



ANNUAL CONFERENCE  
PARIS, JUNE 14-16, 2023



SESSION 1 – SESSION 1 - HEALTH ASPECTS AND LEISURE ACTIVITIES AS A PART OF URBAN PLANNING AND MOBILITY STRATEGIES

# THE ROME JUBILEE 2025 EVENT: NEW TRAMWAYS, NEW LOW EMISSION ZONE (LEZ) AND ACTIVE MOBILITY IMPROVEMENTS



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# Jubilee 2025: Jubilee of Hope



*"The forthcoming Jubilee will be a great help in rebuilding a climate of hope and trust, as a sign of a renewed rebirth of which we all feel the urgency. For this reason I have chosen the motto Pilgrims of Hope". (Letter of Holy Father Francesco)*

- Through the Jubilee 2025 the city intends to send a signal of **hope, welcoming and listening** any visitor and citizen;
- The objective of the preparation project for the Holy Year is therefore twofold:
  - Rome intends to prepare in the best possible way to welcome tens of millions of pilgrims arriving from all over the world;
  - at the same time, the city turns a look to its citizens, **launching works and initiatives of development.**

# A plan of interventions for Pilgrims and for citizens

*About 180 implementations on 5 axes (50 on mobility)*



## **Accessibility and mobility**

***Strengthening of mobility infrastructures*** at the service of the Jubilee places and the entire city



## **Environment and territory**

Redevelopment and activation of interventions for the care of the territory with particular attention to the waterways and greenways in the city



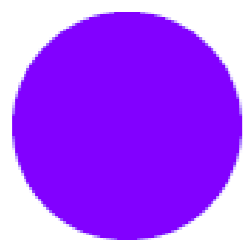
## **Requalification and valorisation**

Enhancement and extraordinary maintenance of the Jubilee Sites, cultural heritage and the public space of the city,



## **Hospitality and participation**

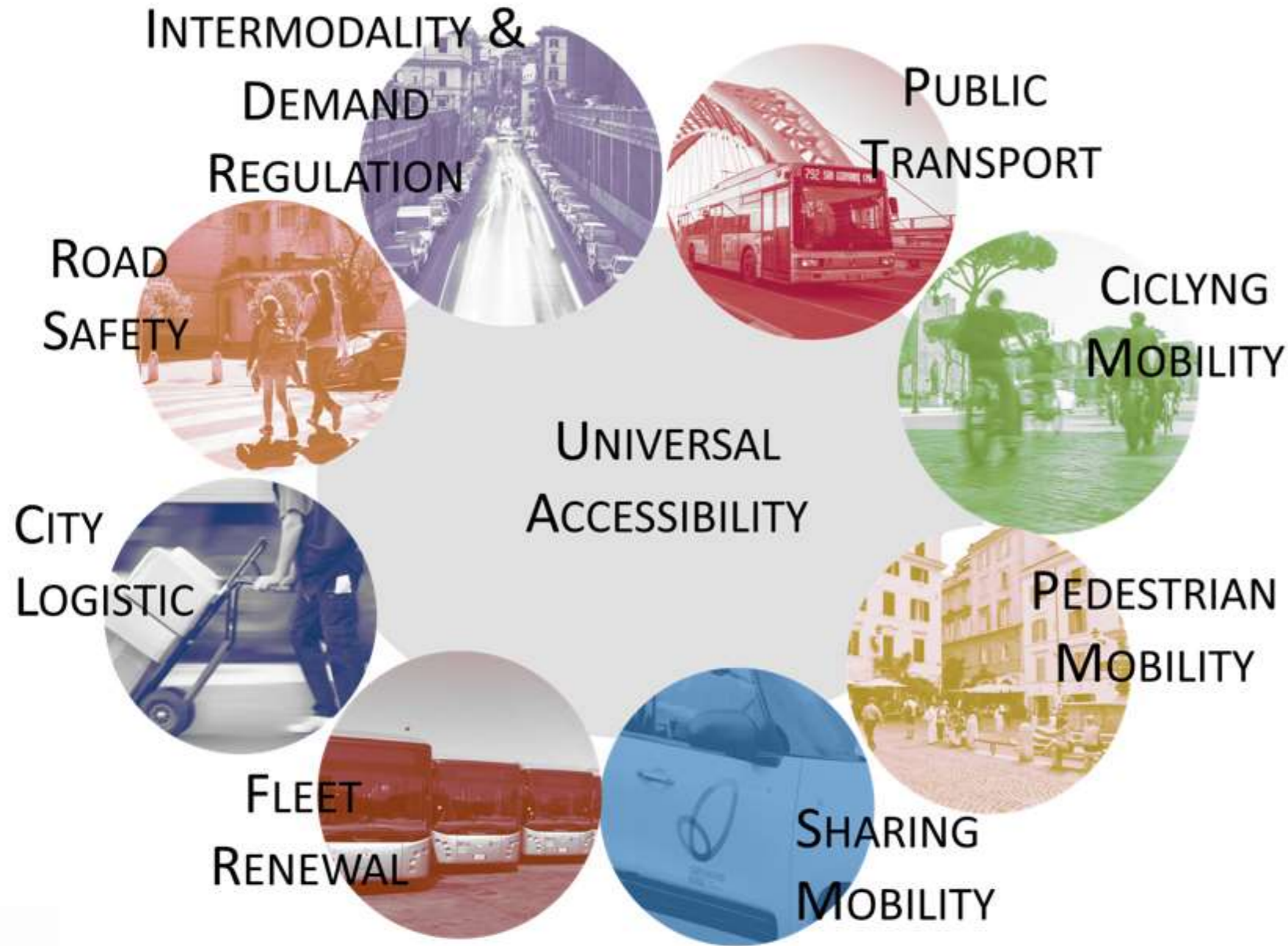
Increase in facilities for the reception of pilgrims and citizens, organisation of Major Events related to the Holy Year and works for dialogue



## **Caput Mundi (RRP-PNRR funds)**

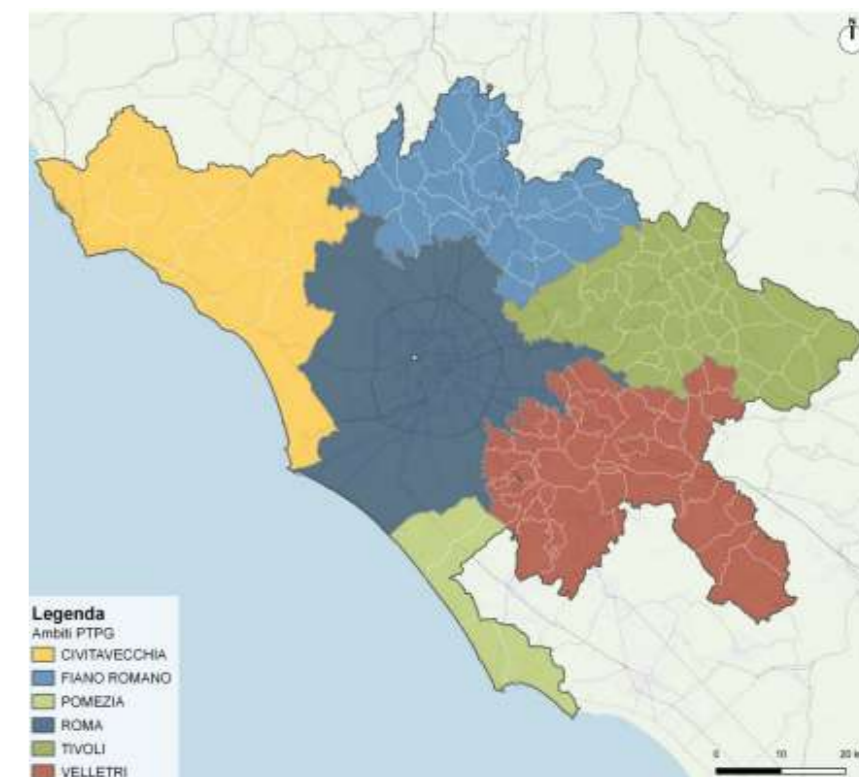
Restoration of cultural and urban heritage of high historical-architectural value, enhancement of places of historical interest and archaeological routes

# The SUMP in Rome



22/02/2022 approval of Rome Municipality SUMP

28/12/2022 adoption of extended SUMP of the Metropolitan Area of Rome



# Rome SUMP cornerstones

Overcome the present “traffic approach” towards “**Plan for people**” with:

- **Multimodality & reduction of private car ownership**
- **Public transport capacity increase**
- **Safety levels increase** for PT and road traffic
- Soft & sharing mobility increase (car pooling, car, **bike**, van sharing, mobility manager activities)
- **Less congestion and atmospheric & acoustic pollution** - energy consumption reduction – **CO<sub>2</sub>**
- Pathway to **Climate Neutrality** according to **EU Mission '100 climate neutral cities by 2030'** where Rome was selected

# Air quality issue in Rome

In May 2022, the *European Court of Justice* ruled against Italy for non-compliance with Directive 2008/50 on ambient air quality for **nitrogen dioxide** NO<sub>2</sub> in some Italian areas including Rome.

This Sentence followed the 2020 Sentence for the 2014/2147 infringement procedure concerning **PM10** also involving the city of Rome.

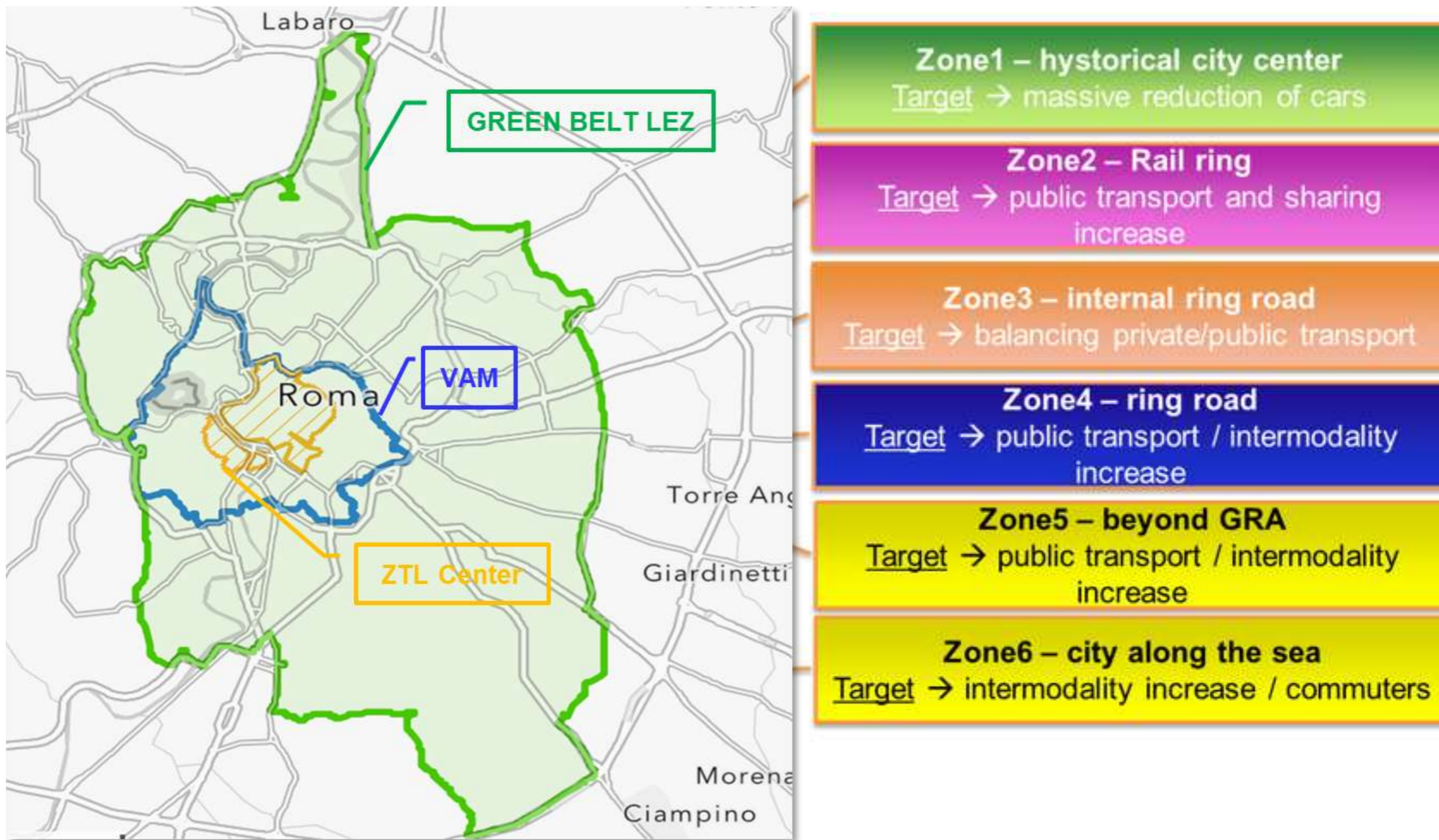
COVID studies shown the dependence of *NO<sub>2</sub> concentrations from road traffic*, particularly diesel powered vehicles.

Lazio Region approved in October 2022 the **update of the Regional Air quality Plan** (PRQA Lazio) to achieve the legal limit values on air quality by the year 2025.

The Implementation Regulations of the PRQA update set out, among others, *measures to limit vehicle traffic* to be adopted by Municipal Administration, starting from limitations to diesel categories.

# Demand Management Policies

City zoning always more in **6 areas with increasing constraints to private mobility** and focusing on multimodal mobility with emphasis to soft modes, supported by ITS measures.



# SUMP: Demand Management Policies

## Zone 1: City Centre LTZs already fully controlled by electronic access control systems

Time-based, Permits given to selected categories decided by Municipal Council, subject to different annual fees.

**ANPR based controls carried out remotely by Urban Police.** Electronic Systems implemented, centralized and maintained by RSM.



### LTZ Historic Center

Mon. to Fri. 6.30 am - 6 pm  
Sat. 2 pm – 6 pm  
Fri. & Sat. 11 pm – 3 am

### LTZ Trastevere

Mon. to Fri. 6.30–10 am  
Fri. & Sat. 9,30pm–3am

### LTZ Villa Borghese

Mon. to Sun. 0–24

### LTZ San Lorenzo

From Wed. to Sat. 9.30 pm – 3 am  
(May to July & September- October)  
Fri. & Sat. 9,30pm–3am  
(November – April)

### LTZ Testaccio

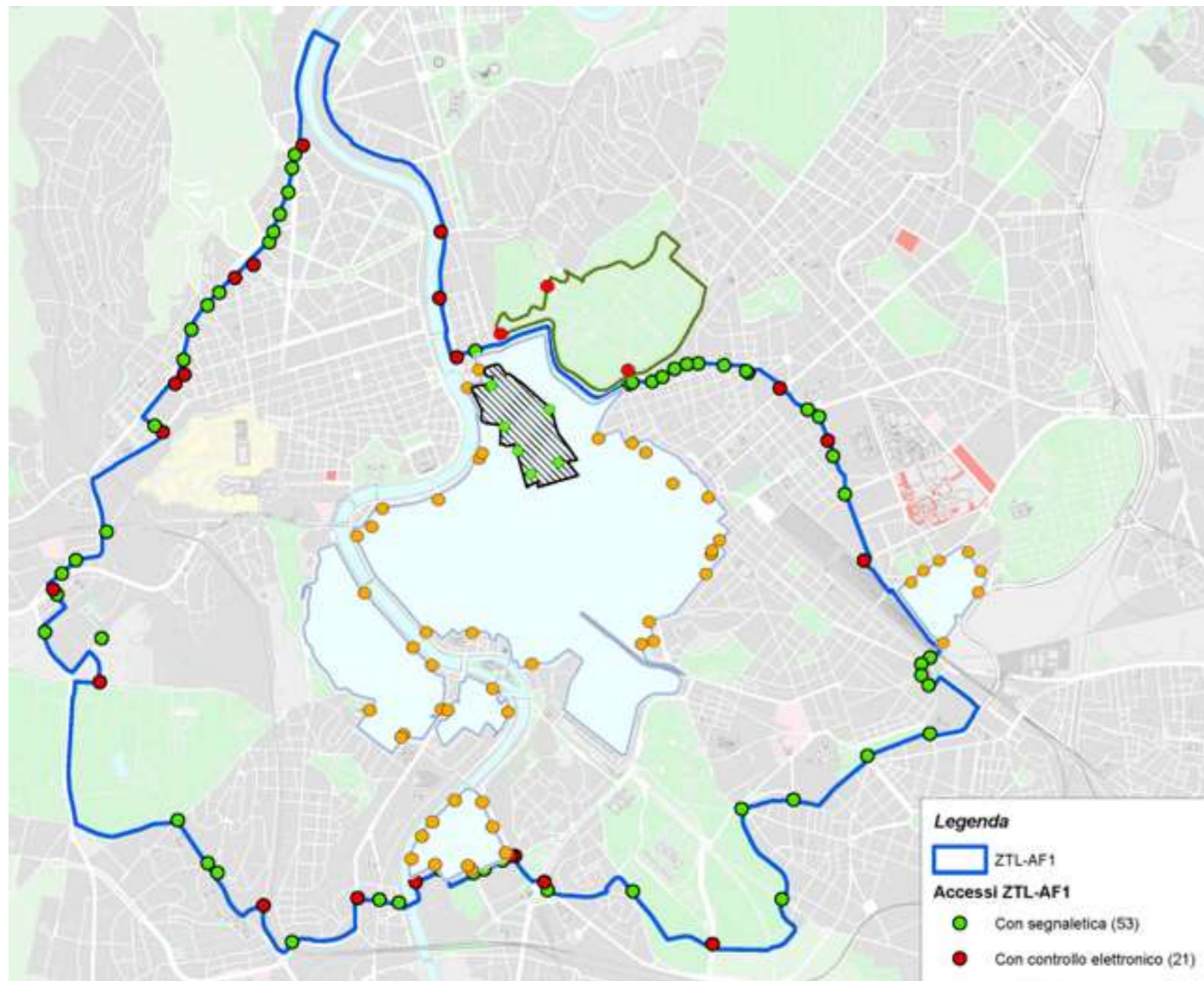
Fri. & Sat. 9,30pm–3am



# SUMP: Demand Management Policies



## Zone 2 – Rail Ring: towards an internal control system



**LTZ VAM-Rail Ring:  
63 electronic gates**

### Presently operating system

Time-based, Restriction for all vehicles with total length over 7,5 meter controlled on the 21 e-gates in the red dots. Daily or other temporary permits for tourist coaches (or special freight delivery) subject to charge

### New operating system

Time-based, Restriction for all vehicles with total length over 7,5 meter controlled on the whole 74 e-gates (red & green dots). Daily or other temporary permits for tourist coaches (or special freight delivery).

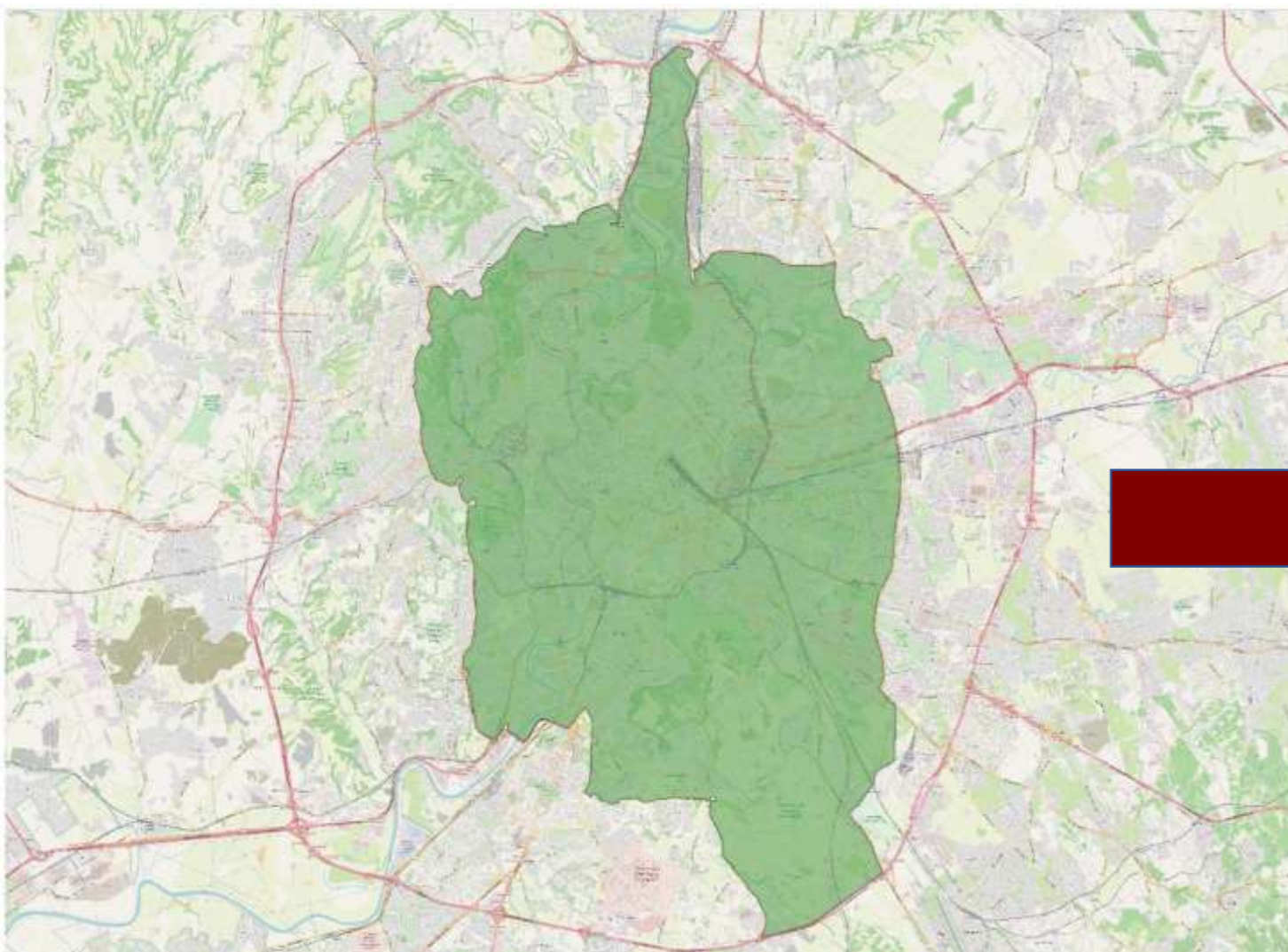
**2024: ANPR based automatic check of Euro categories for all vehicles accessing the zone**

# SUMP: Demand Management Policies

## Zone 3: Green Belt LEZ to be controlled by electronic access control systems

A Council Act approved the LEZ in 2022. REACT-EU is funding the first batch of the e-gates project (8 ML€) including the System Data Center and the **first 80 electronic gates to be installed by November 2023**

**ANPR based controls on accessing vehicle to be carried out remotely by Urban Police.** Electronic Systems implemented, centralized and maintained by RSM.



Surface: 156,16 kmq – 45 % of the area inside G.R.A.

Perimeter; 72 km

Accesses: ab. 160, e-gates I phase 80 controlled paths



# SUMP: Demand Management Policies



The environmental roadmap: *draft to be soon approved*

		LTZ Green Belt		LTZ VAM - Rail Ring <i>(included inside Green Belt)</i>	
Starting date	Validity	Vehicles <i>(including freight/commercial)</i>	PTW <i>(Powered Two Wheels)</i>	Vehicles <i>(including freight/commercial)</i>	PTW <i>(Powered Two Wheels)</i>
1 Nov. 2023	Whole Year Mon – Sat H 24	Dsl E 0,1,2 +E3 Pet E 0,1 +E2 <i>+ Bonus* + MOVE-IN</i>	Dsl E 0,1 +E2 Pet E 0,1 <i>+ Bonus* + MOVE-IN</i>		
	NOV - MAR Mon - Sat 7.30 -10.30 16.30 – 20.30				
1 Nov. 2024	Whole Year Mon – Sat H 24	Dsl E 0,1,2,3 Pet E 0,1,2 <i>+Bonus* + MOVE-IN</i>	Dsl E 0,1, 2 Pet E 0, 1 <i>+Bonus*+ MOVE-IN</i>		Dsl E 3 <i>+ Bonus*</i>
	NOV - MAR Mon - Sat 7.30 -10.30 16.30 – 20.30			Dsl E4 <i>+ Bonus *</i>	
1 Nov. 2025	Whole Year Mon – Sat H 24	Dsl E 0,1,2,3 Pet E 0,1,2, <i>+Bonus* + MOVE-IN</i>	Dsl E 0,1,2,3 Pet E 0,1 <i>+Bonus* + MOVE-IN</i>		
	NOV - MAR Mon - Sat 7.30 -10.30 16.30 – 20.30	Dsl E 4, <i>+Bonus* + MOVE-IN</i>		Dsl E 5 Pet E 3 <i>+ Bonus *</i>	

**ENV EMERGENCY (Exceedance PM10 or NO2):** Limitation in the **LTZ Green Area** from 7.30 -20.30 for Euro 4 Diesel and Euro 3 Petrol vehicles (**I Level**) and for Euro 5 and Euro 6 Diesel vehicles (**II Level**)

# Demand Management Policies: Mitigation measures in Rome



## Services for communication

Dedicated campaigns to inform about changes to circulation, introduction of new measures, incentives and dedicated contact centre, before and after surveys

## Incentives towards sustainable mobility

A national fund was created in order to adopt interventions aimed at improving air quality in the sectors of mobility, and the rational use of energy.

Lazio Region and Rome Municipality requested their use to support the **strong change of habits** requested to citizens in the Municipality act.

Rome Municipality has now **13 ML€** to incentivize sustainable mobility and **every year 5 ML€** will be available for this scope until 2034.

## Flexibility rules

Introduction of limited number of free permits of entrance into Green Belt for non-compliant vehicles in the first three years (60,30,5) or MOVE-IN distance – based system remotely controlled;

# Demand Management Policies: Mitigation measures in Rome



NEW ITS & DIGITAL TOOLS



- Development of the advanced **ITS (Intelligent Transportation Systems) system**, distributed throughout the area, consisting of sensors and data collection equipment, **enables an integrated, sustainable and innovative management of urban mobility**
- **Implementation of tools**, such as the **Data Lake platform** and the **Mobility Centre**, to streamline Rome's transport network and provide information to users on mobility, including use of AI and Machine Learning technologies in order to make forecast estimates on short-term traffic and correlated emissions
- **Implementation of the MaaS platform**, making the city more connected and improving the quality of services offered, **bringing together the offers of mobility service providers** and providing end users with access through a **single integrated platform**

Real-time information

Smart Mobility

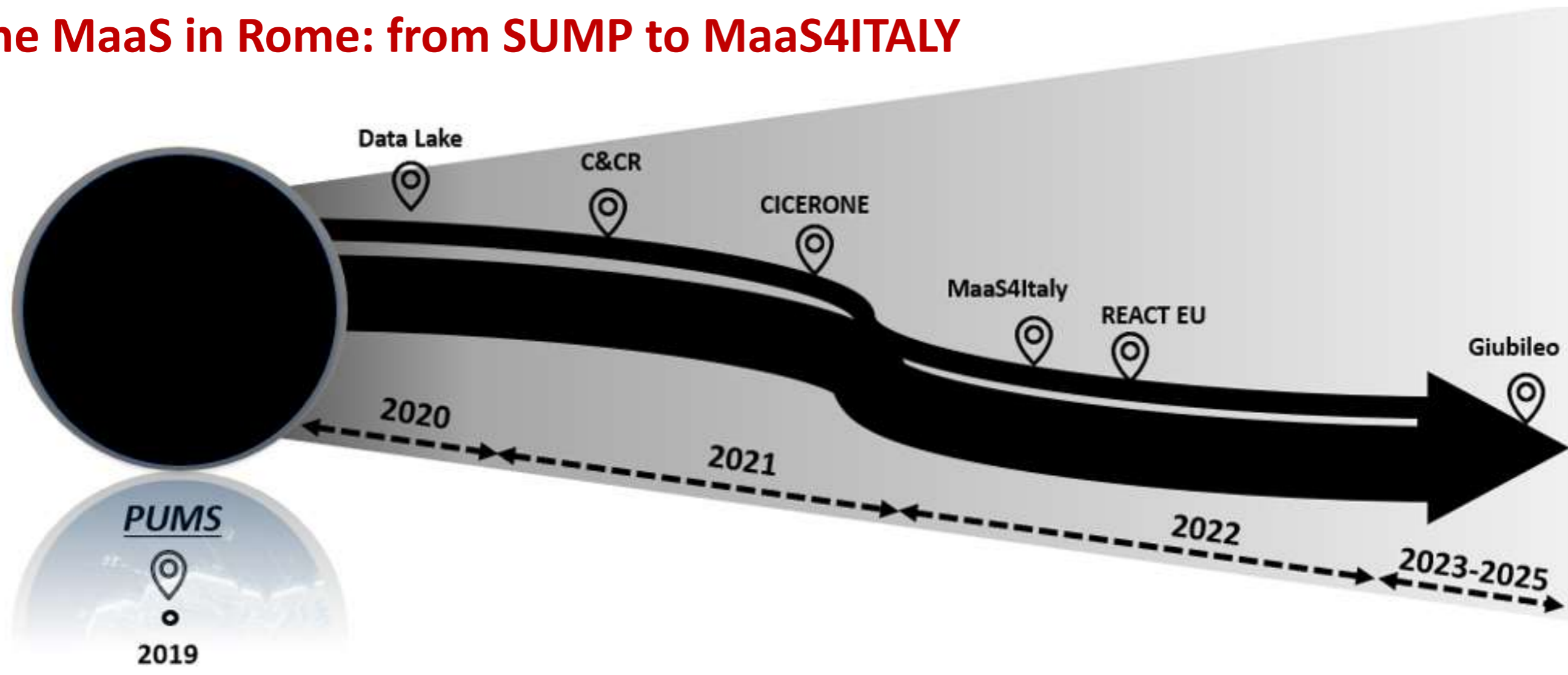
Integration of mobility services

# Mobility as a Service (MaaS4Italy) in Rome

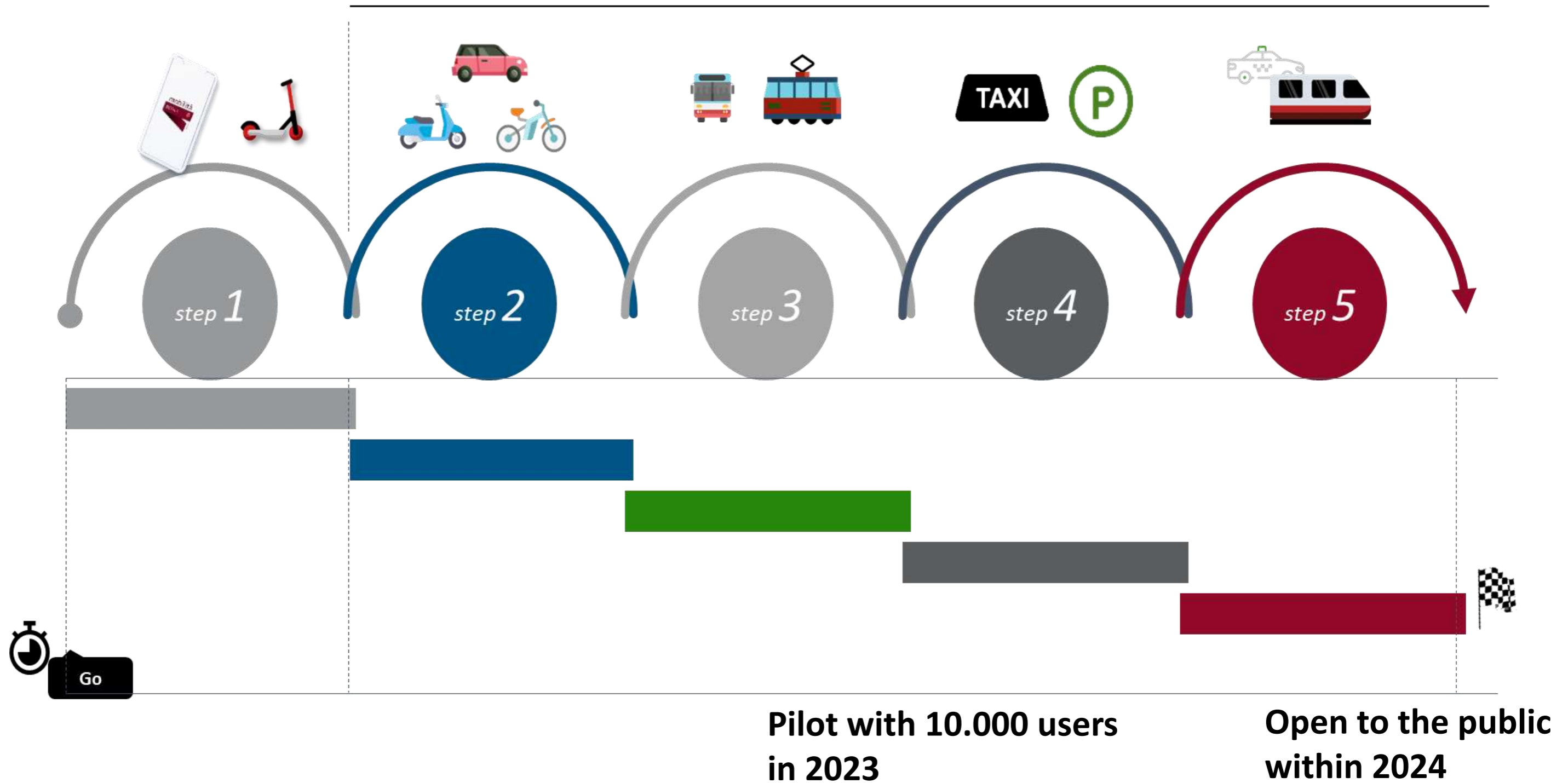
The **MaaS4Italy** represents the main innovation in terms of **intermodal mobility**, the goal is to develop a **single national MaaS sustainable, inclusive and open to the market** and able to use AI tools to better meet users' needs

**All public and private mobility solutions** operating in the territory are included with the highest level of integration as well as **all MaaS Operators**

## The MaaS in Rome: from SUMP to MaaS4ITALY



# Mobility as a Service (MaaS) in Rome



# Improvement of Public Transport



**About 3 billion euros financing obtained and works running for:**

- **NEW TRAMWAY LINES**
  - Tramway TVA Termini-Vaticano-Aurelio and new Tram Depot (*financed by RRF*)
  - Tramway viale Palmiro Togliatti (*financed by RRF*)
  - Tramway via Tiburtina (piazzale del Verano - Stazione Tiburtina)
  - Tramway Termini-Giardinetti
- **ROLLING STOCK:** Purchase of 121 new tram and 30 new metro convoys
- **METRO C COMPLETION:** opening of Amba Aradam and Colosseo Station within 2024

**And in cooperation with RFI (Italian State Railways Company):**

- **Completion of the Railway Ring** - about 750 million financed

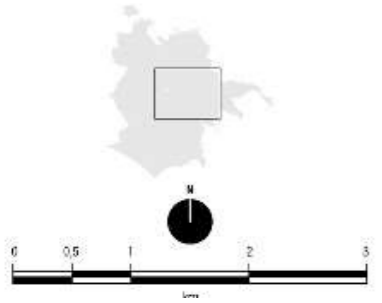
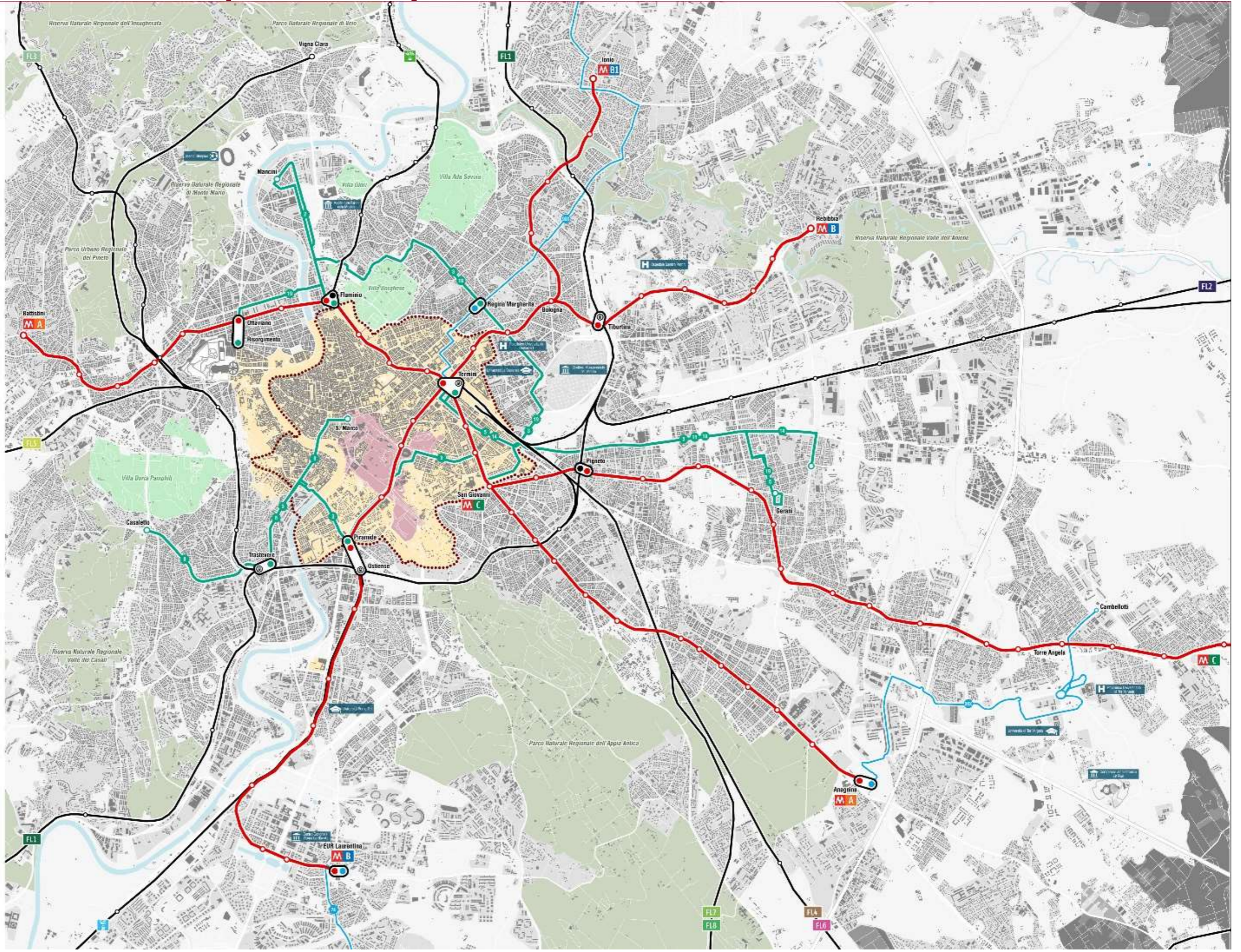


# TRAMWAY NETWORK: From present status... (32,1 km)

- Legenda**
- Infrastrutture per la mobilità**
- Rete metropolitana
  - Rete ferroviaria
  - Rete tranviaria
  - Corridoi IPL
  - Stazioni nazionali
  - Nodi di scambio

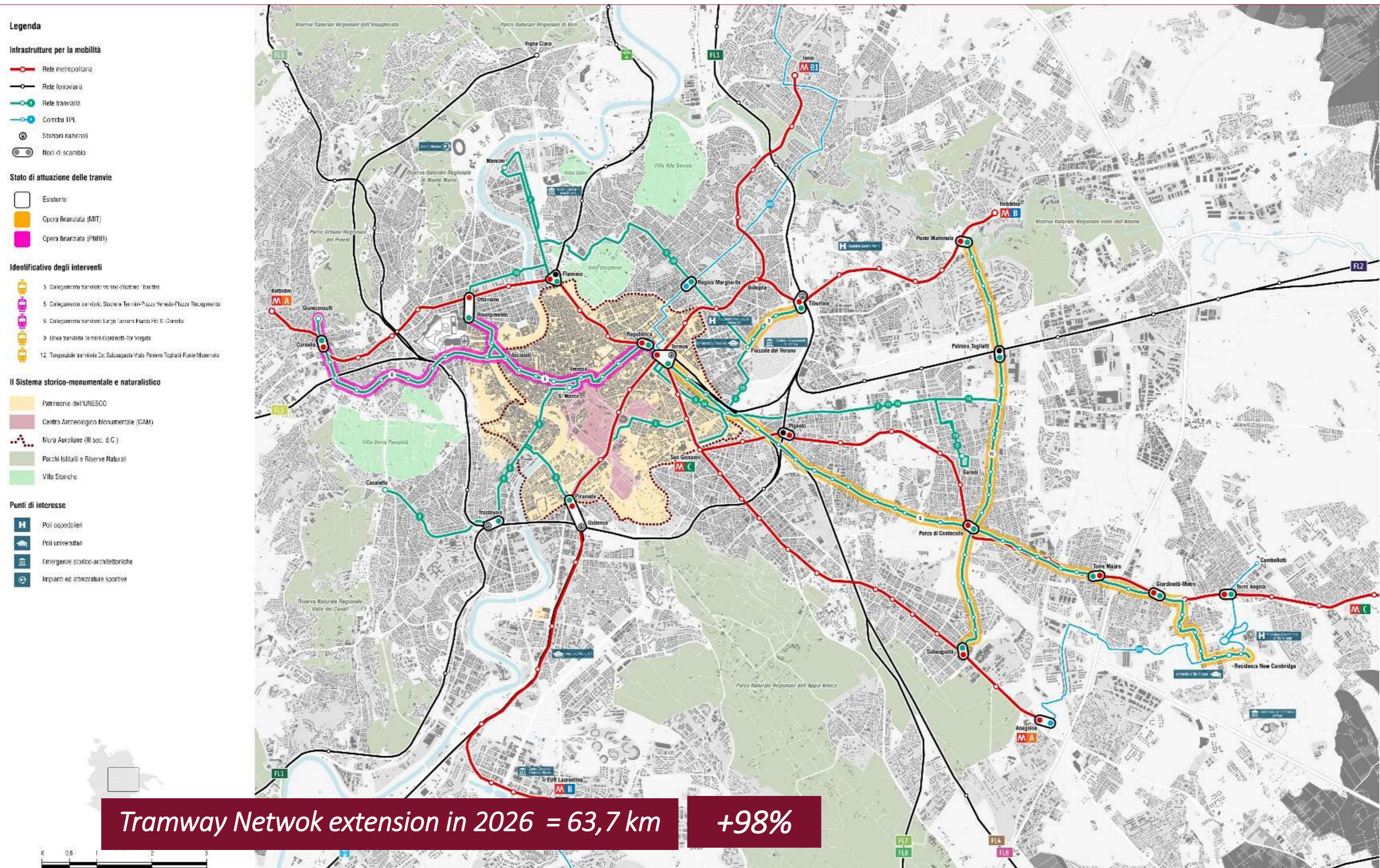
- Il Sistema storico-monumentale e naturalistico**
- Patrimonio dell'UNESCO
  - Centro Archeologico Monumentale (CAM)
  - Mura Aureliane (II sec. d.C.)
  - Parchi Istituiti e Riserve Naturali
  - Ville Storiche

- Punti di Interesse**
- H Poli ospedalieri
  - U Poli universitari
  - Emergenze storico-architettoniche
  - Impianti ed attrezzature sportive



# TRAMWAY NETWORK

## An outlook to 2026



# TRANVIA TVA TERMINI • VATICANO • AURELIO



- Financed by RRP Italian Plan (PNRR)
- **Termini station** p.zza dei Cinquecento - **Circ.ne Cornelia**: 7,363 metres
- **Branch line** between Ponte Vittorio Emanuele and Piazza Risorgimento: 956 metres.
- **New Depot** in Largo Clemente Micara, sized to house 16 trams.
- The line project includes some sections without an overhead contact line. Tramway convoys will be equipped with on-board accumulation systems (**batteries or supercapacitors**).

# TRANVIA TVA TERMINI • VATICANO • AURELIO



Tram in Piazza del Gesù

# TRANVIA TVA TERMINI • VATICANO • AURELIO



Tramway path without aerial line



# Tramvia TVA – Termini Vaticano – Aurelio: integration with Jubilee 2025

## Urban requalification of Piazza dei Cinquecento, Termini Station and Piazza della Repubblica



<b>Amministrazione proponente:</b>	Grandi Stazioni	<b>Soggetto attuatore:</b>	Grandi Stazioni
<b>Ambito di intervento:</b>	Riqualificazione dello spazio pubblico	<b>Importo complessivo del finanziamento:</b>	€ 18.000.000,00
<b>Tipologia di intervento:</b>	Essenziale e indifferibile	<b>Risorse Giubileo 2025:</b>	€ 18.000.000,00



<b>Amministrazione proponente:</b>	Roma Capitale	<b>Soggetto attuatore:</b>	Società Giubileo 2025
<b>Ambito di intervento:</b>	Riqualificazione dello spazio pubblico	<b>Importo complessivo del finanziamento:</b>	€ 12.000.000,00
<b>Tipologia di intervento:</b>	Essenziale e indifferibile	<b>Risorse Giubileo 2025:</b>	€ 12.000.000,00

# Improvement of Public Transport



## Purchase of zero-emission buses

- Purchase of **411 electric-powered urban buses**, to be put into service by 30/06/2026 (obligatory target to 31/12/2024, minimum purchase of 109 buses), for 208 ML€
- Infrastructure necessary for the commissioning of e-bus: construction and/or adaptation of existing depots and provision of recharging points close to the terminals), for 84 ML€



## Integration with Jubilee funds

- **110 hybrid 18-metre** for a total expenditure of €44m.
- **244 methane 12-metre buses** for an expenditure of € 69 million

These new buses will be put into service within 2024

# GRAB ciclyng path: Inclusive, accessible and safe



## Legenda

### TIPOLOGIA

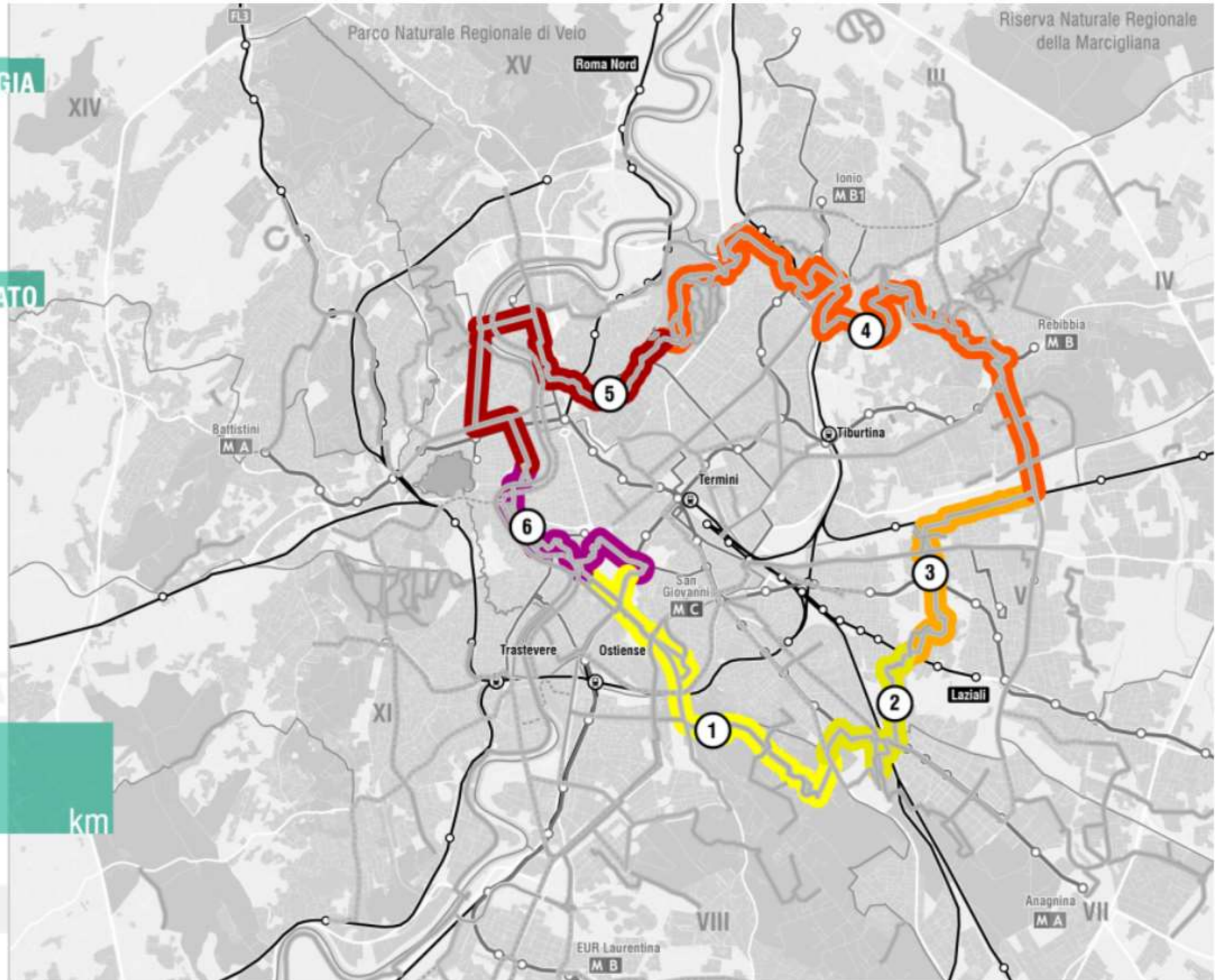
- Piste ciclabili Piano Quadro della Ciclabilità
- Piste ciclabili transitorie
- G.R.A.B

### SUDDIVISIONE DEL TRACCIATO

- Lotto 1 Arco di Costantino - via dell'Almone
- Lotto 2 Via Appia Nuova - via Casilina
- Lotto 3 Via Casilina - viale Palmiro Togliatti
- Lotto 4 Viale Palmiro Togliatti - Parioli
- Lotto 5 Parioli - piazza Cavour
- Lotto 6 Piazza Cavour - Arco di Costantino

8,9	4,5	5,6	15	8,2	6,1
1	2	3	4	5	6
<b>LUNGHEZZA LOTTI</b>					

km





# GRAB Project: Inclusive, accessible and safe



- GRAB is an **element of conjunction and intermodality**, passing through eight subway stations on four different lines (A, B, B1 and C), as well as 13 stops on six different tram lines and three railway stations.
- In addition, there will be three other railway stations (Roma-Lido, Roma Nord and Roma-Giardinetti) and nine metro stations less than a kilometer from the ring.
- **GRAB is included inside the three internal zones of the city**
- From the **Imperial Roman Fora**, visitors on the GRAB will see the **contemporary architecture** of Zaha Hadid and Renzo Piano, street arts, as well as the historical monuments of the Colosseum, the Vatican and the Trastevere district.
- The ring will also permit connections with the **public parks** (Appia Antica, Caffarella and the Aqueduct) and with the rivers Tiber and Aniene.
- The GRAB is included in PNRR and it will start implementation with **Lot 1 "Arco di Costantino - via dell'Almone"**. It includes a reconfiguration of the road axis of Via di San Gregorio in favor of pedestrian and bicycle mobility.

# From a car jammed scenario



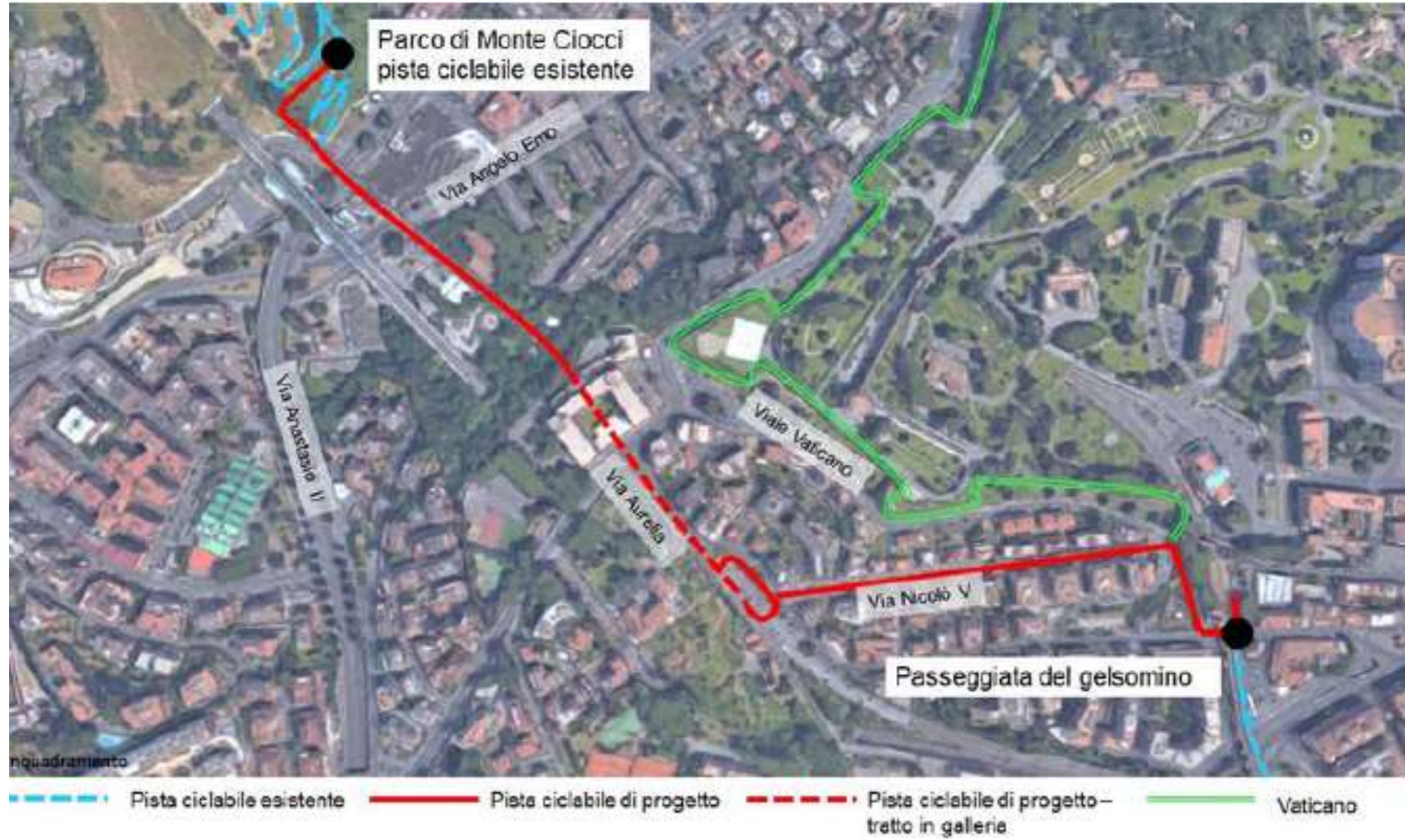
# To an open air museum – via di San Gregorio<sup>o</sup>





# Active Mobility: integration with Jubilee 2025

## Ciclyng path via Francigena pilgrim path -Monte Ciocchi - San Pietro



# MONTE CIOCCI - ST. PETER'S BASILICA CYCLING PATH



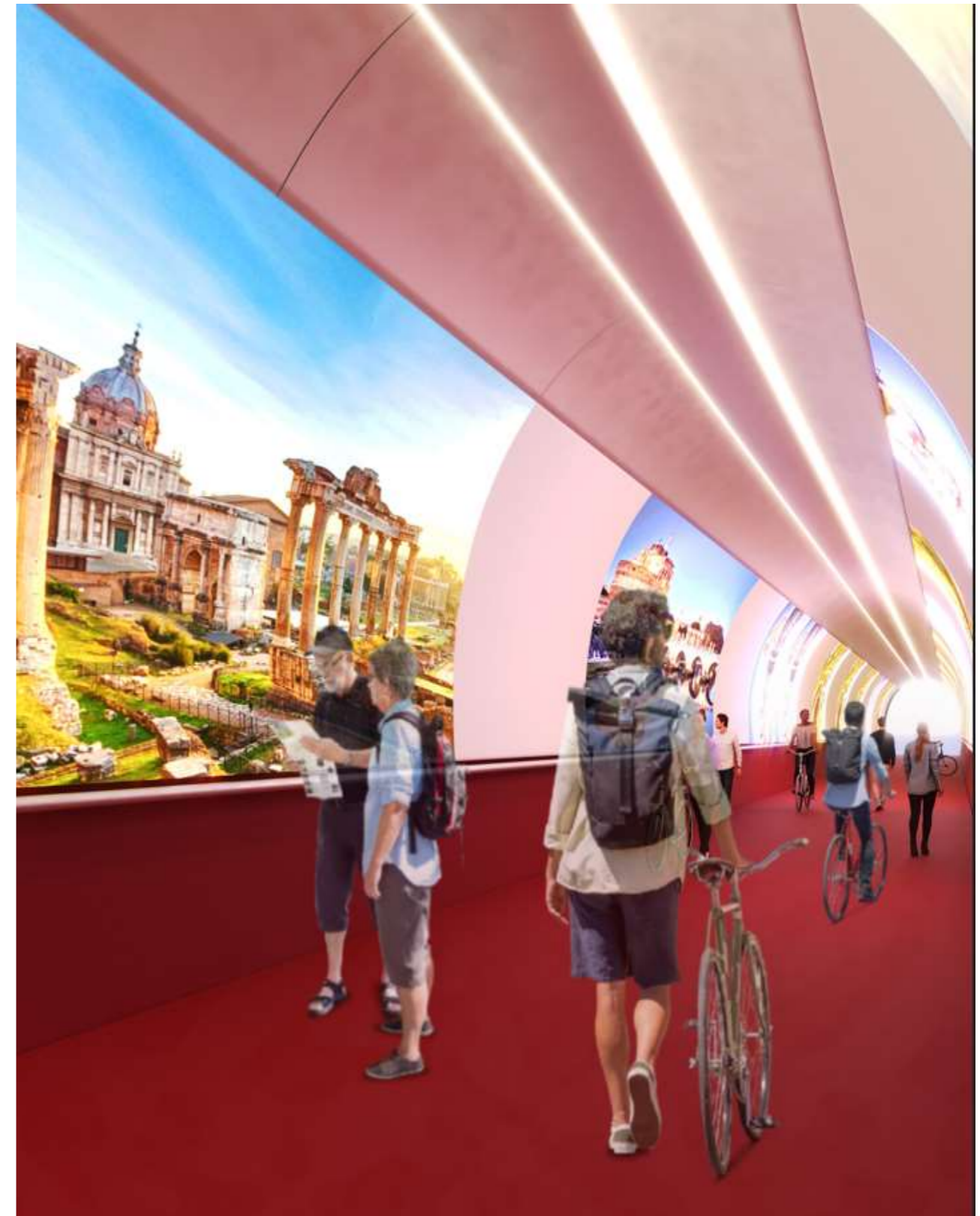
The existing viaduct: Before and After Project



# MONTE CIOCCI - ST. PETER'S BASILICA CYCLING PATH



The railway gallery now and after the intervention





# ROME FOR JUBILEE: A CITY FOR ACTIVE MOBILITY ?



**PUMS**  
Piano Urbano  
della Mobilità  
Sostenibile



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Thank you  
for your attention!

For any questions:



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