



## Renato Mazzoncini

Starting September 2017 Professor at Polytechnic of Milan for the course “Mobility- Infrastructures and Services”.

Starting 2015 member in the Advisory Board of the Polytechnic of Milan.

Former CEO Ferrovie dello Stato Spa

Freelance and senior advisor for mobility systems management and investments in infrastructures.

Born in Brescia in 1968, married, with three sons.

Graduated in Electro-Technical Engineering at the Polytechnic of Milan in 1992.

Enrolled in the National Professional Registry of Engineers since 1995.

Mr Mazzoncini has been working on public transportation systems since 1992 as electric designer in the railway sector for Transystem Spa (AnsaldoTrasporti Group). Initially he got involved in renovation projects of the secondary railways, and since 1994, in the Saturno Consortium Technical Team, where he was responsible of the conceptual and executive design of the new High Speed network technological plants (particularly with the innovative power supply projects for the High Speed to 2 \* 25 KV lines).

He has gained international experiences thanks to his collaboration with the Copenhagen driverless Metro Project Team (with Ansaldo Trasporti from 1995 to 2000).

Following the opening of the public Transport Market in Italy (cfr. Bassanini’s Law and D.Lgs 422/97), he decided to shift from design to management of the public transport systems and was engaged as Acting COO of the private bus company Autoguidovie (Ranza Group – Milan).

In December 1998 after having passed the national examination for certification for management of public transport companies, he was appointed as COO.

Thanks to Mr Mazzoncini, Autoguidovie thoroughly expanded its business, by means of call for bids or by acquiring equity stakes from private and public local transport companies. In 2000 Mr Mazzoncini was appointed as Managing Director of Autoguidovie.

In 2000, a law in Italy changed the regulatory framework asking to the Local Authorities to sell, through tenders, part of the capital and the governance of the public companies. In that period Autoguidovie launched a campaign of purchase and expansion. During this period Mr. Mazzoncini has held different positions as board member, CEO and Chairperson, either in public or private local public transport companies in Lombardia, Veneto and Emilia Romagna.

The growth prospects of the sector led Autoguidovie to seek partners on a European scale. In 2005 Mr. Mazzoncini developed a joint venture agreement between Autoguidovie and Transdev (Casse de Depot Group, a French multinational company operating in 3 continents) and represented Italy at the Transdev SA Board until 2008.

In the same year, as result of the shareholder agreement between Ranza and Transdev, Mr Mazzoncini was appointed CEO of Autoguidovie and joined, on behalf of Italy, the Transdev SA strategic committee, based in Paris.

In 2008, the decision by Casse de Depots to sell to RATP (the urban company of Paris) the investment in Italy and England of Transdev led the shareholder Ranza to buy back the shares of Autoguidovie. Mr Mazzoncini followed also this negotiation.

In 2012 he has been engaged also by Ferrovie dello Stato (FS) as CEO of the newly created entity Busitalia. The objective was to create a new leader group on public local multimodal transport with a joint venture agreement between Autoguidovie and FS group.

It was the first time that in Italy, in the sector of public transport, a manager simultaneously assumes the role of CEO in two companies, one 100% public and the other 100% private.

Between 2012 and 2014 he led Busitalia to triplicate its business, getting the control of the Florence urban public transport Company, the most important Italian privatisation plan/experiment in local public transport.

At the end of 2014, the Joint Venture Busitalia / Autoguidovie was recognized as the first Italian player in Local Public Transport, managing over 120.000 buses/kilometres, some secondary railway lines, urban and tramway systems, funicular railways and ferry boats, with 5.000 workers and over 2.000 vehicles.

On December 1<sup>st</sup>, 2015, the Italian Government appointed him as General Manager and Managing Director of FS, and at the age of 47 he was the youngest CEO of the history of FS. He held the role until August 3, 2018.

In the first months of the mandate, he prepared a ten-year Business Plan that changes the paradigm of FS: from a national railway company to a European mobility company. The Plan foresees the doubling of the company size, growing both along the geographic axis, in particular in Europe, and in the axis of the various modes of transport, in particular metropolitan areas, tramways and road transport.

Under his leadership in this three-year period, FS went from € 8 billion in turnover to 12.5 in the 2018 budget, beyond the plan's growth forecasts.

During the same period, the number of passengers on trains grew by 25%. Regional rail transport was re-launched with a huge investment of € 5 billion of new rolling stock, the largest in the history of FS, bringing the average age of the trains from 24 to 9 years, in line with the best benchmarks.

Busitalia continues to grow, reaching € 600 million in revenues and becoming the market benchmark.

On the 1<sup>st</sup> of January 2017 Mazzoncini 'baptized' the birth of Mercitalia, accompanied by € 1.5 billion of investments, laying the foundations for the revival of the transport of goods on iron, according to the objectives of COP 21.

Under his leadership, FS has also finally become a major international player able to grow in Europe in these three years far more than the German, French and English competitors who for years have been sharing the stage. FS is today the leading operator in Italy and Greece, the second in Germany, the third in the Netherlands and is already active in the UK, France and Switzerland.

No less attention was given to engineering in Italferr and digital innovation with the launch of the NUGO platform, able to integrate and sell multimodal tickets for door to door travel.

Always on an international level between December 2017 and August 2018, after a year of vice-presidency, he assumes the role of President of UIC, a global association of 200 railway companies from 100 different countries, a prestigious task that had been missing from FS and Italy for 30 years.

At the academic level, since 2016 he has been collaborating with the Milan Polytechnic for the creation of the Master's Degree in Mobility Engineering, which will see the light of the latest ministerial approvals for next year, and since 2017 he is contract professor of the Mobility Infrastructures and Services course.