Charging scheme in city centre (AREA C) and other strategies in Milan

Hanoi Ho Chi Minh – June 10-18, 2017
## Milan’s background figures: general data

<table>
<thead>
<tr>
<th></th>
<th>INNER TOWN</th>
<th>METROPOLITAN AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>(MUNICIPALITY)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL AREA</strong></td>
<td>182</td>
<td>1.575</td>
</tr>
<tr>
<td><strong>POPULATION</strong></td>
<td>1,324,169 ~ 7300 inh/km²</td>
<td>3,176,180 ~ 2000 inh/km²</td>
</tr>
<tr>
<td><strong>JOBS</strong></td>
<td>773,571</td>
<td>1,878,726</td>
</tr>
<tr>
<td><strong>GDP PER CAPITA (Euro)</strong></td>
<td></td>
<td>26,775</td>
</tr>
<tr>
<td><strong>PRIVATE CAR FLEET</strong></td>
<td>51 cars /100 inhabitants</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Trend: 2008-2014: -13%</td>
<td></td>
</tr>
</tbody>
</table>
# Milan’s background figures: Economic Structure

<table>
<thead>
<tr>
<th></th>
<th>Milan Metropolitan area</th>
<th>Milan Metropolitan region (Lombardy)</th>
<th>Italy</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Jobs</strong></td>
<td>1.878.726</td>
<td>3.673.387</td>
<td>15.984.998</td>
</tr>
<tr>
<td><strong>Agriculture, forestry, fishing</strong></td>
<td>6.581 0,4%</td>
<td>61.549 1,7%</td>
<td>846.807 5,3%</td>
</tr>
<tr>
<td><strong>Industry</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manufacturing industry</td>
<td>333.468 17,7%</td>
<td>956.662 26,0%</td>
<td>3.618.257 22,6%</td>
</tr>
<tr>
<td>Building</td>
<td>105.084 5,6%</td>
<td>291.783 7,9%</td>
<td>1.467.135 9,2%</td>
</tr>
<tr>
<td>Others industries</td>
<td>19.045 1,0%</td>
<td>43.385 1,2%</td>
<td>270.547 1,7%</td>
</tr>
<tr>
<td><strong>Commerce</strong></td>
<td>381.110 20,3%</td>
<td>685.980 18,7%</td>
<td>3.177.565 19,9%</td>
</tr>
<tr>
<td><strong>Services</strong></td>
<td>1.032.561 55,0%</td>
<td>1.632.226 44,4%</td>
<td>6.600.456 41,3%</td>
</tr>
<tr>
<td>Transport, storage, logistic</td>
<td>118.904 6,3%</td>
<td>195.375 5,3%</td>
<td>1.076.214 6,7%</td>
</tr>
<tr>
<td>Hoteling, catering</td>
<td>123.951 6,6%</td>
<td>251.839 6,9%</td>
<td>1.416.323 8,9%</td>
</tr>
<tr>
<td>Information, communication</td>
<td>143.886 7,7%</td>
<td>174.534 4,8%</td>
<td>476.375 3,0%</td>
</tr>
<tr>
<td>Finance, insurance</td>
<td>67.716 3,6%</td>
<td>110.959 3,0%</td>
<td>543.841 3,4%</td>
</tr>
<tr>
<td>Real Estate</td>
<td>25.461 1,4%</td>
<td>43.496 1,2%</td>
<td>177.208 1,1%</td>
</tr>
<tr>
<td>Professional, technical, scientific activities</td>
<td>121.223 6,5%</td>
<td>165.753 4,5%</td>
<td>475.775 3,0%</td>
</tr>
<tr>
<td>Business support, vehicle rental, travel agencies</td>
<td>330.731 17,6%</td>
<td>422.302 11,5%</td>
<td>1.169.167 7,3%</td>
</tr>
<tr>
<td>Other service activities</td>
<td>100.689 5,4%</td>
<td>267.968 7,3%</td>
<td>1265553 7,9%</td>
</tr>
<tr>
<td><strong>Non classified</strong></td>
<td>877 0,0%</td>
<td>1.802 0,0%</td>
<td>4.231 0,0%</td>
</tr>
</tbody>
</table>
Milan’s Background Figures: MOBILITY

Daily city users: ~ 1 M

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

Trips in Milan:
2,978,000 (56%)

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

Motorization Rate: 51 cars per 100 inhabitants
5 Milan’s Background figures: Energy

Energy demand broken down by final use

Total final energy consumption 2013

23.9 TWh

17.6 Mwh per capita/year

Final energy consumption by vector
6 Milan’s background figures: CO2 emissions

Total CO2 emissions by sector

- Buildings (residential, tertiary and industry): 52%
- Public Lighting: 15%
- Tertiary sector and industry: 32%
- Trasporti: 1%

Total CO2 emissions 2013

- 6340 Kton

4.68 ton per capita
7 Milan’s commitment to reduce CO2 Emissions

As a member of the EU policy Platform “Covenant of Mayors for Climate and Energy») (CoM)” Milan is committed to reduce CO₂ emissions on its territory by at least 20% before 2020 with reference to 2005, that is 1484 kton out of 7418 Kton.
To achieve this target, Milano has already set in place several policies and is now updating its Sustainable Energy Action Plan (SEAP/PAES).

The measures in place and included in the SEAP cover the different sectors where the Municipality can act:

• Private buildings
• Public buildings
• Public lighting
• District Heating and Waste management
• Renewable energy sources
• Mobility and Transport

The local actions to reduce CO2 are important above all because of the great variety of collateral benefits (less energy consumption, emissions of other local air pollutants, less noise, less light pollution, less congestion costs, less structure and infrastructure maintenance costs).
8 How is Milan planning to achieve its target?

The SEAP sets, describes and accounts in details Milano’s Actions to reduce global emissions, including measures that are already in place and additional measures essential to achieve the 2020 (and futures) target.
The new Italian building code sets minimum compulsory energy performance requirements for new buildings.

Incentives are provided for new and retrofitted buildings respecting specific parameters concerning energy performance and sustainability.

Incentives are provided in terms of additional authorized building volume.

Besides the building code, energy efficiency in buildings is fostered also by providing a reduction of taxes for buildings that respect specific criteria regarding energy performance and renewable energy use.

Energy Help Desk (“sportello energia”) experts are available to citizens at fixed days in 9 institutional locations evenly distribute all around town. They provide information concerning:

- available incentives and financing sources for building energy retrofit and renewable energy use
- building energy performance assessment and advice on feasible retrofit interventions
- maintenance and management of buildings heating systems
Currently about the 5% of energy demand for building heating is supplied by **district heating**. The heat is generated by: the waste to energy plant, three cogeneration plants, groundwater heat pumps (associated to two of the cogeneration plants), boilers (only for small local networks and as an integration to big cogeneration). Currently there are separated networks serving different areas of the city, the extension of the district heating service and the creation of a unique network falls within the plans of the City Administration.
11 District Heating

Planned development of district heating service by the Milano Energy utility A2A
12 Public lightining LED retrofit

Milan, like Los Angeles, Copenhagen, Oslo and Stockholm, has chosen LED-technology for public lighting.

The municipal plan for public lighting retrofit, includes various actions. The most important is the complete substitution of existing lights with LED lights by the end of August 2015.

In Milan there are approximately 140.000 lights (84% street lighting, 13% in green areas and 1% architectural lighting).

The 80% of the substitutions has taken place by May 1, 2015, the initial date of Expo 2015.

The plan of lamp substitution is going to be virtually completed by the end of this year.
Expected benefits of the Plan implementation:

- 52% reduction in electricity consumption (from 114 Million KWh to 55 Million KWh)
- Reduction of CO2 emissions: 23,650 Tons/year
- 31% reduction in expenditure for electricity and management (maintenance included)

Co-benefits are not less important:

• A lower dispersion of the light beam, thus less light pollution
• A higher duration of lamps, which implies:
  • Reduced costs for maintenance and service interruption
  • Waste production reduced by 9 tons/year: (moreover, LED lamps do not contain hazardous chemical, such as mercury.)
The **Ecopass** program was a **traffic pollution charge** implemented in Milan in 2008, as part of the overall sustainable mobility strategy of the Municipality of Milan and had been designed to **discourage the use of polluting private vehicles** inside the “Cerchia dei Bastioni” (the ring of city walls built between 1548 ad 1562), by applying an entrance charge related to the polluting emission levels (PM10).

Some motorists had to **pay an urban toll** when entering the area encircled by the “Cerchia dei Bastioni”, which amounts around **8.2 km²**.
ECOPASS AREA

- 8.2 km² (4.5%)
- Residents: 77,000 (6%)
- Toll entrance gates: 43
## Milan Pollution Charge – fares (2008)

<table>
<thead>
<tr>
<th>POLLUTION CLASS</th>
<th>VEHICLE EURO CATEGORY</th>
<th>DAILY ECOPASS</th>
</tr>
</thead>
<tbody>
<tr>
<td>CLASS I</td>
<td>gpl – lng, cng - electric – hybrid</td>
<td>FREE ACCESS</td>
</tr>
<tr>
<td>CLASS II</td>
<td>Petrol car E III - E IV</td>
<td>FREE ACCESS</td>
</tr>
<tr>
<td></td>
<td>Diesel car diesel E IV with APF</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Petrol light freight E II – E III - E IV</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Diesel light freight E IV with APF</td>
<td></td>
</tr>
<tr>
<td>CLASS III</td>
<td>Euro I, II petrol cars and goods vehicles</td>
<td>€2</td>
</tr>
<tr>
<td>CLASS IV</td>
<td>Petrol car pre E</td>
<td>€5</td>
</tr>
<tr>
<td></td>
<td>Diesel car E III – E IV* no APF</td>
<td></td>
</tr>
<tr>
<td>CLASS V</td>
<td>Diesel car pre E – E I - E II</td>
<td>€10</td>
</tr>
<tr>
<td></td>
<td>Diesel light freight pre E – E I – E II</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Diesel Freight 3.5 t pre E I – E II - E III</td>
<td></td>
</tr>
</tbody>
</table>
17 Milan Pollution Charge – ECOPASS Rules

Ecopass is in force from 7.30am to 7.30pm Monday to Friday.

If you are not able to pay the charge the day you enter the Ecopass area, you have time until midnight on the following day.

Exemptions
There is no Ecopass charge for:
• mopeds, scooters and motorbikes
• emergency vehicles
• vehicles carrying disabled passengers and/or bearing a disabled passenger badge;

Residents within the ECOPASS Area
Residents of the Cerchia dei Bastioni LTZ – Ecopass Area can apply for a yearly Ecopass at reduced rates.
Also the yearly Ecopass price is variable and given by the Pollution Class (50 €, 125 €, 250 €)
Milan Pollution Charge – ECOPASS Results

• Traffic reduction, both private and commercial, within the ECOPASS Area during the ECOPASS enforcement time (-21%)
• Public transport commercial speed increase (+13% tram and +20% bus and trolleybus)
• Passengers increase on Underground line moving towards ECOPASS Area (+23,000 pax daily average)
• Reduction, within the ECOPASS Area, of the main pollutants emissions:
  PM: -20%
  CO2: -15%
  Nox: -16%
  Ammonia: -45%
Revenues at 31 July 2008

The incomes from ECOPASS have been invested in projects aimed at improving urban mobility:
- Public transport
- Cycle mobility
- Car sharing
- Mobility Management
- Low impact vehicles
Ecopass resulted a drastic traffic drop in 2008 (-21%), however, over time, the increase of exempted vehicles due to car fleet renewal gradually reduced the dissuasive power of Ecopass. (in 2007 50% of vehicles entering the area would have been exempted from Ecopass, in 2008 this percentage had already increased to 75% and in 2010, the share of exempted vehicles was as high as 90%) Moreover, following the results of a referendum in which a large majority of voters (79%) demanded an upgrade of the Ecopass measure, the scheme was upgraded to a congestion charge in 2012.
“Area C” is a road pricing measure launched by the Municipality of Milan in 2012 in order to improve life conditions of those who live, work, study and visit the city. “Area C” is the restricted traffic zone in the 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 on Monday, Tuesday, Wednesday and Friday from 7.30 to 19.30, and Thursday from 7.30 to 18.
• The area = **8.2 km²**, **4.5% of the whole territory** of the Municipality of Milan

• **Residents** = **77,950** (42,300 families)

• The area has an **outstanding attractiveness** because of the activities and services settled in, that determine during the central daylight hours an average of **39.000 persons/km²**, with a **peak of almost 140.000 person/km²** within the **innermost area** between **Duomo** and **San Babila**

• **Area C offers 295.704 Jobs**, amounting to **almost 37% of the total jobs** within the boundaries of the Municipality of Milan.

Every day about **500,000 people**, coming from outside, get there.
Decreasing vehicular access to the Area C therefore:

- Decreasing traffic congestion;
- Improving public transport speed;
- Decreasing the occupation of on-street parking;
- Reducing road accidents;
- Reducing pollutant emissions caused by traffic;
- Reducing health risks related to air pollution;
- Increasing the share of sustainable modes of travel;
- Improving urban center quality and attractiveness;
- Raising funds for sustainable mobility services and infrastructures.
24 AREA C – The electronic gates

Integrated IR illuminator

Context (CTX) camera

CERCHIA DEI BASTIONI
ENTRANCE POINTS

ENTRANCE RESERVED TO THE PUBLIC TRANSPORT
ACCESS TO THE AREA C DOES NOT ALLOW THE USE OF FAST TRACK Lanes
AREA C – The system

IR camera with OCR

Context (CTX) camera

List of transits
The ticket allows access, exits and transits with no limitations throughout:

**Service vehicles - Z.E.**

Onward they pay Z.E.

Residents - The first 50 accesses (every year) are free. From 41st access:

Two facilitated rates exist reserved to:

The entrance ticket cost 5 €.

The access is FREE for all the other categories of vehicles.

Access is FORBIDDEN for:

- Vehicles with a length of more than 7.5 meters.
- “Euro 0, 1, 2, 3” diesel vehicles.
- “Euro 0” petrol vehicles.

Vehicles transporting people must go the first aid:

- Vehicles carrying a disabled
- Taxis and NCU up to 9 seats
- Vehicles owned by public bodies, emergency vehicles
- Vehicles (until 3.1.2016)
- Electric vehicles and hybrid vehicles, as well as natural gas, LPG and bi-fuel
- Motorcycles and scooters,
- Public transport

Access is FREE for:

Thursday from 7.30 to 18.

The access is limited on Monday, Tuesday, Wednesday and Friday from 7.30 to 19.30, and

**AREA C – The Rules**

26
2. HOW TO ACTIVATE THE TICKETS?
To activate the ticket you must associate the pin identifier of admission ticket to a plate using one of these methods:

- **SMS message to 339.994.0437 with the text “PIN.plate”**
- **Call center**: + 39.02.48684001
- **On this website** under the “Servizi online” section

Alternatively there are 2 direct debit arrangements:

- **By Telepass**: through debit account or debit credit card
- **By RID**: through direct banking debit

From September 2016:

- **By Sisal and Lottomatica**: at Sisal and Lottomatica points
- **By SMS**: using telephone credit
- **By APP Mobile**: using telephone credit

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**VEHICLE CATEGORIES**

- 30% **Resident vehicles**
- 13% **Service vehicles**
- 11% **Other paying vehicles**
- 13% **Green vehicles**
- 11% **Vehicles exempted by the payment**

**PAYMENT METHOD USED**

- 55% **Telepass**
- 21% **By cash**
- 13% **Through direct banking debit**
- 11% **By credit card**
- 0% **By PagoBancomat**
AREA C – Fares

Each ticket to enter “Area C” must be activated the same day or no later than midnight of the next day access. The payment of an entrance covers all accesses made by the same vehicle during that day. Most vehicles does occasional transits, 42.9% of vehicles entered a single day and 90.4% of vehicles checked for less than 25 days in the year = 10% of days with active measure.

There are 5 types of entrance tickets:
- Daily: 5 €
- Multiple daily: 30 € and 60 € credit decreasing automatically after web registration
- Daily "resident vehicle": 2 € Daily
- Daily "service vehicle": 3 € Daily

All the incomes from Area C have been reinvested in projects for sustainable mobility.

INCOMES in 2016 - more than € 28.000.000
The management of Area C is played by 46 units, including the head. In Staff there are 6 units: 4 technical units and 2 administrative units. In Line there are 39 units distributed as follows:

- Front office - 6 units
- Back office - 14 units
- Call Center - 19 units

The organization of the offices has been sized based on workload:

- Front office: 9,000 users/year
- Back office: 45,000 practices/year
- Call Center: 620,000 call minutes/year

Maintenance costs 2015 - € 3,801,958 (72% direct costs and 28% coordinating staff costs)

**DIRECT COSTS**
- Managing permissions
- Payment management
- Managing payment channels

**COORDINATING STAFF COSTS**
- HW development
- HW maintenance
- Internal costs
30 AREA C – Type of managed practices

**Front Office Managed Practices**
- Facilities management for residents: 42%
- General users: 8%
- Facilities management for service vehicle: 50%

**Back Office Managed Practices**
- Management practices direct banking debit: 30%
- Activation support ticket: 8%
- Ticket refunds: 5%
- Facilities management for residents: 19%
- Facilities management for service vehicle: 22%
- Technical dates vehicle refresh: 8%
- Sick instance management: 3%
- Management cancellation instances violation: 1%
- Managing payment exemptions: 4%

**Call Center Managed Practices**
- Information on the remaining credit: 63%
- Generic Info: 7%
- Ticket activation: 3%
- Ticket purchase: 9%
- Myarea registration Guide: 18%

**2015**
- Front office: 9,000 users/year
- Back office: 45,000 practices/year
- Call Center: 620,000 call minutes/year

The Workload trend has stabilized over the past 2 years.
31 AREA C – Mobility results

Improving the life conditions of those who live, work, study and visit the city is the goal of the Congestion Charge - Area C.

In 2015:

- **Decreasing road traffic** in “Cerchia dei Bastioni” = - 29.2 % compared with 2012
- **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
- **Raising funds for soft mobility infrastructures** = +10%
Pollutant vehicles: - 49% (-2,400 pollutant vehicles entering every day the Area C)
Cleaner vehicles + 6,1 % (from 9,6% to 16,6% of the total vehicles)

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
Area C achieved important results in terms of environmental, financial and social sustainability. As to the economical aspects, as a counterweight to the charge, several are the benefits enjoyable by users.

The reduction of the cars circulating in the city center enables the reuse of the public spaced once reserved to circulation and parking. For instance, an area of approximately 15,000 sqm near Castello Sforzesco was turned into a pedestrian area, and new bike sharing stations and car sharing services were set up in the city.

Moreover, thanks to Area C, the traffic reduction generated benefits to the whole transport systems. In fact, according to a recent statement of AICAI (Courier Aircraft Association), the Area C has resulted in an increase in productivity of 10% on freight deliveries in the city.
AREA C – Incomes reinvested

Incomes reinvested in Sustainable mobility

2012 incomes = 20.3 million €
2013 incomes = 29.4 million €
2014 incomes = 23 million €
2015 incomes = 26.2 million €
2016 incomes = more than 28 million €

All the incomes from Area C have been reinvested in projects for sustainable mobility:

• 62 % for the strengthening of public transport in order to improve its frequency
• 22 % for the development of sustainable mobility projects
• 16 % is the cost of IT management access control the software management and authorizations of payment channels
Starting from February 2017

- access is forbidden to Euro 4 diesel vehicles;
- subjection to pay the entrance ticket of 5 euro for vehicles powered by LPG and Natural Gas;
- exemption for hybrid vehicles until 14 October 2019;
- access forbidden to freight vehicles from 8 am to 10 am;
- entrance payment for vehicles with more than 9 seats according to the length of the vehicles:
  - € 15 for vehicles (generally up to 30 seats) up to mt. 8,00;
  - € 25 for vehicles (generally up to 50 seats) between mt. 8,01 and mt. 10,50;
  - € 40 for vehicles (generally more than 50 seats) longer than mt. 10.50.
Toward a Low Emission Zone

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 is developing an infrastructure of electronic gates LEZ next to the municipal boundary. The systems will be 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.
### Toward a LEZ – Class of vehicles

<table>
<thead>
<tr>
<th>Tipo loggia</th>
<th>Periodo di immatricolazione</th>
<th>Obietti di circolazione</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motoveicoli a due tempi di classe Euro 0</td>
<td>ante 7/1999</td>
<td></td>
</tr>
<tr>
<td>Ciclomotori a due tempi di classe Euro 0</td>
<td>ante 7/1999</td>
<td></td>
</tr>
<tr>
<td>Motoveicoli a due tempi di classe Euro 1</td>
<td>07/1999 - 06/2004</td>
<td></td>
</tr>
<tr>
<td>Ciclomotori a due tempi di classe Euro 1</td>
<td>07/1999 - 06/2003</td>
<td></td>
</tr>
<tr>
<td>Motoveicoli a gasolio di classe Euro 0</td>
<td>ante 7/1999</td>
<td></td>
</tr>
<tr>
<td>Ciclomotori a gasolio di classe Euro 0</td>
<td>ante 7/1999</td>
<td></td>
</tr>
<tr>
<td>Motoveicoli a gasolio di classe Euro 1</td>
<td>07/1999 - 06/2004</td>
<td></td>
</tr>
<tr>
<td>Ciclomotori a gasolio di classe Euro 1</td>
<td>07/1999 - 06/2003</td>
<td></td>
</tr>
<tr>
<td>Ciclomotori a due tempi di classe Euro 2</td>
<td>07/2003 - 06/2015</td>
<td></td>
</tr>
<tr>
<td>Ciclomotori a gasolio di classe Euro 2</td>
<td>07/2003 - 06/2015</td>
<td></td>
</tr>
<tr>
<td>Autoveicoli Euro 0 benzina (trasporto persone e trasporto cose)</td>
<td>ante 10/1995</td>
<td></td>
</tr>
<tr>
<td>Autoveicoli Euro 0 diesel (trasporto persone e trasporto cose)</td>
<td>ante 10/1995</td>
<td></td>
</tr>
<tr>
<td>Autoveicoli Euro 1 diesel (trasporto persone e trasporto cose)</td>
<td>01/1999 - 09/1998</td>
<td></td>
</tr>
<tr>
<td>Autoveicoli Euro 2 diesel (trasporto persone e trasporto cose)</td>
<td>01/1997 - 12/2001</td>
<td></td>
</tr>
<tr>
<td>Autoveicoli Euro 3 diesel trasporto persone M1</td>
<td>01/2001 - 12/2009</td>
<td></td>
</tr>
<tr>
<td>Autoveicoli Euro 3 diesel trasporto cose</td>
<td>01/2003 - 12/2008</td>
<td></td>
</tr>
<tr>
<td>Autoveicoli Euro 4 diesel trasporto persone M1</td>
<td>01/2006 - 12/2012</td>
<td></td>
</tr>
<tr>
<td>Autoveicoli Euro 4 diesel trasporto persone</td>
<td>01/2006 - 12/2012</td>
<td></td>
</tr>
<tr>
<td>Autoveicoli Euro 4 diesel leggeri e Euro IV/V pesanti trasporto coe</td>
<td>01/2006 - 12/2012</td>
<td></td>
</tr>
</tbody>
</table>

- **Nessun divieto**
  - Divieto di accesso e circolazione dal 15 ottobre al 14 aprile da lunedì a venerdì, dalle 7.30 alle 19.30
  - Divieto di accesso e circolazione dal 15 ottobre al 14 aprile da lunedì a domenica, dalle 7.30 alle 19.30
  - Divieto di accesso e circolazione dal 15 ottobre al 14 aprile da lunedì a domenica, dalle 0.00 alle 24.00
  - Divieto di accesso e circollazione permanente da lunedì a domenica, dalle 0.00 alle 24.00

Veicoli soggetti a limitazioni alla circolazione già previste dalla normativa regionale.
Car sharing in Milan

Car2Go
- 07/2013
- 800
- 123,000
- 0% electric

Enjoy
- 12/2013
- 744
- 260,000
- 0% electric

GuidaMi
- 2004
- 120
- 5,000
- 4% electric

DriveNow
- 10/2016
- 480
- 26,000
- 0% electric

Share'ngo
- 06/2015
- 700
- 35,000
- 100% electric

E-Vai
- 11/2010
- 100
- 18,000
- 80% electric
BikeMi is the service of Bike-Sharing, developed by ATM and operated by Clear Channel. Born in December 2008, it provides a user-friendly, practical and ecological service.

- 280 stations (October 2016);
- 3,650 traditional bikes;
- 1,000 electric bikes;
- 54,000 yearly subscriptions;
- More than 20,000 rents per day on average
- 3,600,000 million rents in 2016
- 2,700,000 Kg of CO2 saved in 2016 (Defra’s carbon convertor factor)
THANK YOU FOR THE ATTENTION

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