TRAFFIC REGULATION MEASURES IN MILAN
An overview on Area C and Area B
SUMP – 4 Pillars

**Sustainable Mobility**
- Ensure high accessibility
- Reduce dependency on private vehicles
- Redistribute public space in favor of active mobility
- Encourage compliance with the road rules

**Equity, security, social cohesion**
- Reduce road accidents
- Reduce the exposure to noise and air pollutants
- Overcome barriers in access to mobility services
- Enhance freedom of choice in favor of more sustainable modes of transport

**Environmental quality**
- Reduce emissions of air pollutant
- Reduce energy consumption and emissions of greenhouse gases
- Preventing and reducing noise pollution
- Improve the urban landscape quality

**Innovation and economic efficiency**
- Ensure economic balance to mobility system
- Internalise environmental, social and health costs
- Promote economic efficiency of commercial traffic
- Optimize use of mobility resources
Mobility Key Data

Cars in Milan: Year 1985/2017

2007
5.59 car/10 inh.
726.897 cars

2017
5.07 car/10 inh.
700.723 cars

2007/2017
-9.30% car/10 inh.
-26.174 cars

SUMP’s GOAL: 460 car/1000 inh. by 2024

Overall Mobility (trips/day, 2013):
5,255,000

Trips between Milan and the metropolitan area:
2,277,000 (44%)

Trips in Milan:
2,978,000 (56%)
From pollution charge to congestion charge

Milan is the **only city in the world** which experienced **2 type of road pricing measures**

- **2008 - Ecopass (pollution charge)**
- **2012 - Area C (congestion charge)**

The scheme was upgraded following the results of a **referendum asking a plan of action to enhance public transport and alternative mobility**, the extension the road charge to all vehicles (except those with zero emission) and the progressive widening of the area subjected to the pricing.
Milan Congestion Charge AREA C

2012 – Objective: to improve life conditions of those who live, work, study and visit the city. “Area C” is the restricted traffic zone in the city center of Milan (C as Cerchia Bastioni).

- The access points, monitored by cameras, are 43, including 7 for exclusive use of public transport. The charge is active from Monday to Friday from 7.30am to 7.30pm.
- Each ticket to enter “Area C” must be activated the same day or no later than midnight of the next day access.
- Payment (5€) enables vehicles to drive around, leave and re-enter the charging zone as many times as required in one day.
AREA C - Rules

Vehicle Categories

**FORBIDDEN ACCESS 8am – 10am**
To freight transport vehicles.
Only freight electric vehicles admitted (with some exemption)

Charge for access: €5 - Facilitation:
Residents – the first 40 accesses (every year) are free. From 41st access onward they pay €2
Service vehicles pay €3 [after registration]
^Charge for access from 13.02.2017

**ELECTRIC AND *HYBRID VEHICLES**
Free access
^Free access until 30.09.2019

**Scooters and Motorcycles**
Public Transport and Taxi
Emergency Vehicles
Vehicles with Disabled People
Free access

**TOURIST BUS – NCC** (Car rental with chauffeur) > 9 SEATS
New fees

<table>
<thead>
<tr>
<th></th>
<th>Untill 13.10.17</th>
<th>From 14.10.17</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to mt. 8,00</td>
<td>15 €</td>
<td>40 €</td>
</tr>
<tr>
<td>Up to mt. 10,5</td>
<td>25 €</td>
<td>65 €</td>
</tr>
<tr>
<td>Longer than mt. 10,5</td>
<td>40 €</td>
<td>100 €</td>
</tr>
</tbody>
</table>
AREA C - Results

Decreasing road traffic in “Cerchia dei Bastioni” = - 37.7 % compared with 2012 (from 132,000 to 82,000 vehicle entrances);
-9% (from 2016 to 2018)

Decreasing Road accidents = - 26% compared with 2012

Increase public transport speed = +2 % for buses between 9:00-10:00 and + 5,9 between 18:00-19:00 and + 2,2% for tram between 09:00-10:00 and + 4,4 between 18:00-19:00

Increase Public Transport users : +12% on surface PT; + 17% on Underground

Pollutant vehicles: - 49% (-2.400 pollutant vehicles entering every day the Area C)

Cleaner vehicles + 6,1 % (16,6% of the total vehicles)

Electric vehicles doubled: in 2 years (from 2016 to 2018) from 298 to 584 daily entrances (+96%)

Less emissions of pollutants:
Total PM10 -18% ; Exhaust PM10 - 10%; Ammonia -42%; Nitrogen Oxides -18%; Carbon Dioxide - 35%

Less Black Carbon (BC): 28% to 52% reduction of BC concentration

Raising funds for soft mobility infrastructures = +10%
AREA B - LEZ

Control of the most pollutant vehicle and control and tracking of access for heavy vehicles and for the transport of dangerous goods

As stated in the Sustainable Urban mobility Plan, the City of Milan has just launched the Italy’s largest Limited Traffic Zone and one of the largest Low Emission Zone of Europe, called Area B, an infrastructure of electronic gates around and next to the municipal boundary. The systems is set up for the control of the most pollutant vehicles and for the control and management of the most heavy vehicles and the ones used for the transport of dangerous goods, inspired by experiences such as Greater London LEZ.
AREA B - Rules

▪ No entry for the most polluting vehicles
  Monday - Friday from 7:30am to 7:30pm excluding holidays
  Residents and businesses will have 25 days/year free entries
  Vehicles of historic interest will have 25 days/year free entries
  All the others will have 5 days/year free entries
  50 days to regularise after the first violation

▪ No entry for bulky vehicles (with length longer than 12 meters)
  Monday - Friday from 7:30 to 19:30 excluding holidays

▪ Monitoring of vehicles carrying dangerous goods
  Monday - Sunday - from 0:00 to 24:00
AREA B - System

CONTROL SYSTEM
185 Electronic gates and... G-mobile
Connection to the DVLA database
Technical vehicles data check

Road signage

Variable message signs

WEB Portal
Residents and exemptions

OFFICE
Back-office Front-office

Le Z AreaC
AREA B - Expectations

- The measure concerns the **65% of the annual atmospheric emissions** produced by vehicular traffic.

- **Reduction of PM10**: acceleration is immediate - 14% emissions in 2019; - 24% in 2020, - 21% in 2021. In the first 4 years PM10 emissions are reduced by half (15t).

- **Reduction of NOx**: acceleration occurs between 2023 and 2026 with - 11% each year. Between 2019 and 2022 the decrease is - 4% -5% per year.

- From 25 February 2019 Area B **takes away from Milan vehicles** transporting people and goods with Euro 0 petrol, the Euro 0, 1, 2 and 3 diesel vehicles and the Euro 0 and Euro 2 two-stroke mopeds.

- From **1 October 2019 the ban will extend to Euro 4 diesels**

**MILAN WILL BE A “DIESEL FREE” CITY BY 2030**
AREA C – Lesson learnt

• STRONG POLITICAL COMMITMENT

• GAIN EXPERIENCES from congestion charge Area C in terms of technology, infrastructures, communication

• CITIZEN ENGAGEMENT: Public Debates

• Activation of NEW FORM OF COLLABORATIONS between the public administration, private companies, civil society organizations and citizens

• FUNDING: Incentives 7 million euros have been allocated, 6 from the Municipality of Milan and 1 from the Metropolitan City, to encourage the replacement of the most polluting work vehicles
Sharing Mobility in Milan

**CAR SHARING**
- 6 operators
- Free Floating & Station based
- 946,000 users
- 3,419 cars
- 26% Electric
- ~ 18,000 daily rentals

**BIKE SHARING**
- 2 operators
- Free Floating & Station based
- 400,000 users
- 11,650 bikes
- 1,000 e-bikes
- ~ 16,000 daily rentals

**SCOOTER SHARING**
- 5 operators
- Free Floating
- 55,000 users
- ~ 1,000 scooter
- 94% Electric
- ~ 1,000 daily rentals
Integrated Mobility

The official ATM App is the Milan’s main integrated mobility platform allowing to purchase tickets via credit card or text message and combining ATM public transport offer with real-time information on railway stations and airports, car-sharing vehicles, BikeMi and cycle-paths.

Towards an integrated and interconnected mobility
Mobility Revolution

REDECREASE CONGESTION

REINVENT PUBLIC SPACES

REDESIGN URBAN

DRIVE MOBILITY
THANK YOU!
valentino.sevino@amat-mi.it