

Congestion charge for a clean city

Milan, Italy

Mayor: Giuliano Pisapia

Drivers entering the 'Cerchia dei Bastioni' (city centre also referred to as 'Area C') of Milan with certain categories of vehicles will from mid-January 2012 onwards be required to pay a fee. The revenue collected will finance the city's sustainable transport facilities.

The congestion charge is part of Milan's Sustainable Energy Action Plan, an ambitious roadmap charting the city's progress towards CO₂ emission reductions and adopted as part of its commitment to the Covenant of Mayors. With 76.6% of the vote in favour of the scheme at a local referendum, public acceptance is already secured and will allow inhabitants and visitors to directly benefit from a safer and cleaner city centre.

"Milan is the first city in Italy to introduce the congestion charge as a concrete step towards a more sustainable, safer and healthier life for all its citizens. It is an important tool for us to achieve the 20% CO₂ emission reduction target which we are committed to in the framework of the Covenant of Mayors."

Giuliano Pisapia, Mayor of Milan



Surveillance cameras have been installed at access points around the city centre to detect entering vehicles and transmit the collected data to a computer system which recognises the vehicles, their classification (residents, duty vehicles, free access vehicles) and the corresponding charge. Residents and duty vehicles are charged reduced fees.

Vehicles exempt from charge are bicycles, scooters, electric cars, vehicles for disabled people and until 31 December 2012, also hybrid, methane powered, lpg and biofuel cars.

Payment is made through the purchase of a ticket valid for all accesses during the entire day. Tickets and prices vary according to the different classifications (residents, duty vehicles). A tourist entering the city centre by car to visit 'il Duomo di Milano' (Cathedral of Milan) purchases a ticket for €5 valid from 7.30am till 7.30pm that day.

The objective of this new scheme is to reduce road traffic in the city centre by 20 to 30%, CO₂ emissions by 20 to 25% and to use the revenue for improving the public transport network, expanding cycle lanes, pedestrian zones and 30kph zones.

Overall, quality of life will improve with fewer vehicles on the road and controlled parking, less noise and reduced local air pollution.

Milan - key facts*:

- City population - 1,308.981
- Signed up to the Covenant of Mayors on 18 December 2008
- Baseline year against which commitments are measured is 2005
- CO₂ emission reduction target by 2020 is at least 20% compared to 2005 levels.
- The business as usual scenario for the period 2005-2020 shows an increase of population (9%). This implies an increase of CO₂ emissions by 8.3% according to the same scenario.
- The city of Milan will reduce its direct CO₂ emissions from 4,795ktCO₂ in 2005, to 3,836 ktCO₂ in 2020. A reduction effort of 959ktCO₂, despite a projected population increase of 9% during the same period.

*Figures taken from Milan's profile on the Covenant of Mayors website and from Milan's Sustainable Energy Action Plan.

As a signatory to the Covenant of Mayors, the city of Milan voluntarily commits itself to reducing its CO₂ emissions by at least 20% by 2020.

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