



HOME-TO-WORK COMMUTE PLAN
ANNEX 1
VIA SOMMARIVE AND VIA ALLA
CASCATA

INTERNAL

December 16, 2024

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1 Relevant office

The via Sommarive 18 facility houses 3 buildings. It is home to the scientific research of the Foundation, in particular the Centers for Cybersecurity, Digital Industry, Digital Society, Digital Health & Wellbeing, Health Emergencies, Sustainable Energy and Sensors and Devices. In addition to employees, in these premises there are also numerous electronic, computer and biological laboratories. This is where most of the staff, doctoral students and collaborators work.

Given the complexity of the facilities present, the location is manned 24 hours a day by a concierge service that monitors via cameras the unmanned locations or otherwise the other locations when the service is not active.



Figure 1 the Foundation's 1 hub located on via Sommarive 18, Trento

The via alla Cascata 56 complex is divided into 4 buildings. It houses co-located companies that collaborate on the Foundation's research and are strategic in taking the investigation produced to the market. In addition to the co-located companies, there are National Research Center offices and a part of the Foundation's staff seconded there.

The complex of via Sommarive 18 and via alla Cascata 56 were analyzed together as they are a short distance from each other and therefore reachable by the same transportation methods. They are the offices with the largest number of staff and, hosting numerous scientific laboratories, are subject to high system complexity.

Both offices host companies renting FBK's spaces that collaborate with the Foundation in its research activities. There is also a conference room at the via Sommarive site, which hosts internal and external events. Numerous contracted companies operate in these premises: for the cafeteria, coffee shop, concierge,

cleaning, maintenance and construction services. This accounts for greater vehicular traffic that is not directly quantifiable by the survey carried out.



Figure 2 Stringa Hall on via Sommarive 18 hosting internal and external events

1.1 Local Unit Staff

The via Sommarive and via alla Cascata site is the one with the largest number of staff, below are the details divided by job classification.

Resources	Sommarive	Cascata	Tot
Executives and Managers	9	0	9
Researchers	303	3	306
Technologists	113	0	113
L-level employees and editors	225	1	226
Other	127	0	127
Total	777	4	781

Table 1 Staff on duty at the premises on via Sommarive and via alla Cascata

2 Analysis on accessibility

The offices covered by this HWCP are located less than 350m apart in the Povo District in Trento.

2.1 Location



Figure 3 Location of the via Sommarive and via alla Cascata sites

2.2 Pedestrian accessibility

Pedestrian access to the premises is provided by the presence of the sidewalk. Neither location is located in the city center, so on average the staff accesses them by private and public transportation, with many routes of the local transit system calling at the area.

2.3 Bicycle accessibility

The sites are not directly connected to the bike trails, although access to them is not that far.

The via Sommarive site is equipped with indoor bicycle parking, 4 showers and lockers.



Figure 4 bicycle 2 parking at the via Sommarive 18 site



Figure 5 free 3 lockers at via Sommarive 18



Figure 7 one of the showers at the via Sommarive 18 site



Figure 6 free use shower for FBK's and co-located companies' employees at via alla Cascata 56

The via alla Cascata site is equipped with a shower.

In October 2024, the construction of the photovoltaic canopies at the via Sommarive site was completed. To date, two canopies are used as a refreshment area, while one is used for muscle bicycle parking.



Figure 8: Photovoltaic canopy with bicycle parking at the via Sommarive site

2.4 Public transit routes and stops in the vicinity of this facility (less than 500 m)

The following bus routes call at the area:

- 5, 5/– to Oltrecastello and to Trento centro
- 13 – to Trento centro and Povo piazza
- 16 – to Trento Nord and Povo Piazza

The nearest bus stops are:

- Polo scientifico ovest 130 m from via Sommarive 18 and 350 m from via alla Cascata 56 called at by route 5/shuttle;
- Povo piazza Mancini 400 m from via Sommarive 18 and 600 m from via alla Cascata 56 called at by route 5, 13 and 16 in both directions.

The train stop of the Valsugana line is 800 m from via Sommarive and 1.1 km from via alla Cascata.

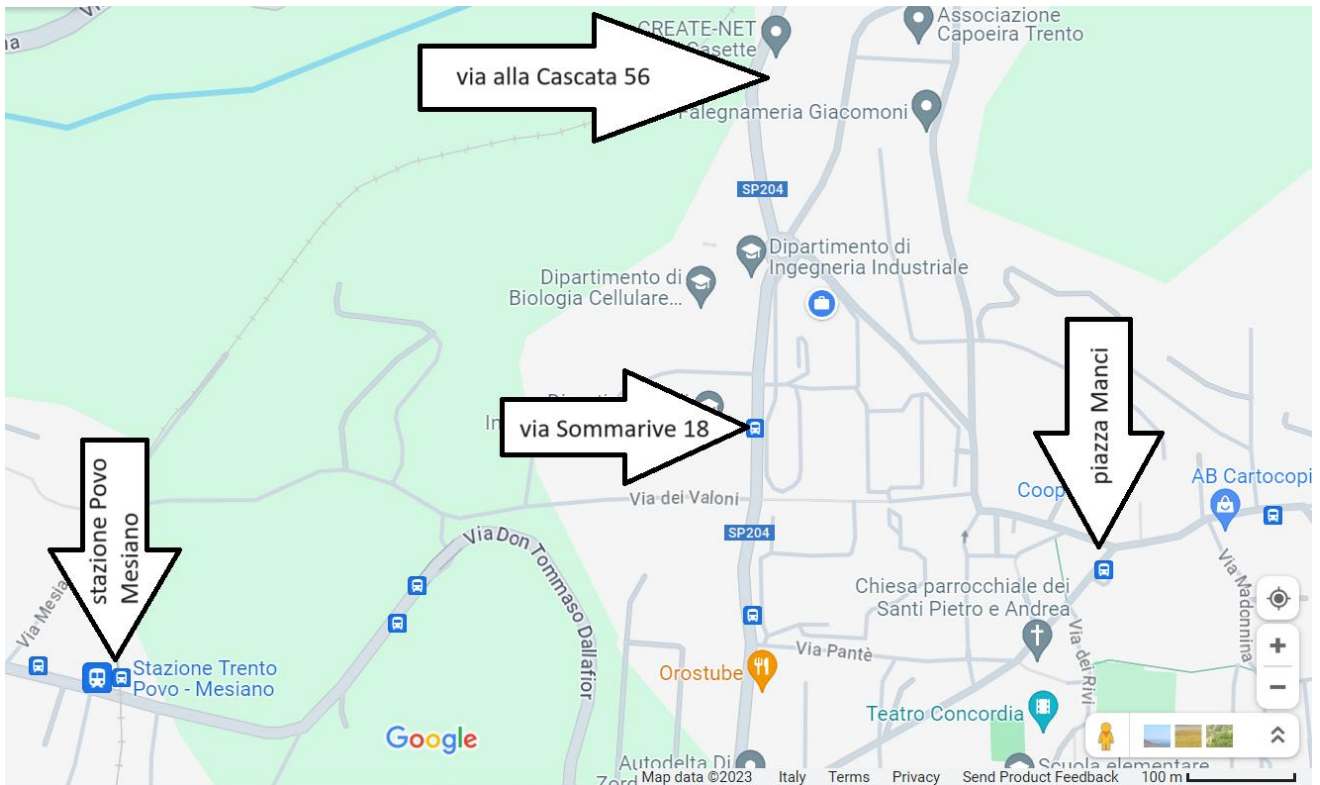


Figure 8 location of the public transit stops closest to via Sommarive 18 and via alla Cascata 56

2.5 Private parking

The via Sommarive 18 site has several covered and uncovered parking spaces, distributed as follows. Reserved spaces are divided into:

- Spaces for the president's office: 1
- Spaces for company car fleet: 7
- Company electric car charging station: 1

	People with disabilities	Parking spots	reserved.	Total
Via Sommarive North terrace	0	30	0	30
Via Sommarive East parking	0	20	0	20
Via Sommarive -1 parking	1	85	9	95
Via Sommarive -2 parking	3	101	0	104
Tot Sommarive	4	236	9	259
Via alla Cascata -1	0	39	0	39
Via alla Cascata -2	0	30	0	30
Tot Cascata	0	69	0	69

Figure 4 9 parking spaces at the premises on via alla Cascata and via Sommarive

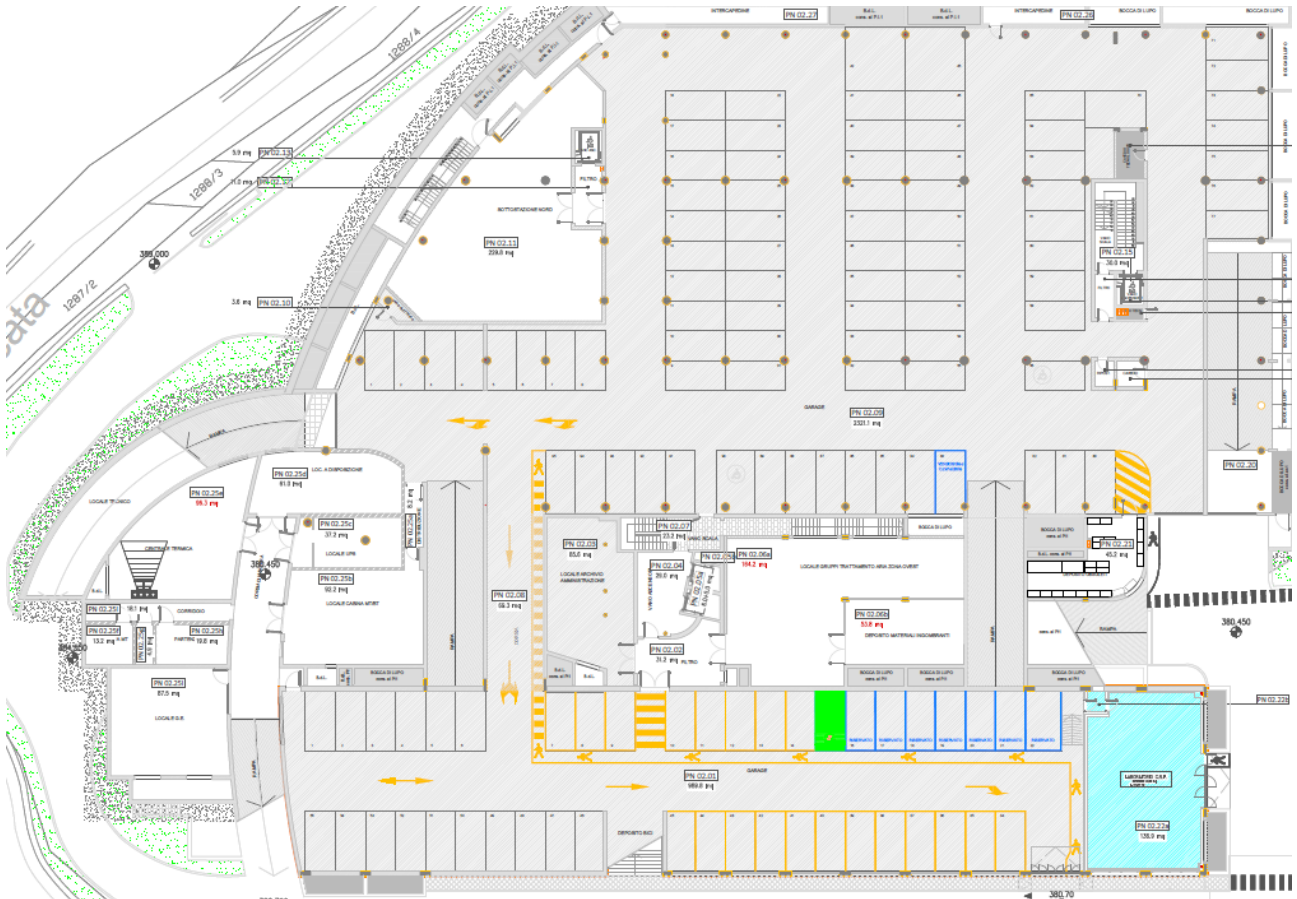


Figure 10 one of the underground floors with 95 parking spaces at the via Sommarive site

2.6 Company car fleet

The current car fleet is parked in via Sommarive and can only be used for business purposes. Please see the breakdown below:

License Plate	Model	Year of registration	Displacement
FZ317BB	Ford Focus	2019	1,499
FZ003BA	Renault ZOE	2019	electric
FT857HG	Toyota AURIS	2019	1,798 - hybrid
GF729PZ	Kia Ceed	2021	1,598 – mild hybrid
GP419HD	Kia Ceed	2023	1,598 – mild hybrid
FL419HB	Fiat Ducato	2017	1,956
FZ315BB	Ford Connect	2019	1,499

Table 2 car and van 2 fleets at the via Sommarive 18 site

Over the years, the Foundation has been and continues to be committed to replacing fossil fuel-powered vehicles with alternative fuel vehicles. With this in mind, a charging station for electric cars (for company vehicles only) has already been installed with a dedicated space inside the covered parking area.

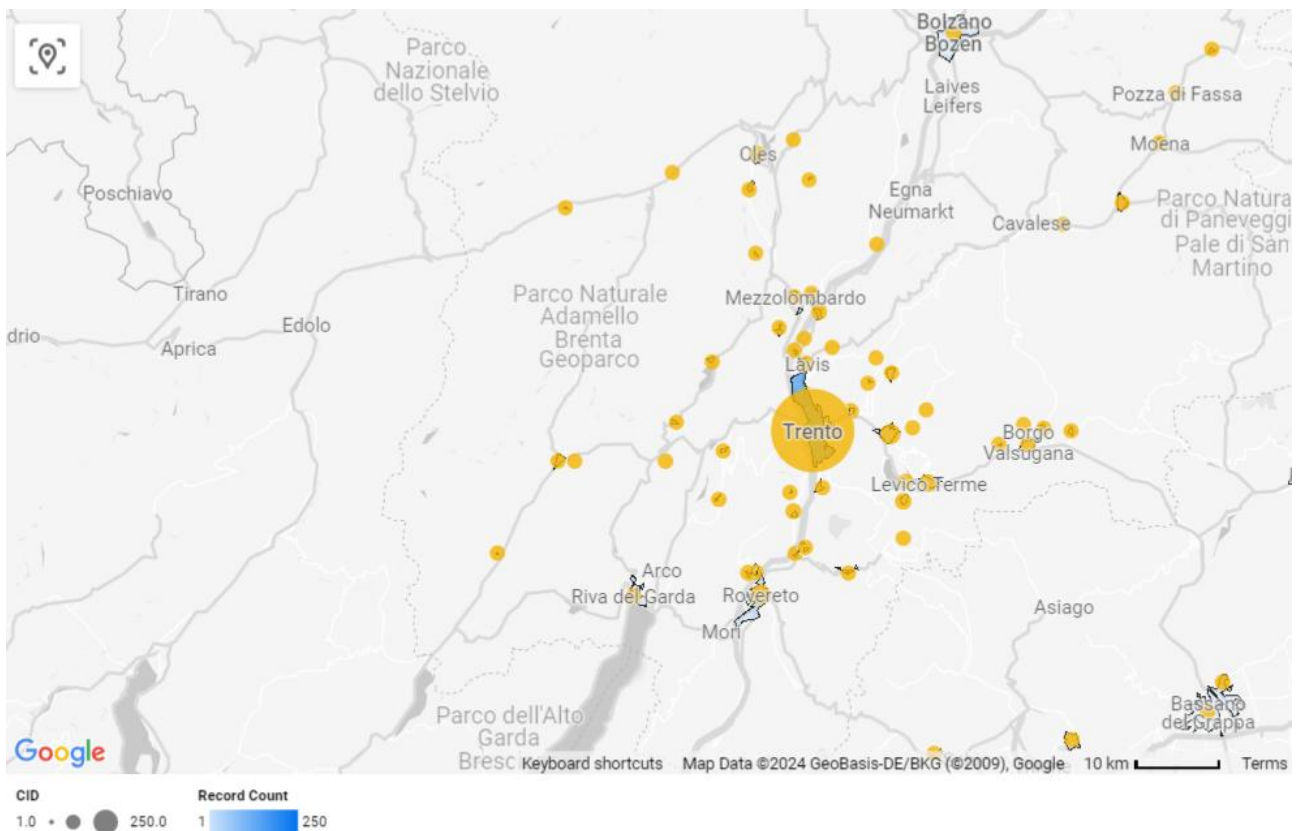
3 Survey results

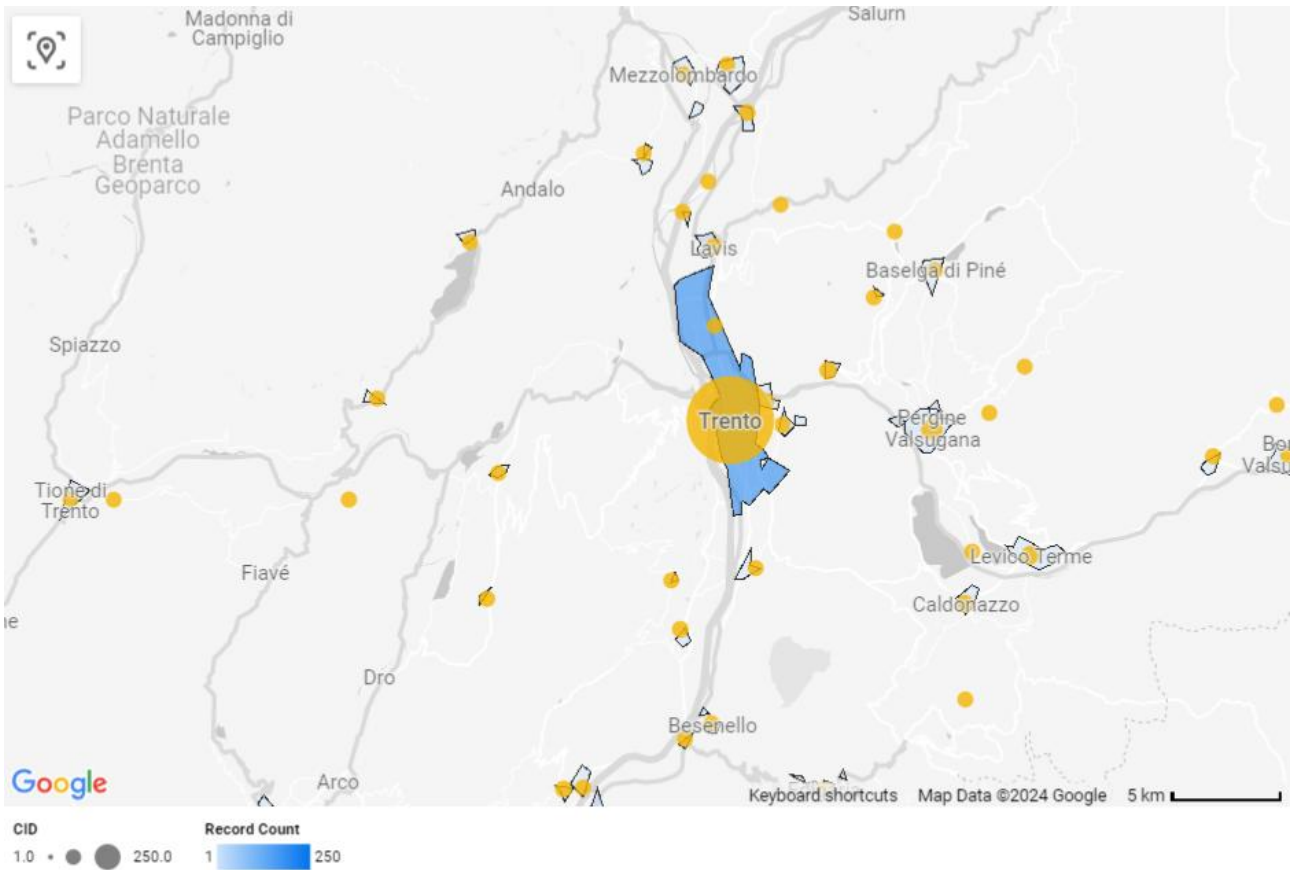
The questionnaire was completed by 9% of the staff, for a total of 72 respondents. The figure is down compared to the previous year and the factors of this decrease could be due to:

- Increase in the number of staff whom were administered the questionnaire
- Decrease in the opening window for questionnaire completion (for next year we will try a one-month opening strategy instead of a two-week window, and compare the results obtained)
- Fewer reminder messages inviting staff to complete the questionnaire
- Little interest in the topic: more awareness campaigns on the issue of mobility should be planned

3.1 How do you commute to work?

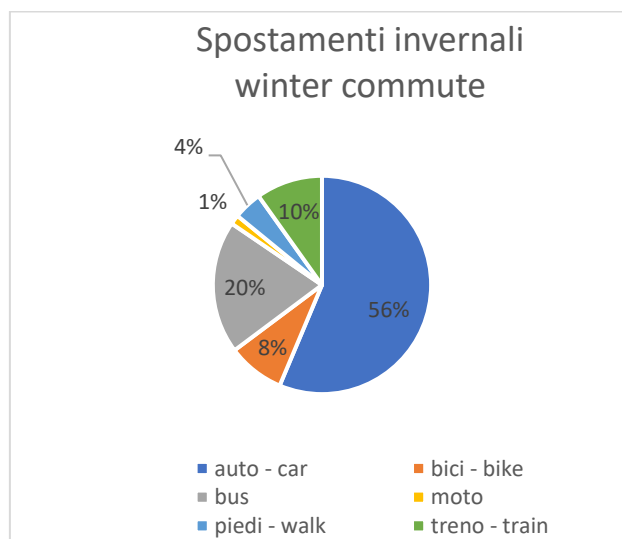
Residence addresses were considered in order to analyze commute origin of the staff. This analysis shows that most of the staff live in the Trento city area.



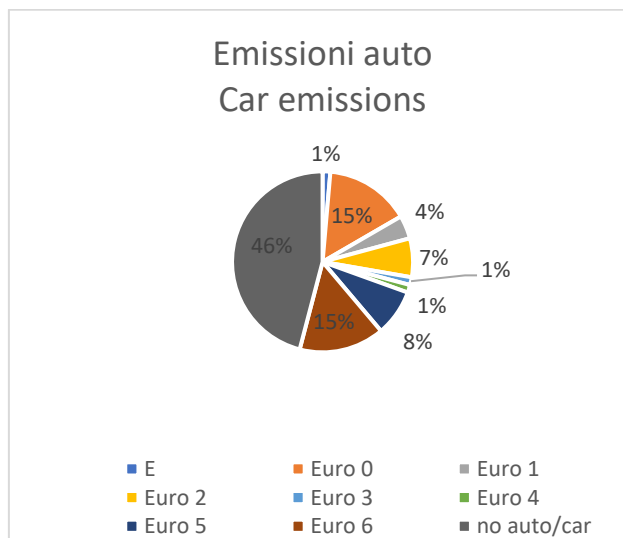
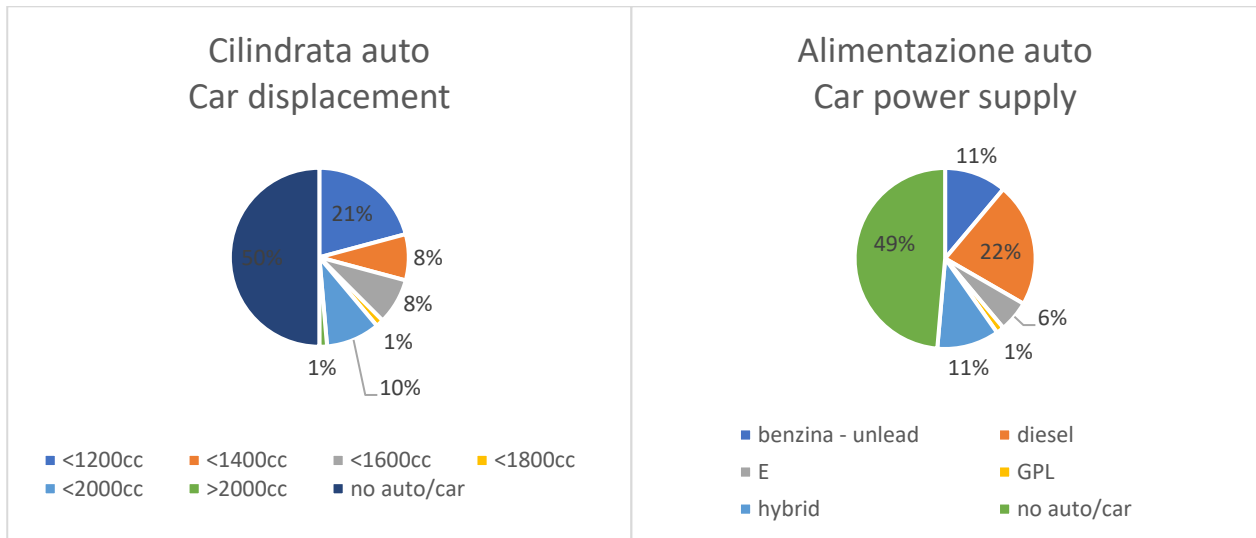


More than 50% of respondents use the car for winter commute. Given the location of these premises, on the hillside of Trento, this percentage can hardly be worked on through corporate welfare policies, except by increasing the percentage of remote working which currently stands at 25% unless otherwise provided for in individual agreements and due to non-teleworkable duties.

The average distance traveled to work is 38 km with an average monthly expense of €66.



56% of respondents use a privately-owned car, and 25% of respondents own vehicles falling under the Euro 4 category or higher, whose reduced emissions guarantee greater environmental compatibility, note that 46% of respondents declare that they do not use their privately owned car to commute.

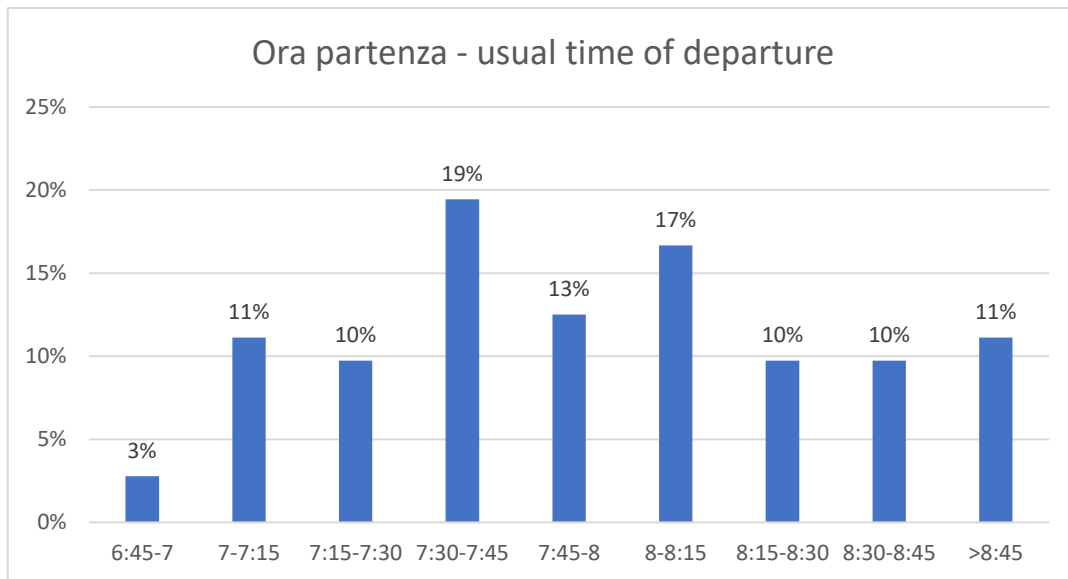


3% of respondents own a motorcycle, which is sporadically used for home-work commute, especially in the warm season. Some also use this method of transportation for the winter season.

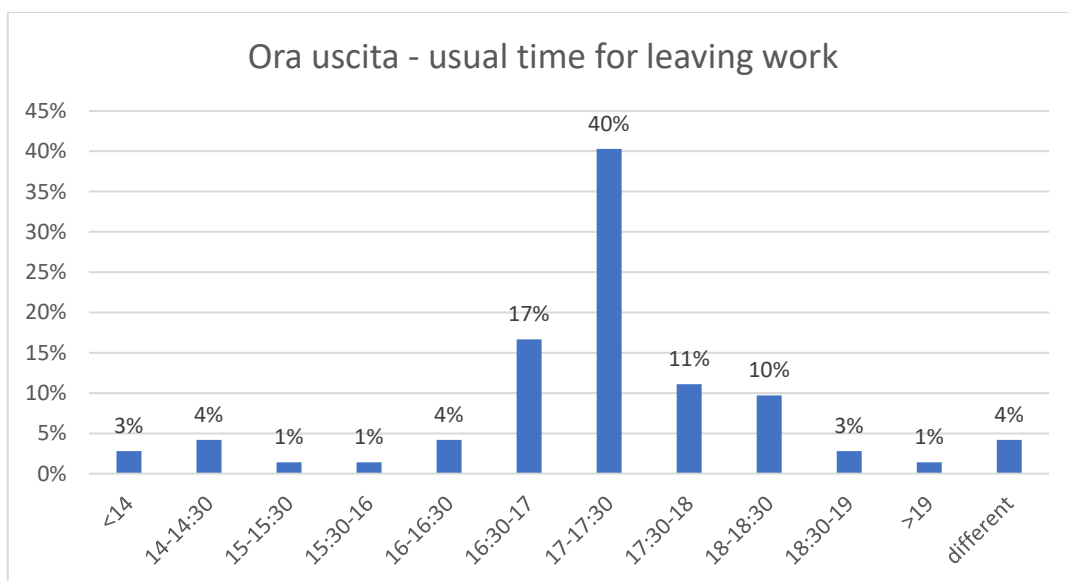
All mopeds owned have displacement up to 250cc, with gasoline fueling and Euro 4 emission class. Shared mopeds are not used.

None of the respondents use shared vehicles, 1.3% of the respondents use car pooling as the predominant means of commuting to work.

Home to work commute occurs with an average of 4.47 times a week, excluding sick days and holidays. This figure is lower than the average remote work optional hours granted to employees (about 25%) because staff with non-teleworkable duties as well as those who decide to take advantage of less than 25% of remote work days while being entitled to it are also counted among the respondents.

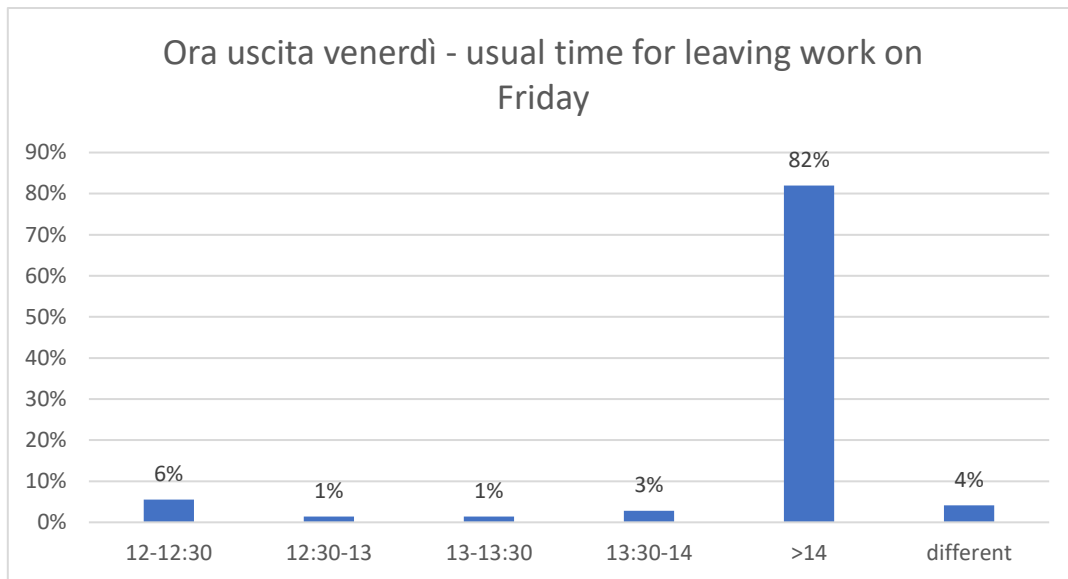


About 50% of the staff leave between 7:30 a.m. and 8:15 a.m. to go to work; none of the respondents return home for lunch.

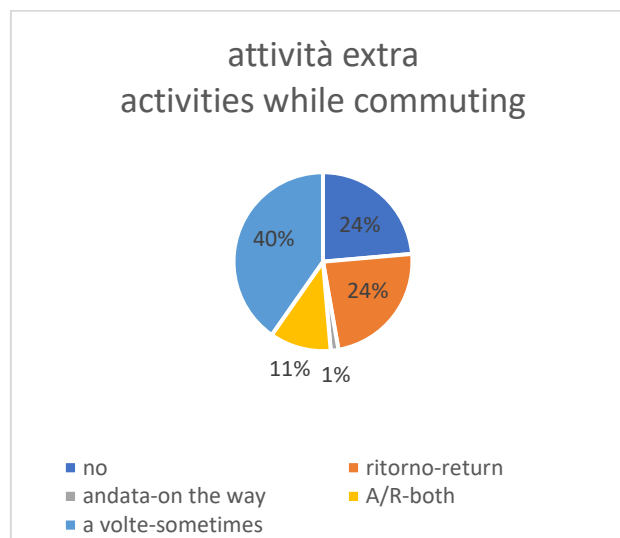


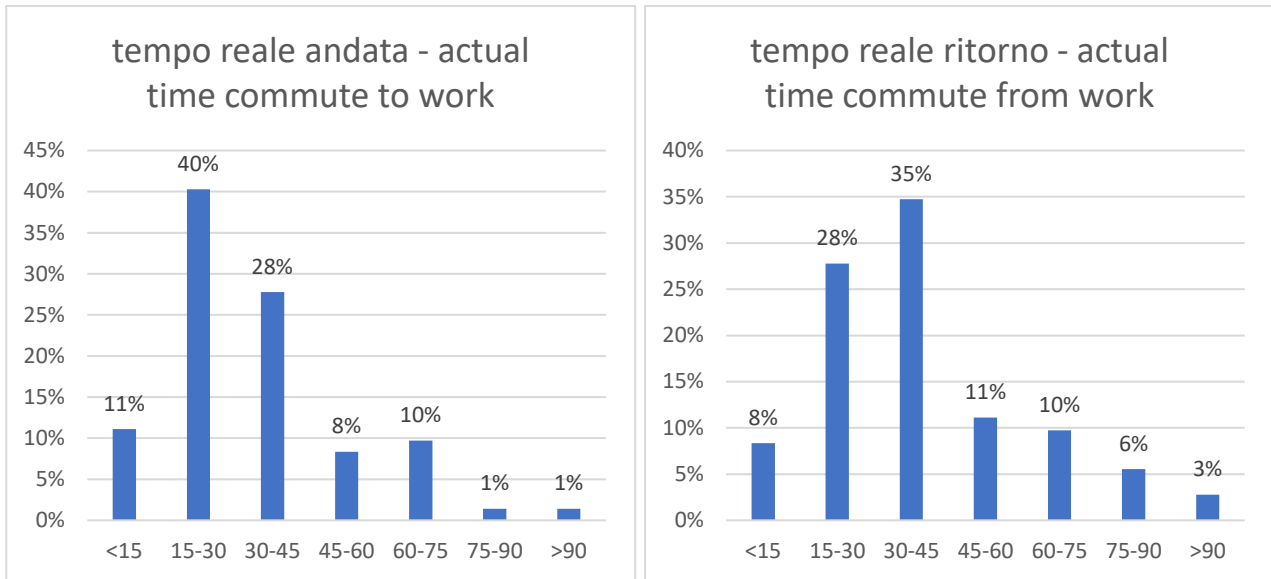
About 70 percent of the respondents leave work between 4:30 p.m. and 6 p.m. Monday through Thursday, the item "different" means that each day the time they get off work is variable and corresponds to 4 percent of the respondents.

Almost all respondents leave work after 2 p.m., including on Fridays. Indicatively, workers leave work earlier but has not drastically changed. the item "different" means that each day the time they get off work is variable and corresponds to 4% of the respondents.



During the home-work commute, other activities are carried out, but not on a regular basis. The actual time to reach work for about 40% of the respondents is between 15 and 30 minutes. The return time is on average 15 minutes longer than the home to work trip.





The car is used for commuting for the following reasons:

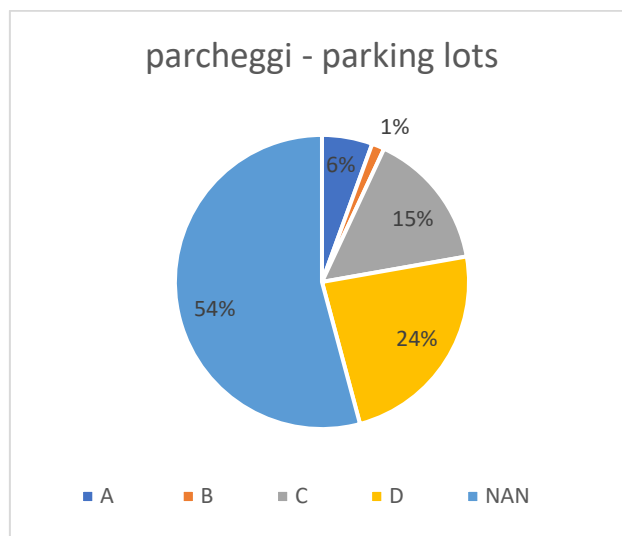
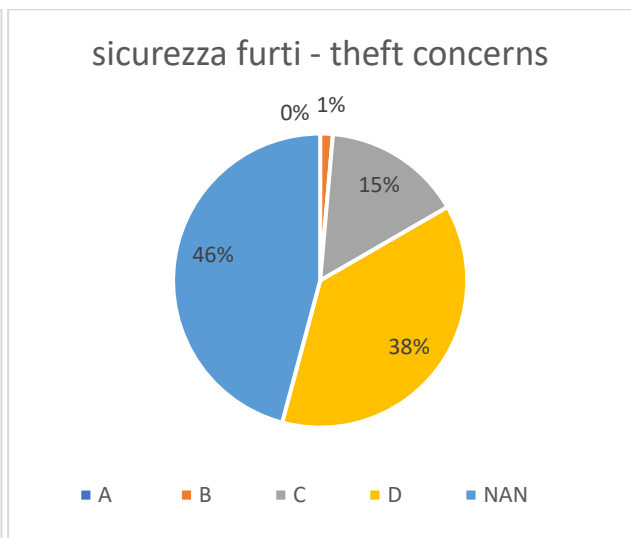
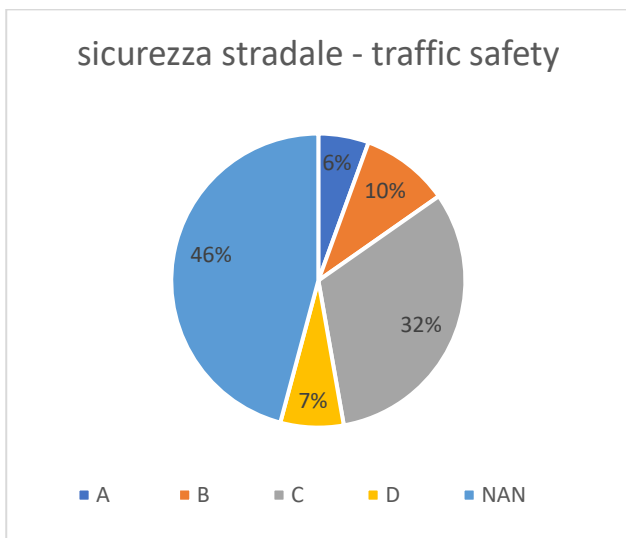
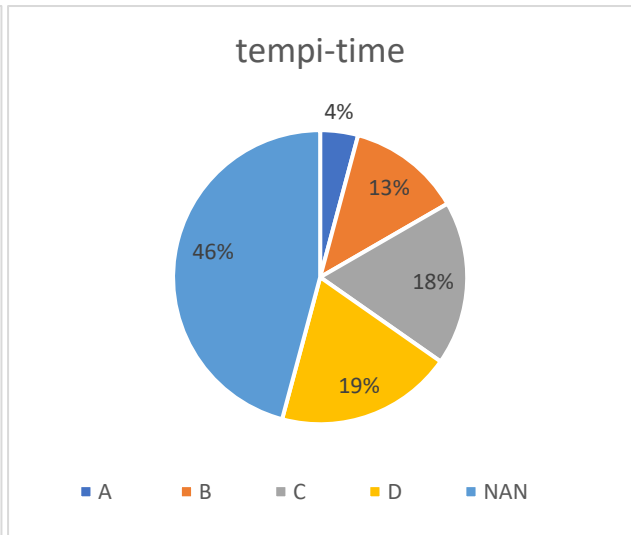
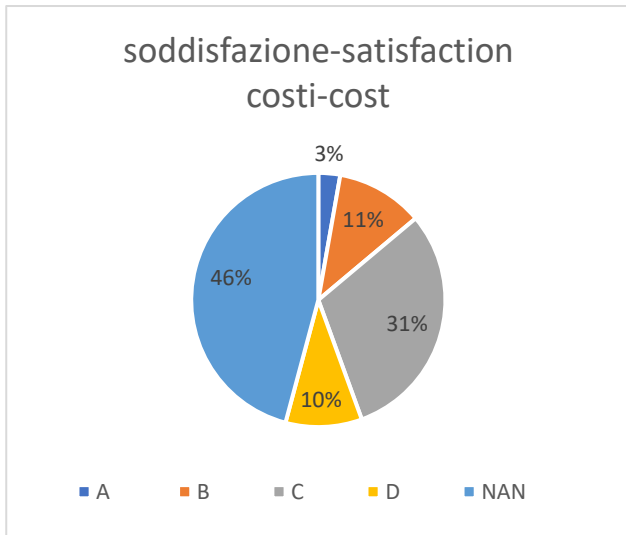
- 20% during the home-work commute I do other things (gym, shopping, etc.);
- 10% I have to take the children to school;
- 43% Using another method would take too long;
- 5% For safety reasons (lack of bike lanes, poorly lit roads, increased health safety, etc.);
- 15% less stress;
- 10% I have no alternative options;
- 4% other reasons.

Based on the degree of satisfaction with the use of private vehicles in various areas, the response options displayed in the graphs show the legend:

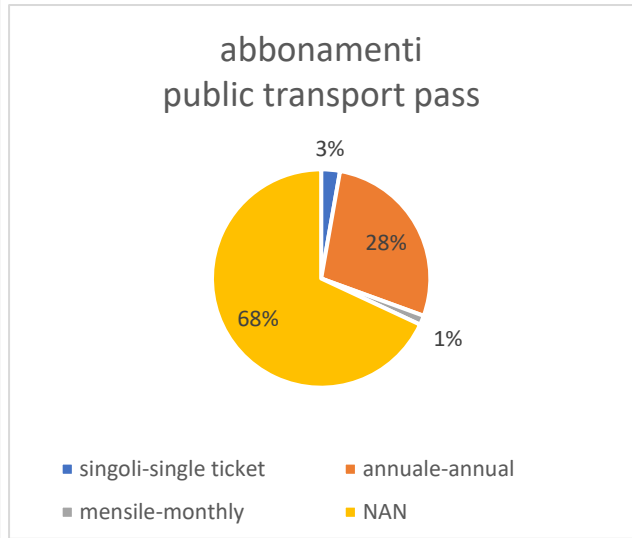
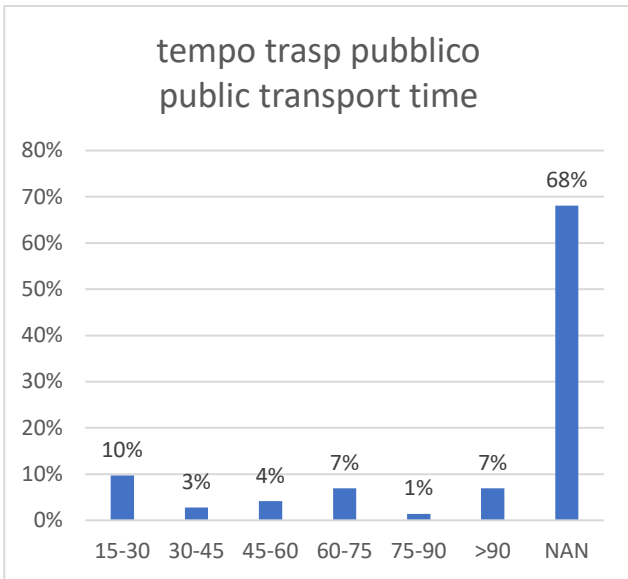
- A: Not satisfied at all
- B: not satisfied
- C: Somewhat satisfied
- D: Very satisfied
- NAN: I'd rather not answer

The questions submitted to users were about:

- Out-of-pocket commute costs (e.g. gas, parking, ...)
- Commute time
- Road safety during the journey
- Avoiding theft and vandalism
- Parking system

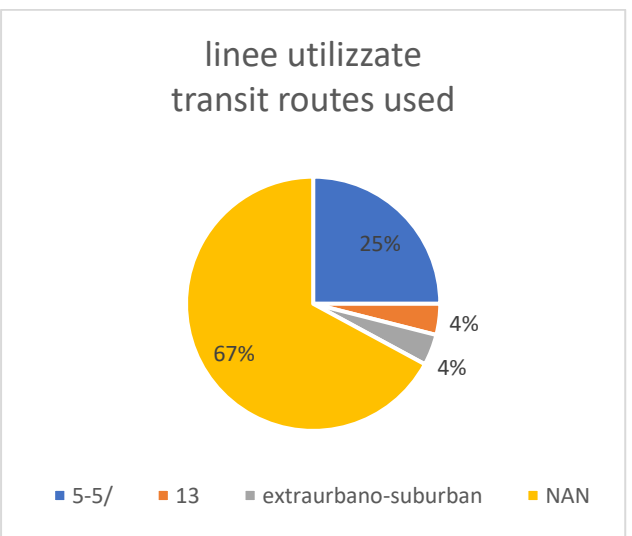
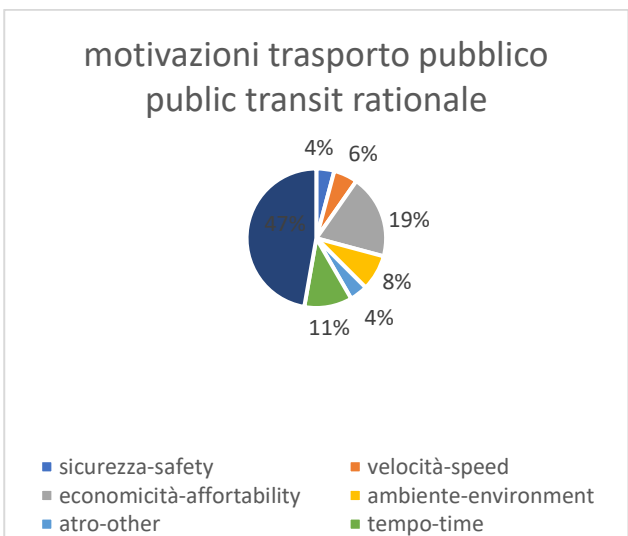
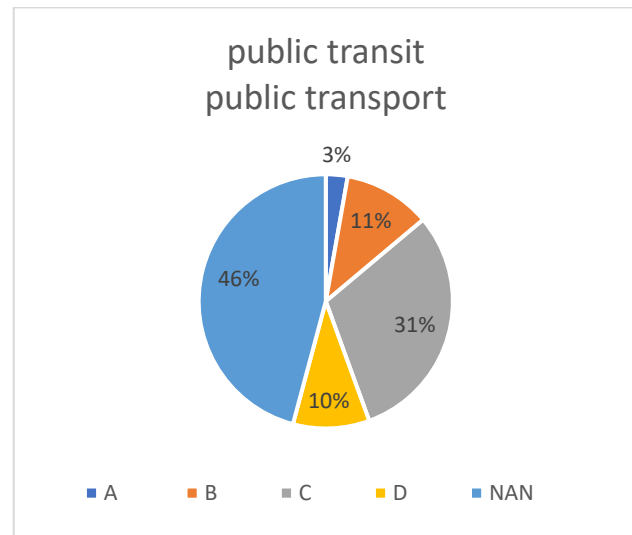


22% of respondents never used public transit for their commute, 32% used it (routinely or not), the remaining percentage preferred not to respond. When workers opt to use public transportation, commute times become longer: on average they are doubled. 28% of respondents own a city public transport pass.



Based on the degree of satisfaction with the use of privately owned vehicles in various areas, the response options displayed in the graphs show the legend:

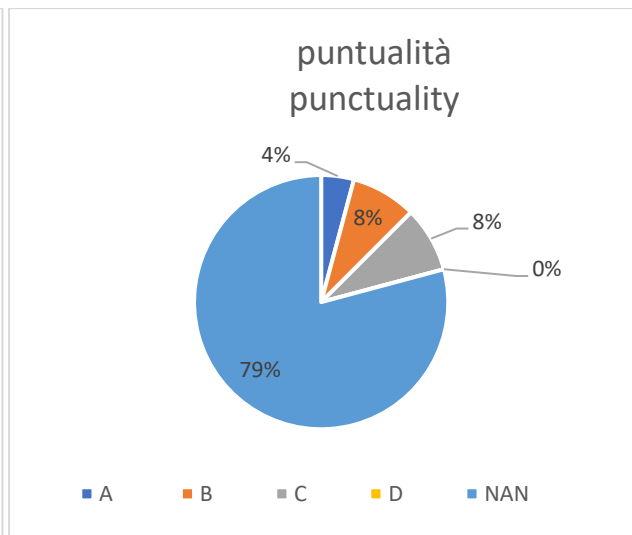
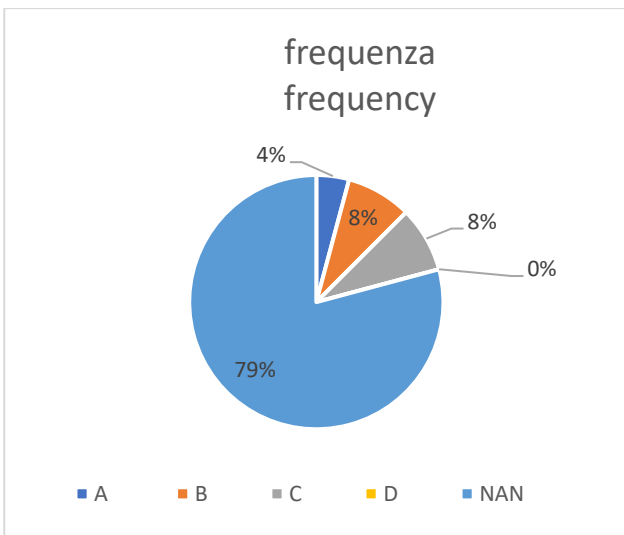
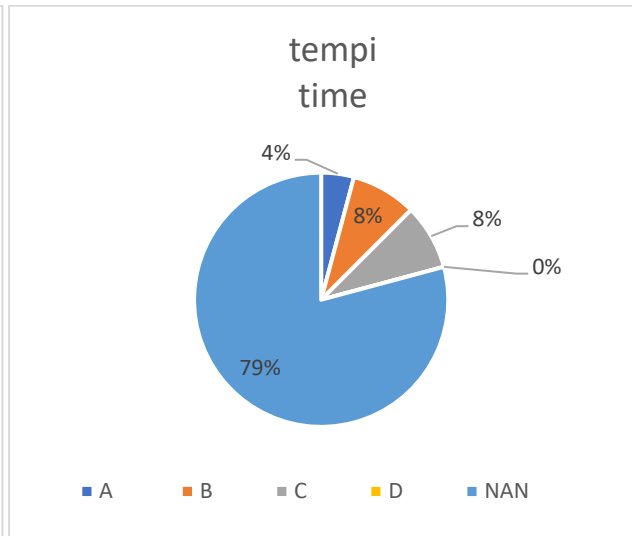
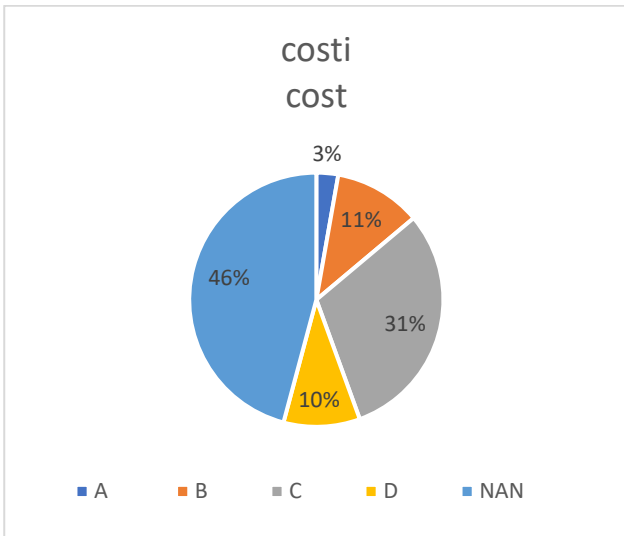
- A: Not satisfied at all
- B: Not satisfied
- C: Somewhat satisfied
- D: Very satisfied
- NAN: I'd rather not answer

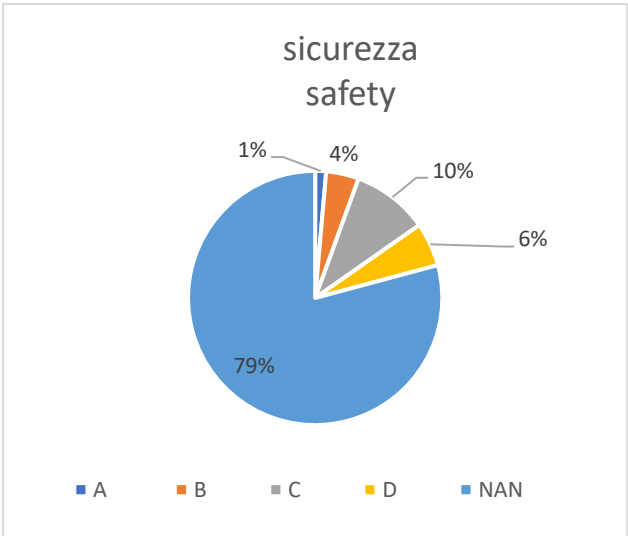
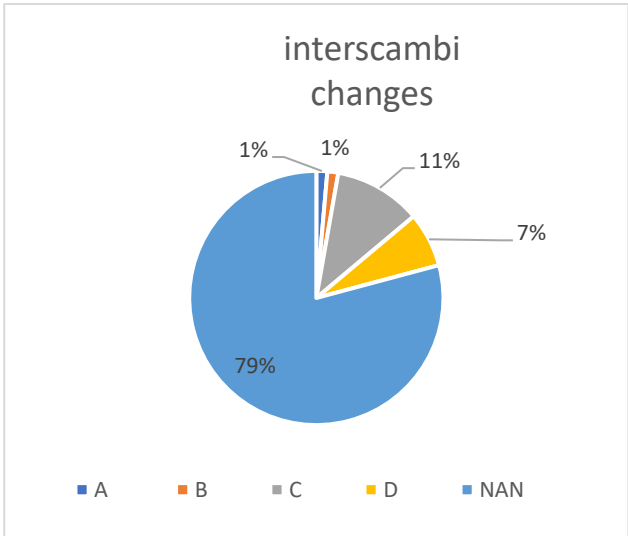


Based on the degree of satisfaction with the use of public transit in various areas, the response options displayed in the graphs show the legend:

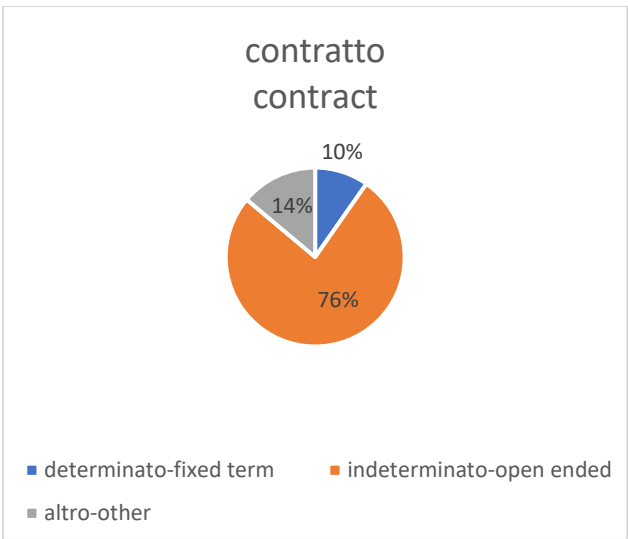
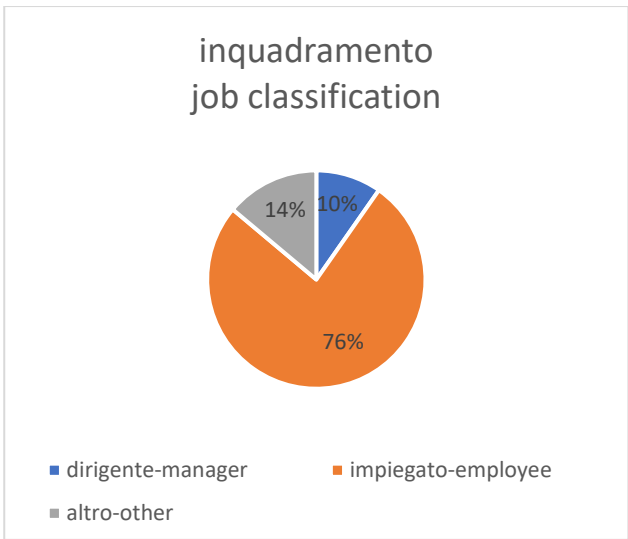
- A: Not satisfied at all
- B: Not satisfied
- C: Somewhat satisfied
- D: Very satisfied
- NAN: I'd rather not answer

The questions submitted to users were about: travel costs, travel time, service frequency, punctuality, number of changes and personal safety.

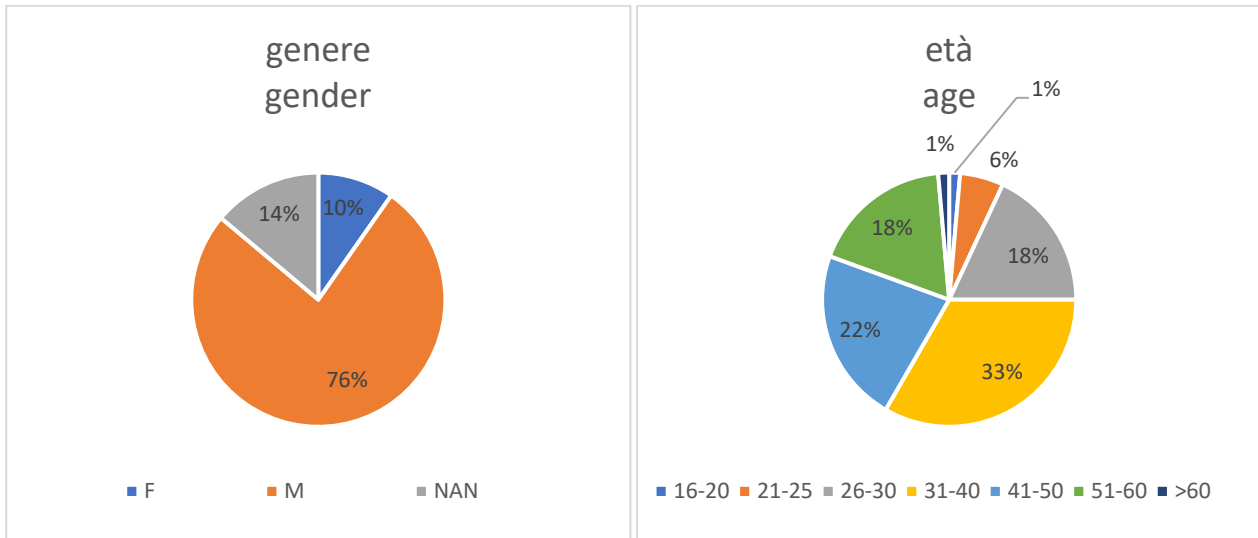




3.2 Your Work



3.3 Personal Information



3.4 Comments and suggestions

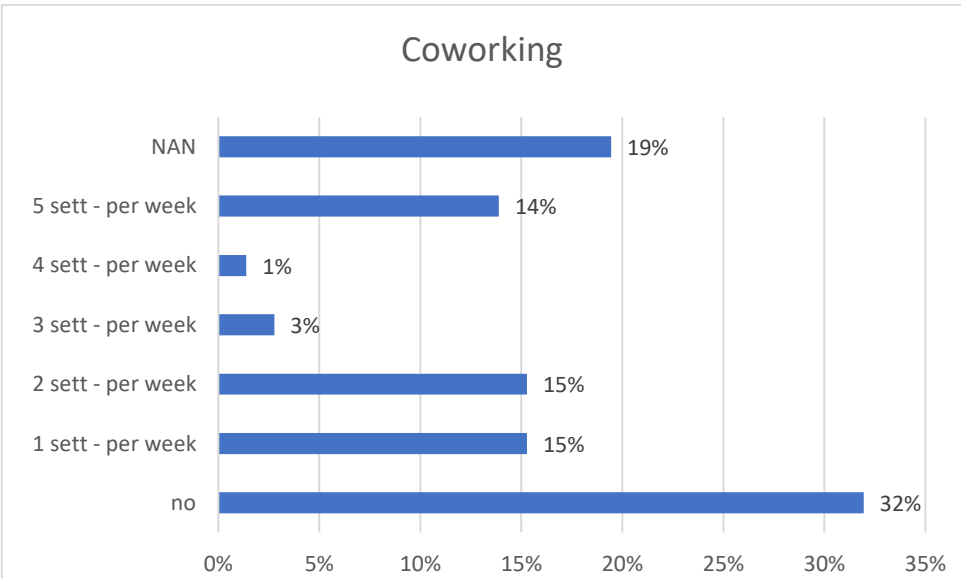
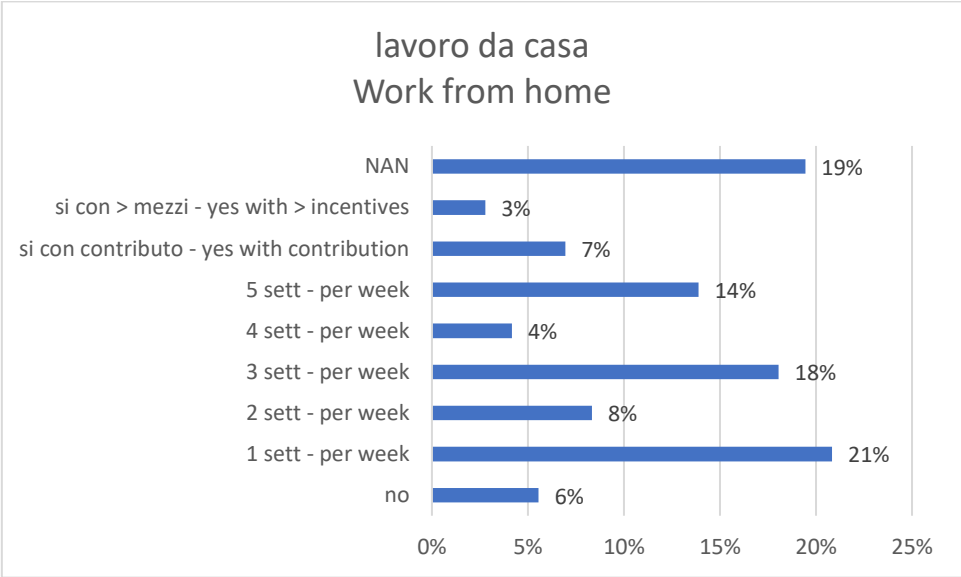
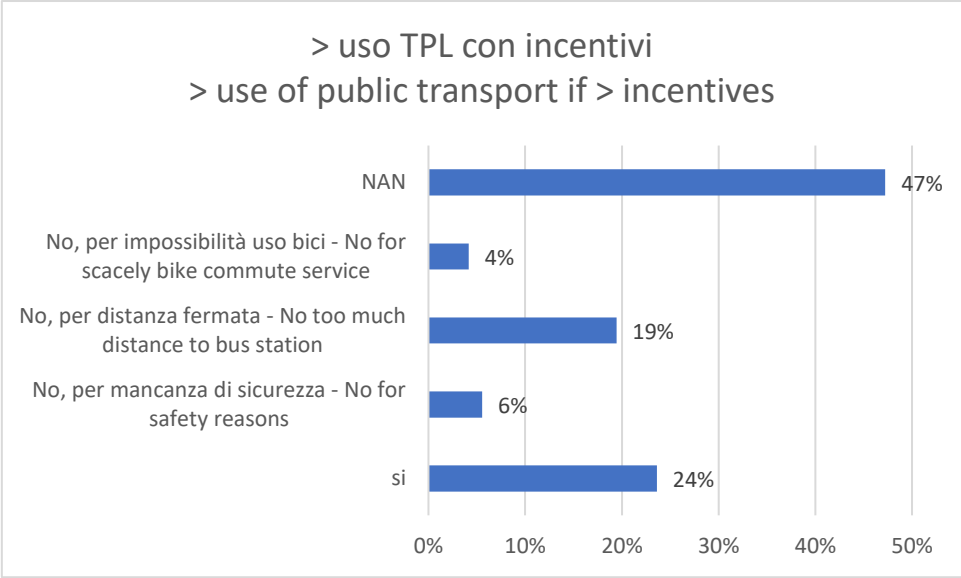
The problem of accessibility for the sites located in the hillside is again a reason for the scarce use of public transportation. During the hours when the service is needed, the buses are saturated by university students, and this makes it difficult for users to get on the buses in many cases. Few trains hinder connections with other methods of transportation and disincentivize the use of methods of transportation that are more sustainable than the private car.

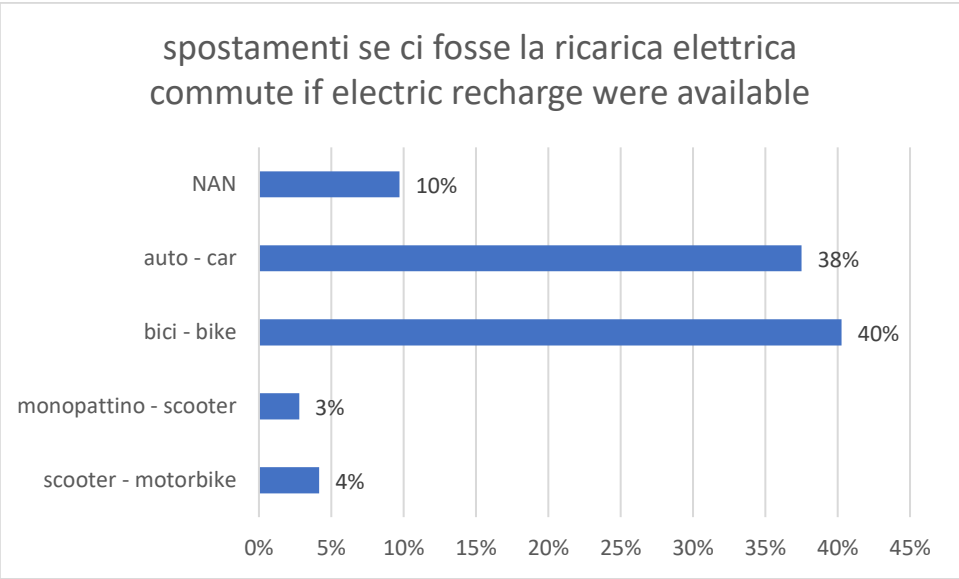
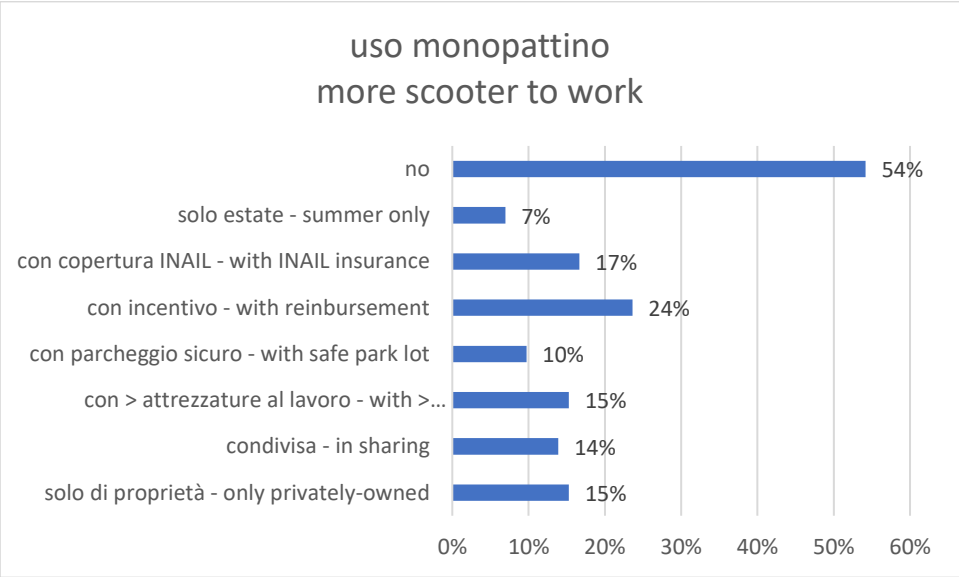
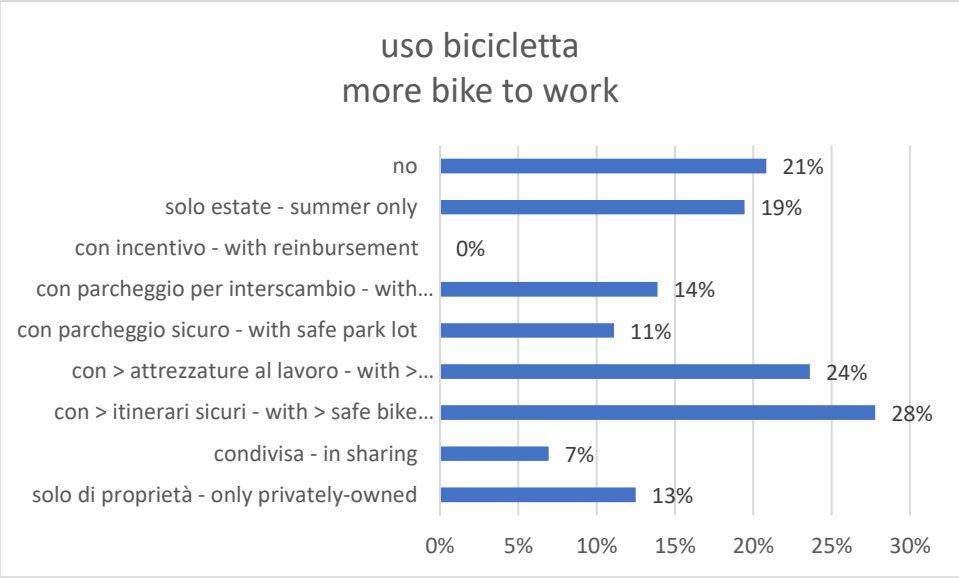
Only one of the respondents (13%) is willing to car pool. If the incentives for the use of public transport were greater, only 24% of respondents would be willing to take advantage of it. The reason for this rate might be:

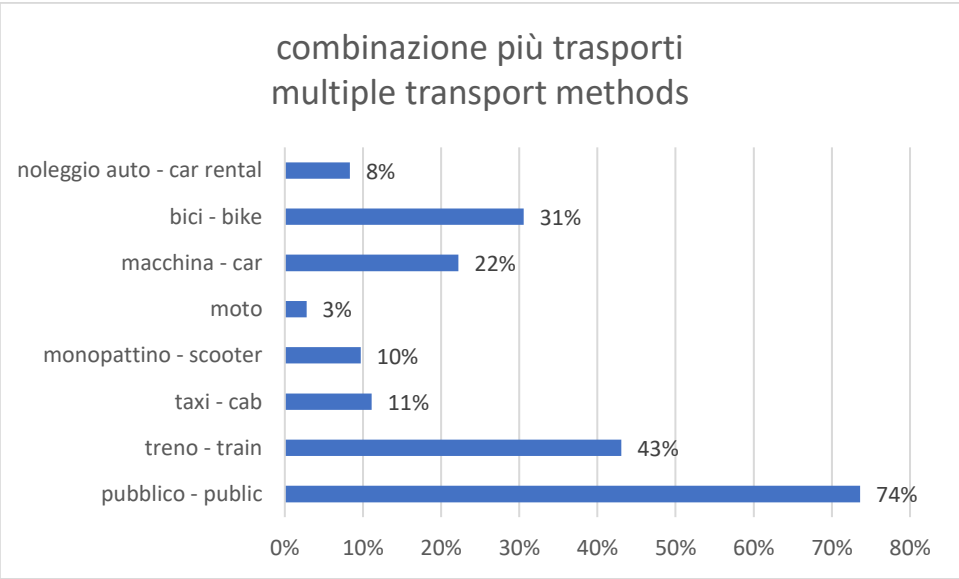
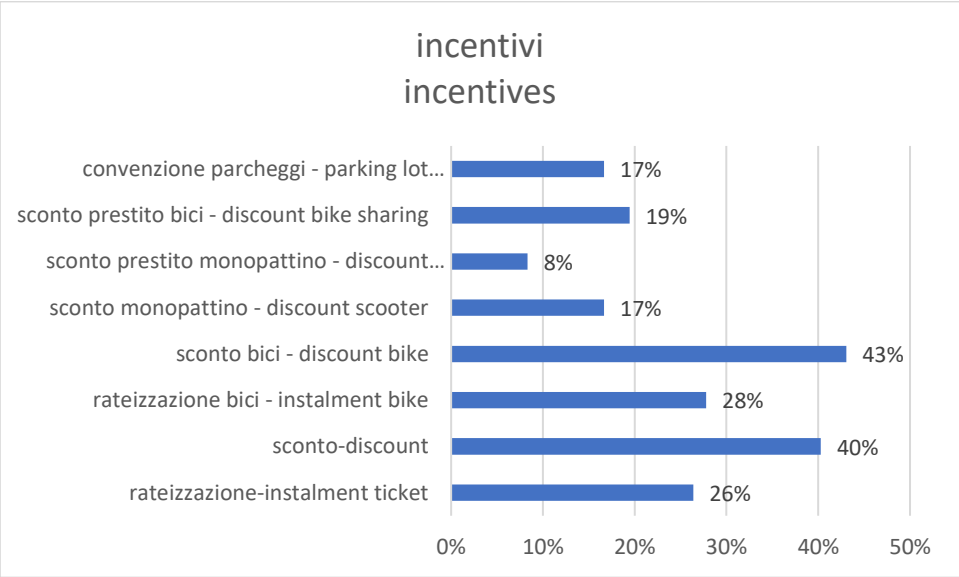
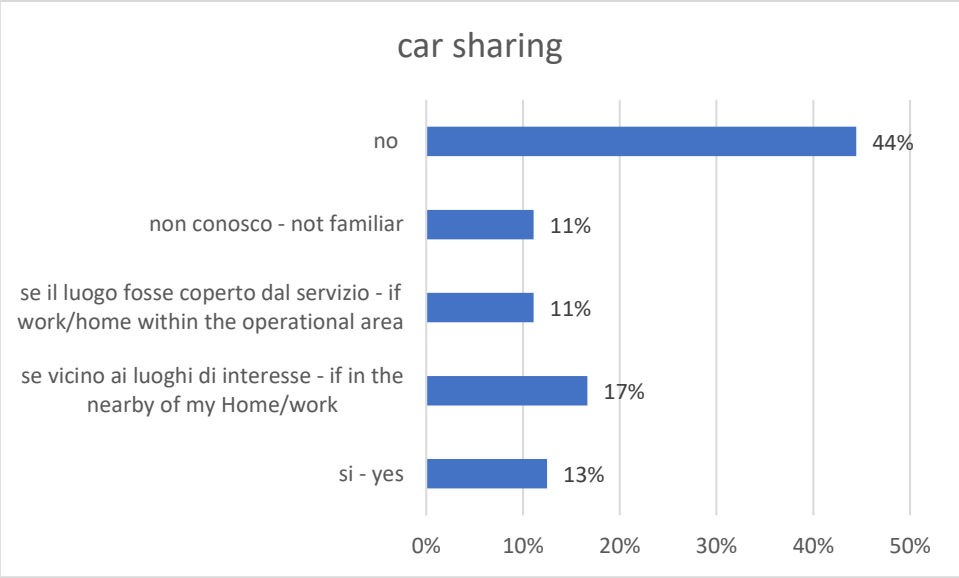
- During the commute from work, other activities involving family members or activities that cannot be postponed are carried out;
- Some staff are not inclined to it because they do not get to work by private car or do so sporadically, making it impossible to make arrangements for sharing rides;
- Remote working makes travel planning more complicated;
- Low percentage of staff sharing the same route to work; in this regard, collaboration with the University of Trento, whose staff could share the commute given the proximity of the two locations, would be fruitful

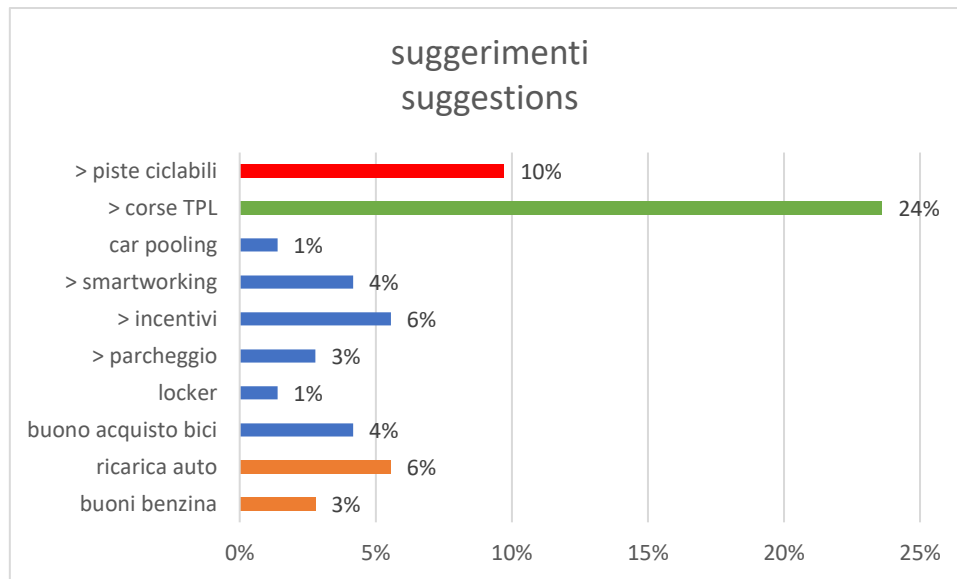
The respondents were more likely to work from home (with greater incentives or not) than to take advantage of any coworking spaces.

Below are the numerical results and details of the above.









Given the location of the offices, the use of bicycles and scooters is not very attractive to those who do not already use it, despite the benefits offered by the company (showers, lockers and changing rooms).

Among the most sought-after incentives is the one for bicycle purchase, but it is counterproductive for already virtuous employees who use it. To this regard, it would make more sense to offer a mileage reimbursement for use.

Comments were divided into three categories:

- Red: observations that imply discussing with the Municipality of Trento for the expansion (already underway) of bike trails.
- Green: public transit. There is a greater need for more frequent transit service, both city and regional. This implies discussion, already underway and in collaboration with the Municipality of Trento and the University of Trento, for the request to expand the service.
- Blue: Company welfare. These are initiatives that can be implemented by FBK such as higher discounts on the use of public transport
- Orange: corporate incentives for the use of cars (electric and other)