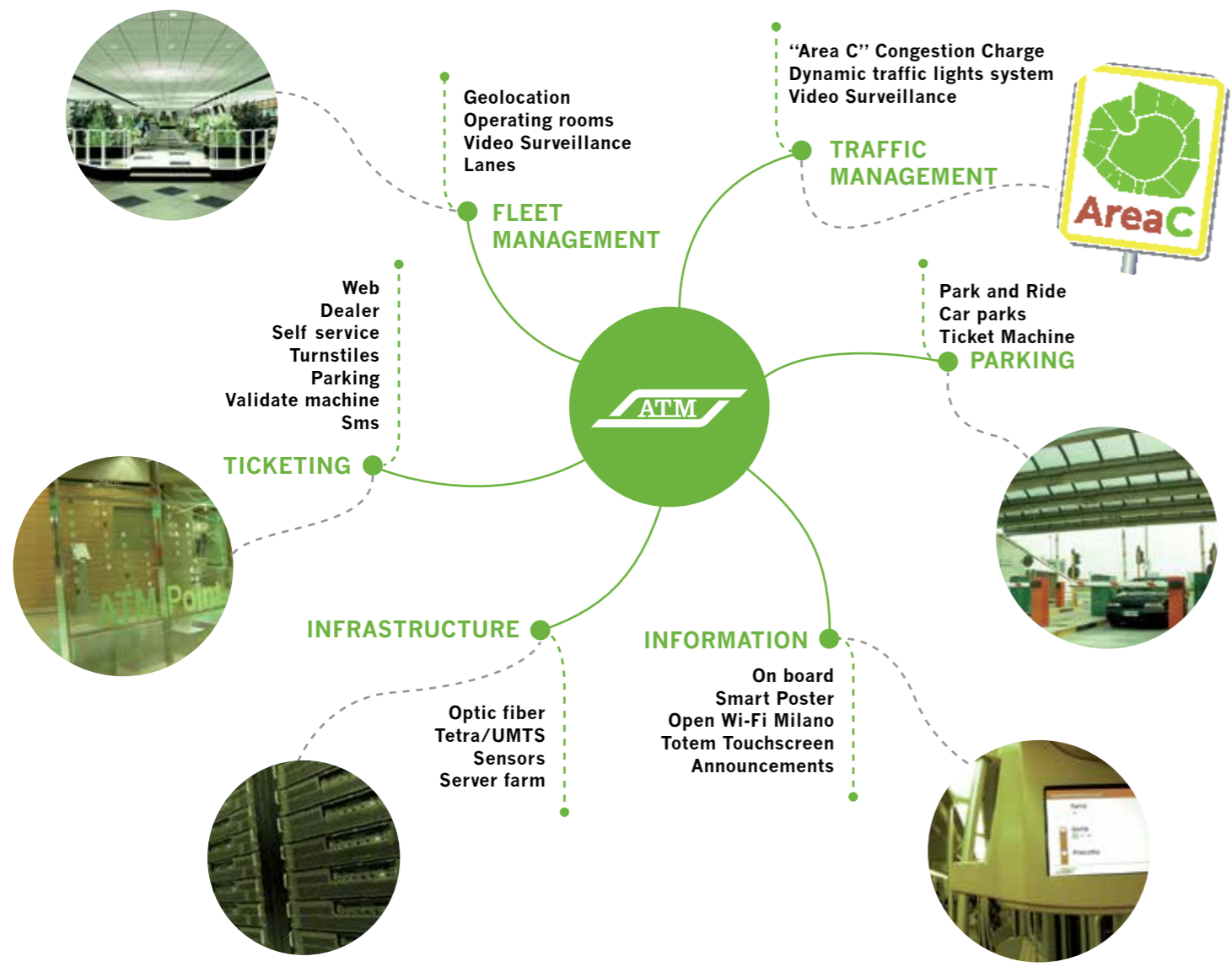
ATM

* aria condizionata

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THE CULTURE OF SUSTAINABILITY

A technology mobility company. This is how the ATM Group defines itself, a detailed and complex business whose technological know-how is at the service of sustainable mobility. The objective of ATM is to network the city, making Milan a smart city, linked through an omni-directional information flow.



MILAN SMART CITY AND THE ATM LAB

ATM deploys all its resources in the field to evolve Milan into a smart city. An open and friendly city, inter-connected and sustainable, attentive to the quality of life of its residents.

To do this, many technologies are required.

In ATM technology goes hand in hand with sustainability:

- The platform to manage Area C Congestion Charge
 - Renewal of the fleet with more efficient and cleaner vehicles and testing of electric, hybrid and hydrogen vehicles
 - Photovoltaic systems installed in the ATM warehouses
- Putting into action an electricity saving plan to lower energy costs.

Today ATM is a laboratory of people and ideas that produces advanced technological solutions for their customers.

- The operations control rooms that constantly monitor the circulation on the road and underground.
- The Infomobility platform informs in real time via internet, at the bus stops, on board the vehicles, in the underground stations and through the ATM media and social networks.
- iATM applications for iPhone/iPad and ATM Mobile for smart phones
- Information totems located throughout the city with touch screen access to information on all kinds of transport, along with the integrated Bike Sharing and Car sharing programs and public services

These are only some of the ATM solutions that improve the usability of the sustainable mobility services.

40 metro trains and 45 trams are equipped with super-capacitors to recover braking energy

3 hydrogen buses 5 hybrid buses (diesel/electric) 2 electric buses in test

4000 TOE (tonnes of oil equivalent) of energy savings in three years

1,676.4kW of energy in total produced by photovoltaic systems



75% of public transport is based on electrical energy

AREA C CONGESTION CHARGE

Area C is the Congestion Charge in force in Milan since January 16th 2012. It regulates the entrance of private cars to the city center area through the payment of a five-euro ticket from Monday to Friday, from 7.30 am to 7.30 pm.

As the Congestion Charge went into effect, ATM researched and developed a program to strengthen the transport system.

ATM was assigned the complete management of the software for payment, access control and fines in Area C. For two months, 65 people worked non-stop on an information system nicknamed "Joshua". This is the "brain" that controls and processes the data coming from 43 entrances into Area C. This software manages million of bit of information to verify that the ordinance is respected in the inner ring of the centre of Milan. "Joshua" processes the license plate numbers and cross checks multiple databases. The system is housed in an access-limited room with a constant temperature of 17 degrees and guarded 24 hours a day. A team of 65 ATM specialists is dedicated to "Joshua"'s operation and maintenance .

A great brain with a green heart.



NEWS TRAVELS

190 VIDEO
SCREENS IN
32 METRO
STATIONS

12 DAILY
EDITIONS OF ATM
NEWS ON THE
METRO VIDEO
SCREENS

1600 DISPLAYS
AT BUS AND
TRAM STOPS

OVER 300,000
INSTALLATIONS
OF ATM APP
FOR SMART
PHONE

1000 MONITOR
ON BUSES

CUSTOMER INFORMATIONS

ATM News travels over many channels to keep customers informed on mobility in real time:

- Internet site www.atm.it
- Audio announcements aboard ground transportation vehicles and underground trains
- Sliding messages on displays at ground transport stops
- Monitors on buses and underground trains
- ATM News produced in a studio inside the Operations Control Room and broadcasted over videoscreen in metro stations.
- The ATM page on the free press papers that are daily distributed in the underground
- ATM Mobile applications for smartphone platforms (iPhone, Android, BlackBerry, Windows)
- New Twitter profile @atm_informa where information about ATM transit is posted in real time.





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INTERNATIONAL VISION TO EXPO 2015

ATM, today a leader in local public transport in Italy, is focused to expand its horizons to compete in the global market with the largest European companies.

The ATM network grew both in Italy and abroad over the past years. Since January 1st 2008 the ATM Group has been managing the metro of **Copenhagen** in association with Ansaldo Sts. With 21 kilometres of fully automated lines and driverless trains, among the most advanced in the world, the Copenhagen metro was awarded in 2009 the title of "World's Best Driverless Metro" following its 2008 recognition as the World's Best Metro".

MILAN 2015 - MOBILITY CAPITAL OF THE WORLD

In 2015 Milan will host the world public transport Congress as decided by the board of the UITP (International Union of Public Transport). Milan was chosen from the three finalists including Frankfurt and Montreal. The world congress on public transport will be held in June 2015 at the new conference center in the Milan Fair.

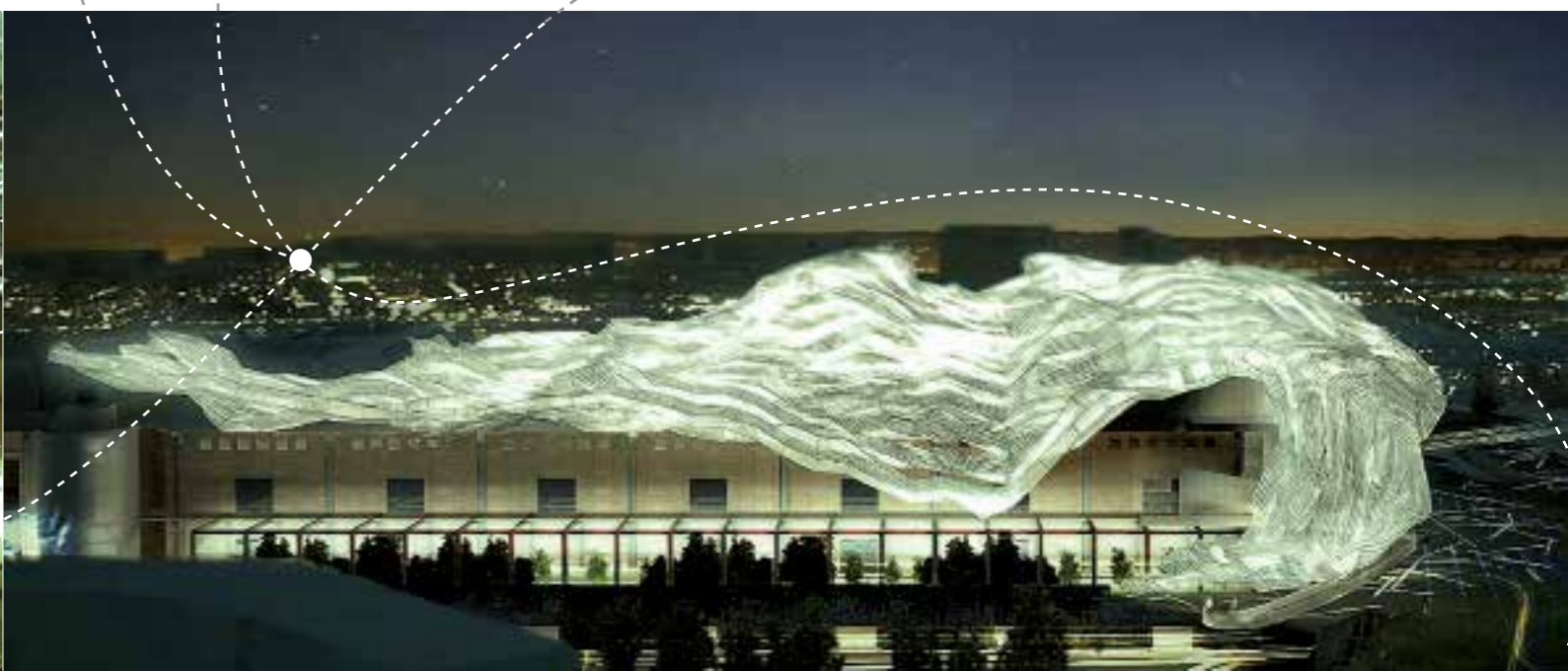
MILAN AND EXPO 2015

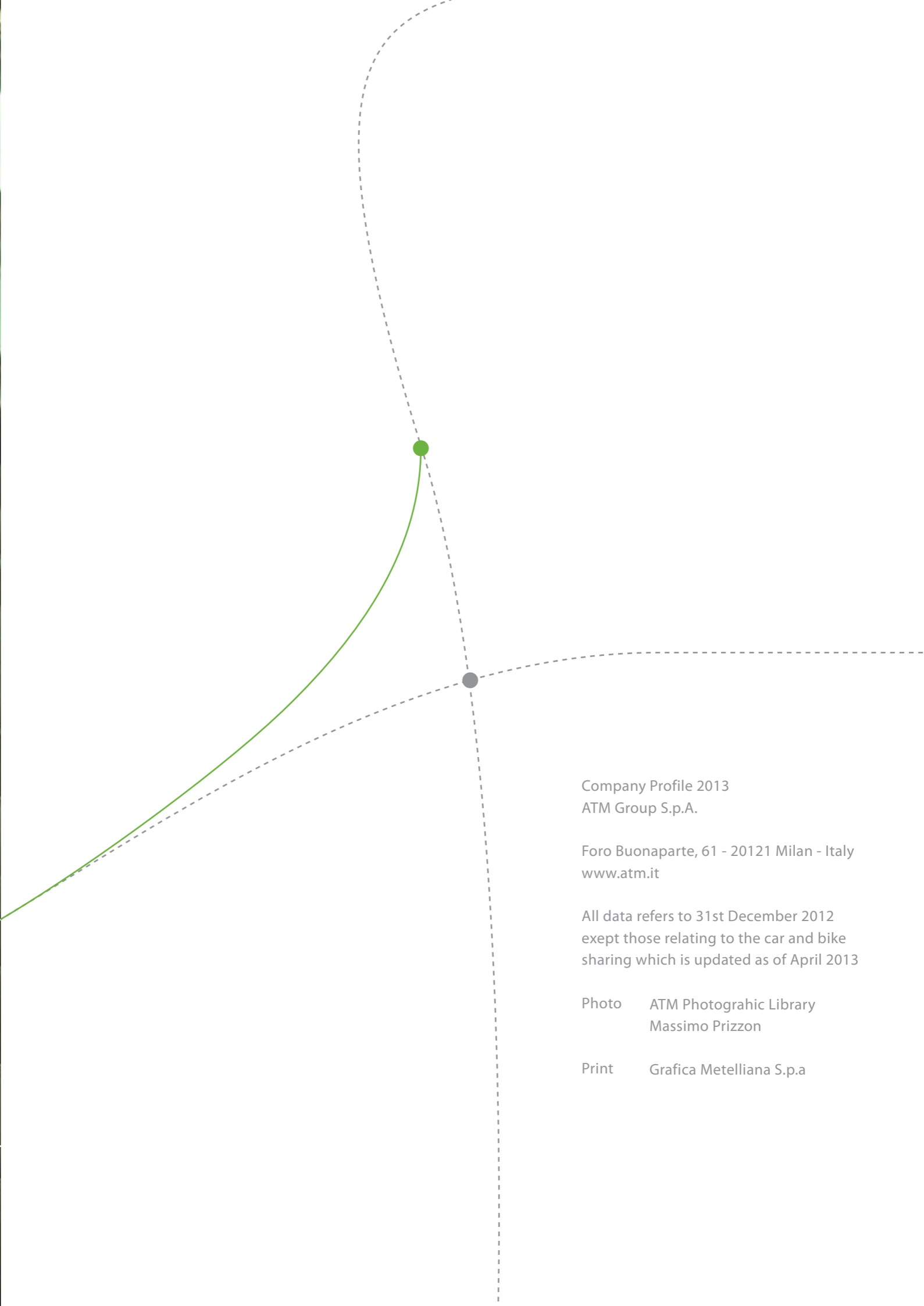
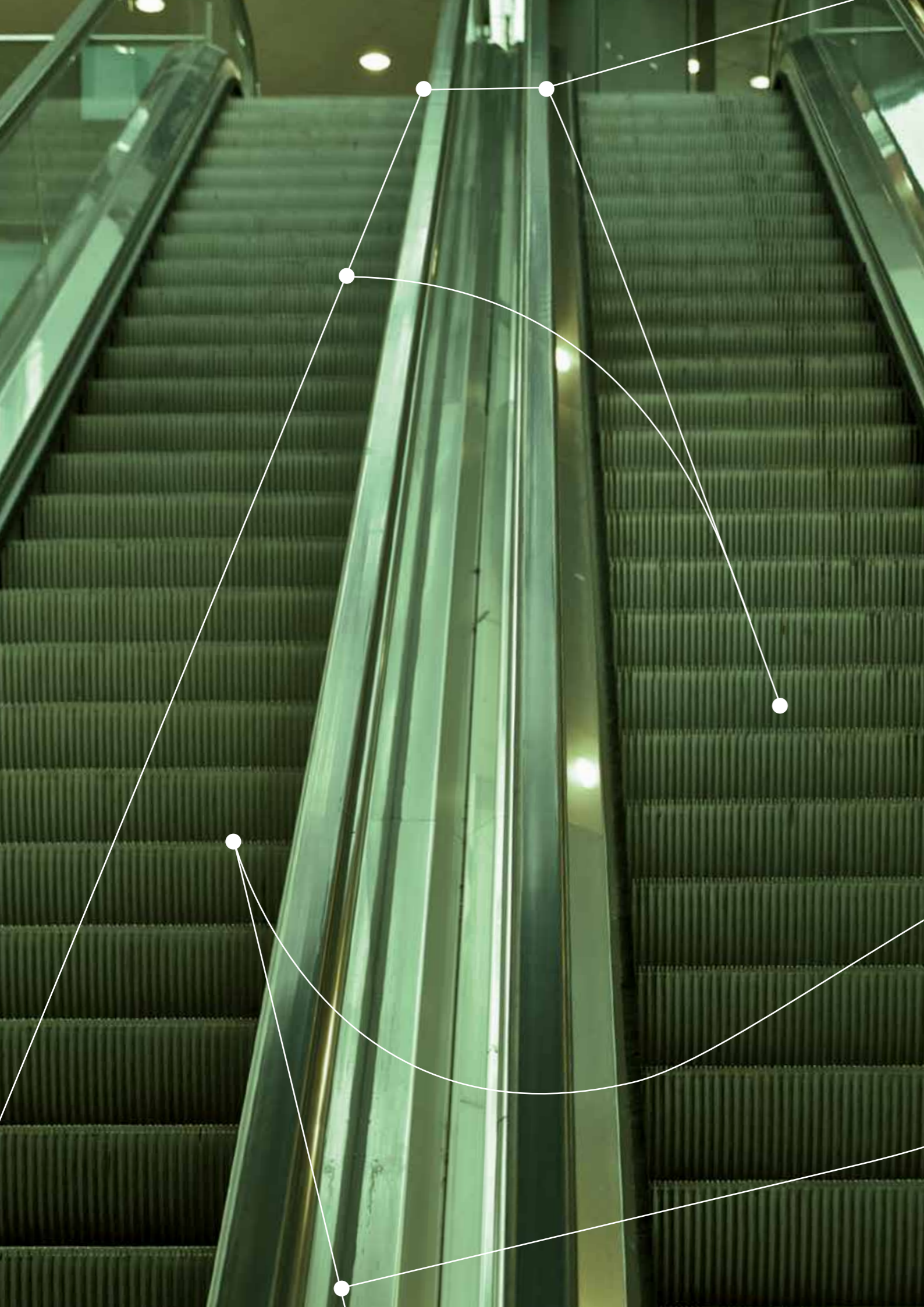
The city of Milan will host the prestigious World Expo in 2015. This is a significant occasion for the city and will be strategic for ATM's role.

Beyond the development of the transport network, with the extensions of the three metro lines, the attivation of Metro line 4, the establishment of Metro line 5 and the renewal of the fleet, ATM will be the main mobility provider for Expo 2015.

New trains for the Metro line 1 and Metro line 2

ATM has closed the bidding process for the 30 new trains that will be delivered starting from 2014 for the Metro line 1 and Metro line 2 (48 and 43 years old respectively). The dual objective: to be prepared for Expo 2015 and also to serve the daily transit of Milan residents and visitors. This is one of the most significant investments of Milan's public transit, an over 200 million Euro investment that ATM will allocate to renew its fleet of trains.





Company Profile 2013
ATM Group S.p.A.

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All data refers to 31st December 2012
except those relating to the car and bike
sharing which is updated as of April 2013

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Massimo Prizzon

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