

Description of the measure and main outcomes expected

Within the measure **ROM_01** the objective of Roma Capitale is to significantly reduce vehicular traffic in the central areas to "push" people to leave their cars at least in the surrounding parking areas and reaching their destination with LPT services. In order to achieve this objective, the current model of the Limited Traffic Zone (ZONE 1) should be complemented with a Congestion Charge scheme, applied in the so-called VAM area, covering 23 km². The measure will deliver 53 electronic new access points and new regulations for access.

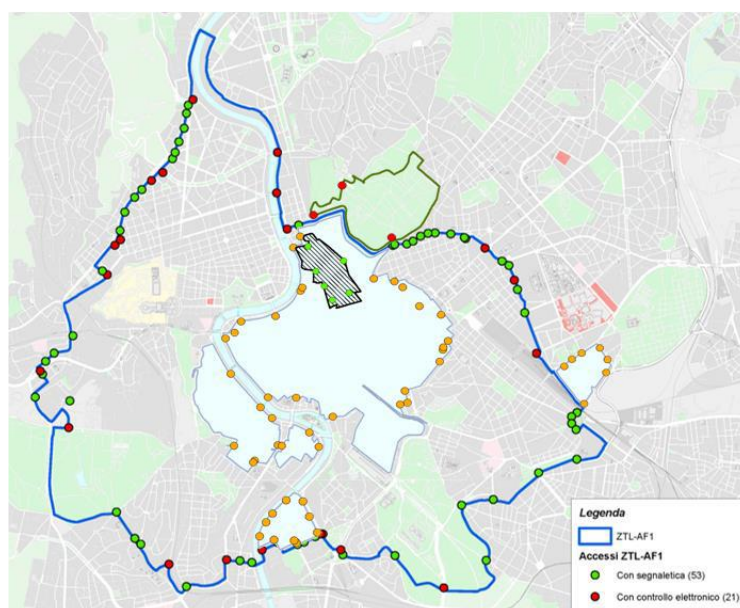


Figure 1 The VAM area – the future congestion charging zone

Preparation of the measure

Presently, in the VAM area, a restriction is in force to ban pollutant vehicles **longer than 7.5 mt**. This basically affects the tourist's coaches and vehicles for goods distribution. At present restrictions are time-based, apply for all vehicles with total length over 7,5 meter, and are controlled at all 74 e-gates/poles (red & green dots on Figure 36). There is the opportunity to buy daily or other temporary access permits for tourist coaches (or special freight delivery vehicles).

In 2023 the implementation of the remaining 53 electronic gates around the VAM area (green dots on Figure 36) was concluded, in view of the enforcement of the policies to limit access to pollutant vehicles to this area.

The rationale behind the implementation of measure ROM_01 is driven by the idea of banning gradually the most pollutant vehicles, using differentiated fares, the lower the emission standards the more you pay (electric vehicles at present would enter for free). The ultimate scheme will then deliver a complementation of congestion and pollution charging.

During the first project period, specific analyses to implement the Congestion Charge scheme in Rome have been carried out, taking into consideration the complexity and need for flexibility, calibration and integration with the other schemes (LTZ and LEZ-Green Area) and the existing equipment (hardware and software).

A specific study/preliminary analysis has been carried out, including a benchmark with the congestion charge schemes in Milan, Stockholm and London, to outline the components for the scheme in Rome.

The study has considered the following aspects:

- Operating model/drivers
 - Analysis of all the vehicle categories sorted by emission standards, usage (to transport people or goods), for private or collective transport, service fleets, special categories (e.g. vulnerable people), so as to incentivise the use of LEVs.
 - Fares – Implement a charging scheme that varies according to vehicle type, and traffic density, mitigating peak congestion and emissions.
 - Fines – to ensure proper compliance with charges contributing to the reduction of congestion.
 - Operating hours – to calibrate the traffic flows.
 - Purchase of permits and activation of the “tickets” - setting-up of the central system, for secure and efficient fee collection and to enable a user friendly approach for the users.
 - Potential extension of the area.
- Analysis of all the possible legal tools for the management of the Congestion charging scheme

Challenges & Mitigations

This measure is supposed to have a strong impact on the acceptance and on the change of the mobility habits. Therefore, the mitigation aspects consists of leveraging on the PULL measures that are the subject of the UPPER project. The VAM zone will benefit from more parking around the area and multi-modal hubs and mini-hubs to encourage multi-modality (ROM_03, ROM_08), more PT infrastructures (ROM_04), more PT vehicles available (ROM_05), integrated digital services within the MaaS (ROM_06), the empowered data analysis and collection of the Rome Mobility management Centre (ROM_07), increased sharing supply (ROM_08), and ultimately the incentives schemes (ROM_09).

Next steps towards implementation

The next steps expect the definition of the optimal operating model for Roma (ongoing activity), the finalisation of the preliminary impact analysis, the definition of the “legal tool” including the outline of the management flows, the completion/issuing of the relevant formal acts, consultation with the citizens, definition of the communication strategy. The tender for the procurement of the remaining electronic poles to complete the perimeter of the LEZ will be published (July 2024) and awarded.