Road Pricing: The Way Forward Conference
24-25 Feb 2004 London

Workshop 2A: The Rome case

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Rome: best way to RP

I vanchi elettronici di accesso alla ZTL

- Admitted: 190,000 plates
- RP flat fare: up to 340 €/year
- Area: about 5 km²
- 22 Entrance gates
- TIME ENFORCEMENT
  - Working day: 6.30-18.00
  - Saturday: 14.00-18.00
  - Holiday: no enforcement

Dal 1° Ottobre
i vanchi elettronici.
Un occhio di riguardo
per la città.

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Conference

Workshop 2A
Scheme Implementation

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Rome, best way to RP: answers!

1) **Framework:** Measure included in Urban Traffic Plan;

2) **Reasons:** congestion and environment. Besides, strong need to preserve the historical and archaeological city;

3) **Existing policies:** based on paper permits since 1994-98, even not completely applied;

4) **Access restriction & Road Pricing:** Definition of the chosen ACS+RP scheme and of all the necessary technical reqs;

5) **Acceptability:** Surveys and continuos contacts with all the stakeholders and definition of the needs of all the social categories, filling of 200.000 plates in the white list;

6) **BAT:** ANPR with 22 entrance gates to the cordon, integrated with DSRC, Autostrade TELEPASS based, with dedicated OBU;

7) **Compatibility:** long process, being the first urban large scale application in Italy;

8) **Application:** Pre-exercise period, large media campaigns, capability to modify its parameters;

9) **Other Measures:** integrated in Sustainable Mobility policy with PT integration, other innovative policies. See MIRACLES.
Rome, best way to RP: answers!

The situation of the traffic into LTZ

Morning peak hour < evening

197x55

High reliability

14000

• 10%

12000

• 10%

10000

10%

decrease in traffic during the restriction period;

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Rome: what is special?

1) The **centripetal structure** of the city;
2) Few **parking places** in the city centre;
3) The **limited metro extension**;
4) High percentage of **mopeds and motorcycles** users;
5) Delicate management of special fleets, like **tourism busses (coaches)**;
6) Pressure of **non-systematic travel towards the city central areas** for leisure, shopping;
7) **Environmental emergencies**, mainly linked to the mobility issues.
Rome, what is special: answers!

1) City structure: introduction of 5 concentric zones with increasing constraints.

2) Parking: set-up of urban parking plan and on-street parking in the inner zones.

3) PT problems: operative plans for two new lines (C and B1), new PT offer, also with e-bus.

- 48 E-bus
- 3 Lines
Rome, what is special: answers!

4) Scooters & Moto:
- Introduction of "TRIDENTE" pedestrian area (10am - 8pm) inside LTZ: no powered private vehicles allowed.
- Future gate modifications for 2-wheels detection to apply specific policies.

5) Management of coaches:
The system of reception, assistance, and control of coaches is based on checkpoints and specific permits, with a fare depending on the use of the city and the requested access to LTZ.

STA verifies the bus coach access to LTZ and the match with the sold permit;
In the future, the challenge is the control of the bus whole track.
Rome, what is special: answers!

22 existing gates
new evening RP

7 new gates

11 new gates
Rome, what is special: answers!

**Environment:**
EC 99/30, now entered into force in Italy, imposes very challenging limits.

**Rome, what is special:** answers!
Obligated to mobility limitation measures with a large impression on media in these months!
Use of electronic ACS (odd and even plates) to support policies.

**Il Giornale**

**Il blocco è finito, ritorna lo smog!**
Valori nella norma, ma in alcune centraline superati i limiti delle polveri sottili.
Oggi traffico regolare, domani targhe alternate: stop alle parti.

**Corriere della Sera**

**Cronaca di Roma**
I nelli delle polveri atmosferiche: ma qualche caso provoca i limiti. Buon servizio interno sanitari.
Cala lo smog, resta il problema.
Clima di festa, aria pulita e biciclette. Roma respira. Traffico per il rientro.

**LE VOCI RETRIVATE**

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Rome: learning process

ACS+RP scheme: **success story**;
PRoGR€SS Project: **added value** in supporting analysis and choices;

**Need of time** to consolidate the implementations and the scheme acceptability!

ACS+RP scheme **extensions and new applications** to other Districts: implemented in the coming years, partly already in MIRACLES project.

Need to integrate the **RP schemes in “Sustainable Mobility” policies** to support the achievements of the new limits on air quality, especially PM10 limits;

Need of **facing new technology development** and the application of **Galileo VPS** related system.