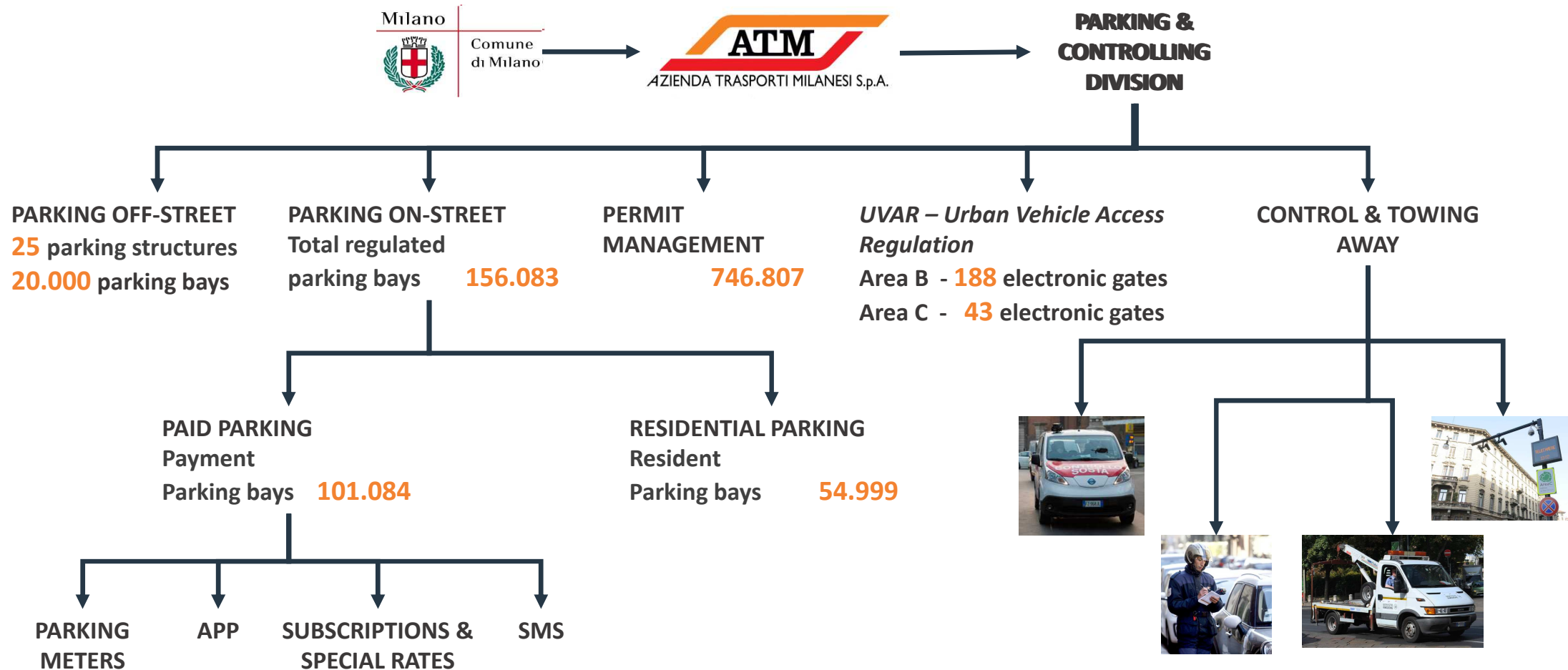


MILAN – Parking and Mobility Ecosystem

Mobility platform technology integrating: UVAR, Parking On-Street, Permits, Payment and Control System

MILAN | Category 3 – On-street parking projects | EPA Awards 2022

The Components of the Ecosystem



Digital Integrated Parking & Mobility Management Platform

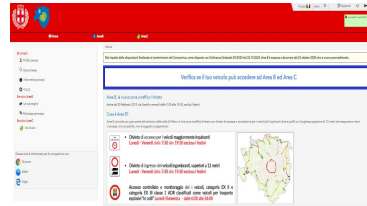
1

DIGITAL AND STREET INFORMATION



2

FRONT-END CITIZEN PERSONAL ACCOUNT



3

EXTERNAL DATABASE CONNECTION NATIONAL VEHICLE REGISTER (Technical Data Check)



VEHICLE PLATE

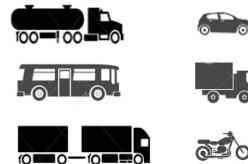
6

BACK-END SYSTEM (Office Management)



5

ACCESS AND VEHICLE CONTROLS ELECTRONIC GATES & DIGITAL CAMERA VEHICLE



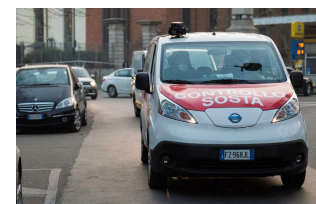
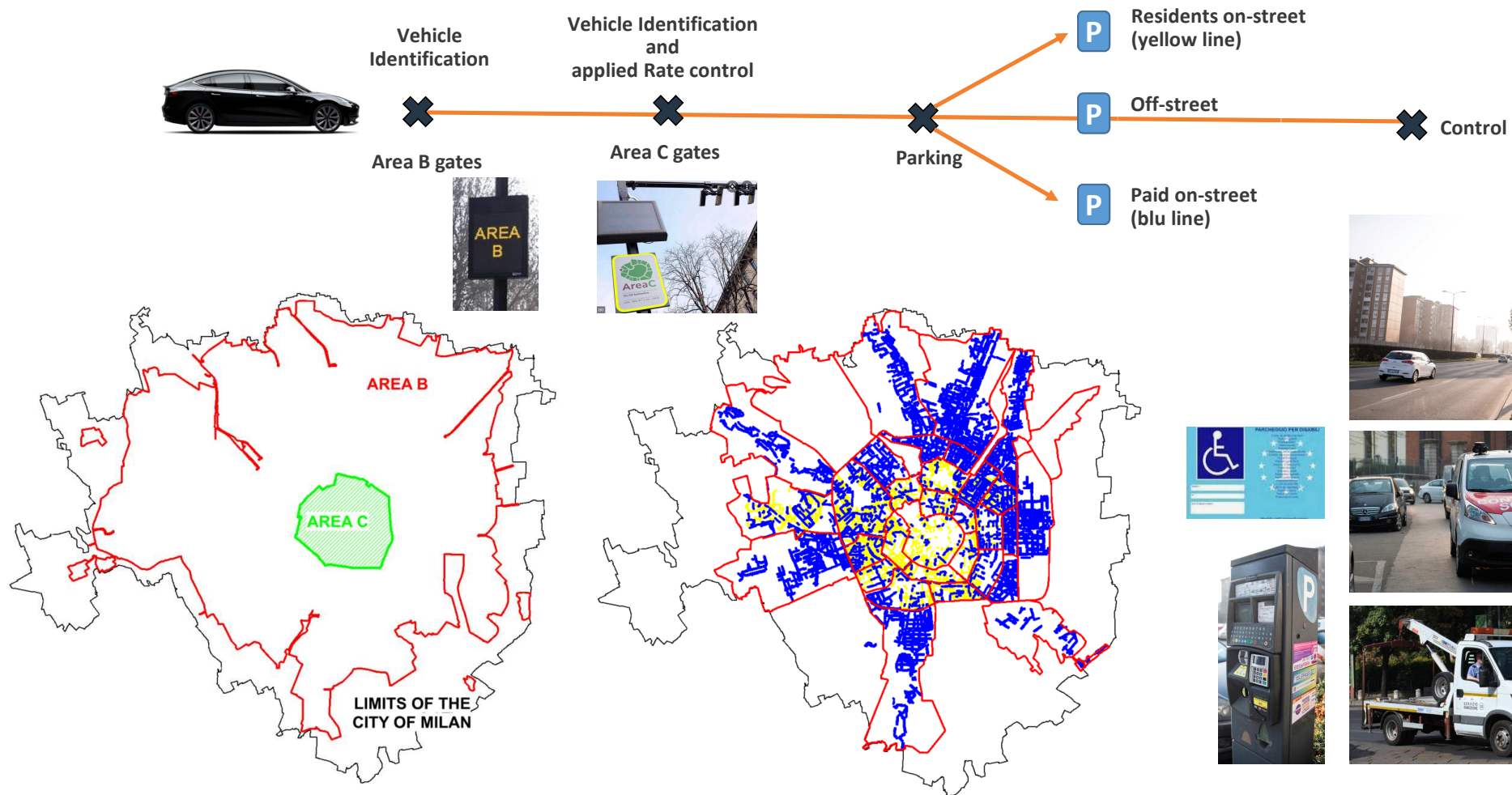
4

ONLINE PAYMENT SYSTEMS

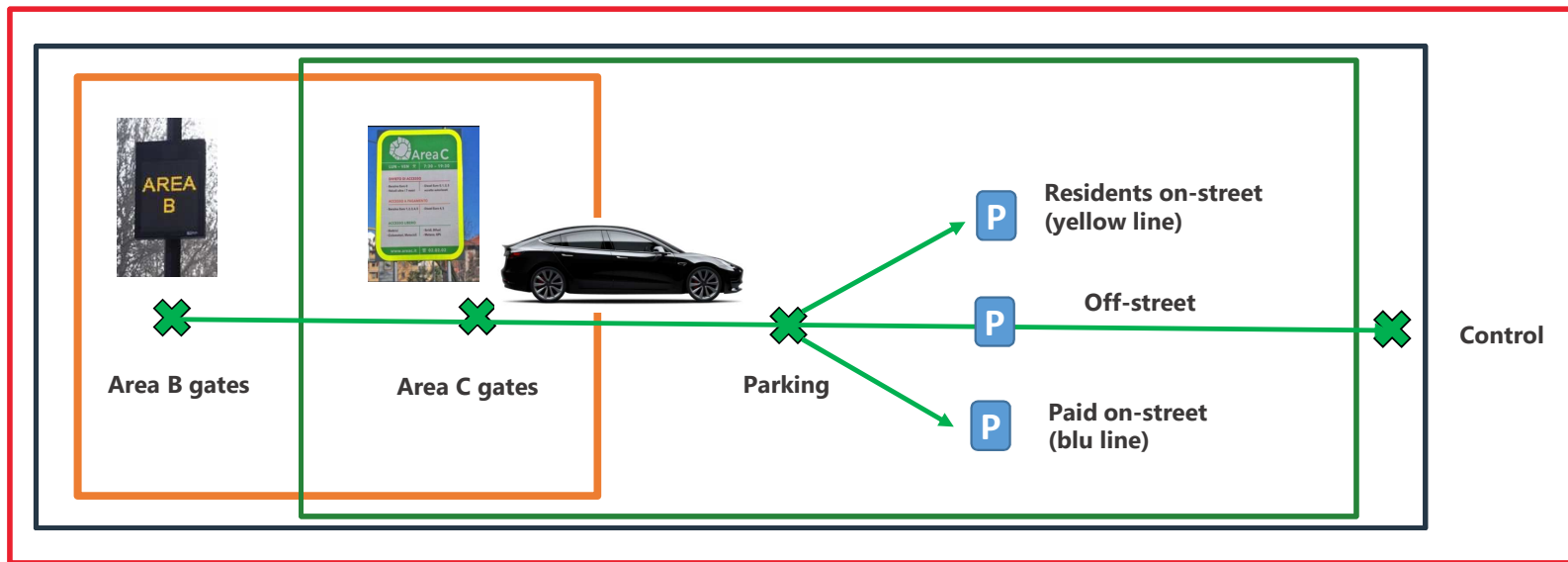


ATM

Vehicle Mobility and Parking in Milan



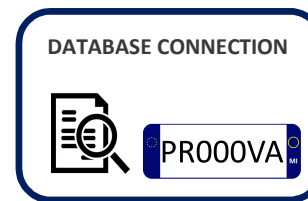
Mobility and Parking Platform Interactions



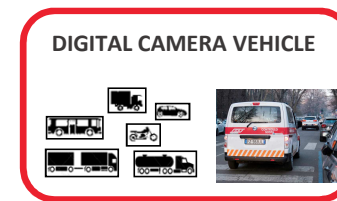
**Electronic Gates
Access Management**



**Payment and Special
Rates Management**



**Permit Process
Management**



**Control and Parking
Fine Process**

Personal Parking Title Management

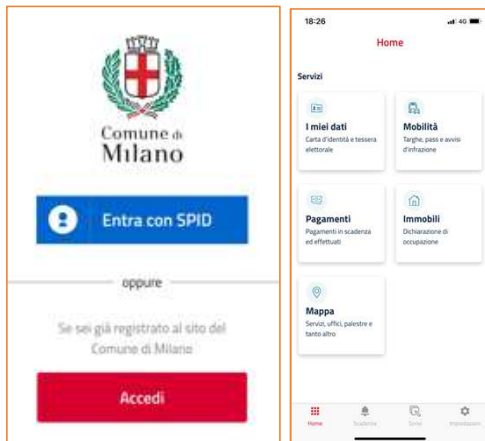
The **Platform** is for parking title issue and management for all users: residents, logistic vehicles, special vehicles, disabled users, visitors, etc. It guarantees the process of dematerialisation, of requesting and obtaining Passes, reducing time, costs, checks and production, for the benefit of the user and for administrative process.

More than 60% of permits are online issued **instantly** by direct connection with **external databases**.

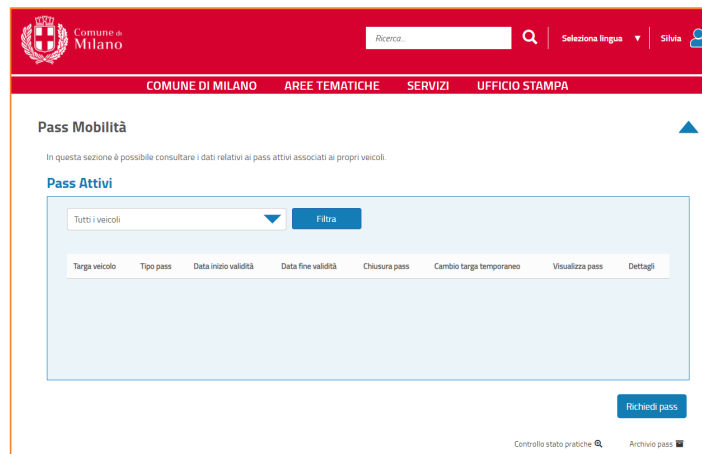
The users can directly change their personal data in case of replacement of the vehicle.

Valid Permits	Total
Resident Parking Permits	627.513
Disable Parking Permits	62.095
Special Parking (Public Service, Journalists, Medics etc.)	26.591
Area B	11.017
Specifics UVAR (single street)	9.597
Pedestrian zone	9.310
Reserved lane	684
TOTAL - 100% paperless permits	746.807
Online managed (since 2017)	454.984

	External database
Date control system	National Vehicle Register
	Camera di Commercio
	Registry Office
	Toponymy Register
Payment system	Regione Lombardia
	Mooney
	Lispay
	IntesaSanPaolo Bank
	Paypal



[App Interfaces]



[Website]



UVAR – Urban Vehicle Access Restriction

Annual access	Area B + Area C
Total	39.897.593

Area B – Low Emissions Zone (since 2019) 129 kmq (72% territory)

The **B Zone** coincides with a large part of the territory of the city of Milan. It is a restricted traffic area with a ban on access and circulation for the most **polluting** vehicles and for those over 12 meters in length carrying goods.

It is monitored by **188 gates** with digital cameras.

Access, where permitted, is **not** subject to payment



Access forbidden for polluting vehicles
Monday – Friday / 7:30 – 19:30, Holidays excluded



Access forbidden for bulky vehicles
Monday – Friday / 7:30 – 19:30, Holidays excluded



Controlled access and vehicles monitoring for explosives transportations
Monday – Sunday / 00:00 – 24:00

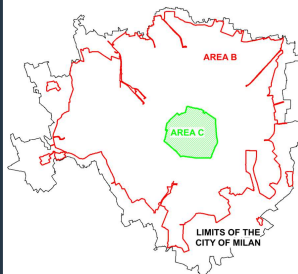
Area C – Congestion charge (since 2012) 8 kmq (4,5% territory)

The **C Zone** coincides with the historic center of Milan «Bastioni Area». It is a restricted **traffic** area for some types of vehicles. It is a restricted for the vehicles over 7,5 meters.

2014 – Transport Achievement Award by OCSE

It is monitored by **43 gates** with digital cameras, **7 of which** are for public transport only.
Monday – Friday / 7:30 – 19:30, excluding Saturday and holydays

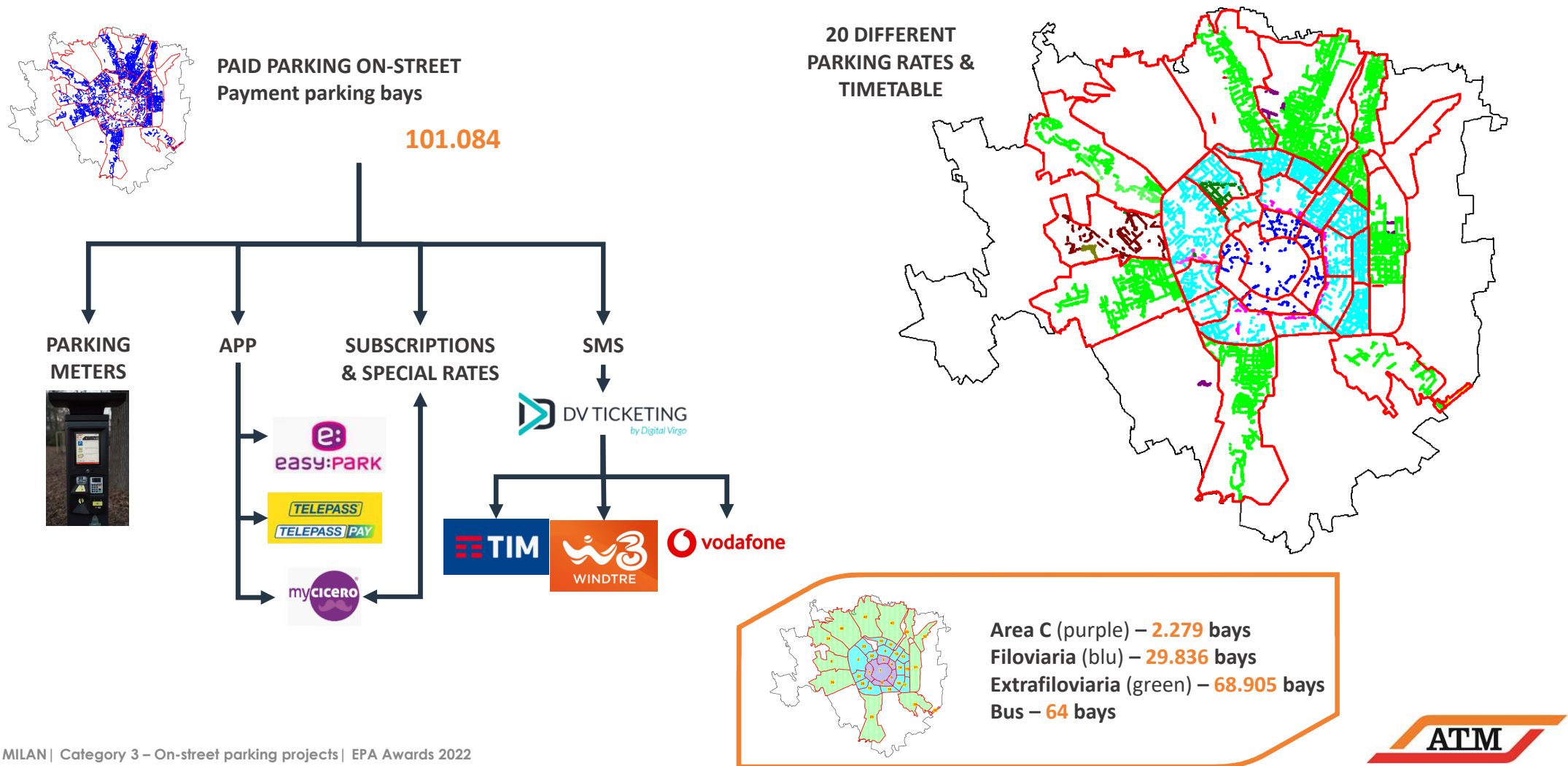
Access, if permitted, is subject to payment:



- Resident vehicles € 2,00 (40 access free)
- Vehicles in parking off-street € 3,00
- Registered service vehicles € 3,00
- Turistics buses max 8,00 m € 40,00
- Turistics buses 8,01 - 10,50 m € 65,00
- Turistics buses over 10,50 m € 100,00
- Others vehicles € 5,00

An increase in traffic restrictions is expected by 2030: access to Area B for non-polluting vehicles only and electrical vehicles only in Area C (No Carbon Zone)

Online Payment System Management



Integrated Operational Results

1. Increased short parking stay
2. Increased control efficiency and fining procedure
3. Reduction of polluting vehicles access
4. Reduction in air pollution
5. Remodulation of modal split value

Before and after Area C

Daily Access in Area C

2012	90.000
2021	81.000 (Vehicles euro 5, euro 6 (98,4%))

Electric vehicles access

2012	0,1%
2021	2,7%

Hybrid vehicles access

2012	5,3%
2021	22,2%

PM10 waste

2012	1 tons
2021	0,3 tons

PM10 total

2012	4,5 tons
2021	1,7 tons

Nitric oxide

2012	64 tons
2021	14 tons

Number of Single paid parking operations	2019 <i>Full digital plate control</i>		2020 (Covid Emergency)		2021 (Covid Emergency)	
TOTAL	7.795.309		3.053.350		2.666.038	
Parking meters	5.325.018	68,3%	1.991.820	65,2%	1.623.210	60,9%
APP	2.254.458	28,9%	950.498	31,1%	953.512	35,8%
SMS	70.621	0,9%	30.590	1,0%	25.711	1,0%
Special rates	132.588	1,7%	75.104	2,5%	56.624	2,1%
Special subscriptions	4.622	0,1%	2.183	0,1%	2.067	0,1%
Subscriptions	8.002	0,1%	3.155	0,1%	4.914	0,2%

Valid Parking Permits	N°
TOTAL	746.807
Residents, Disabled, Journalists, Medics etc.	



Why should we win?

SOSTENIBILITY

It is an integrated **SUSTAINABLE MOBILITY** system that reduces the environmental impact, improving the efficiency of public transport and the circulation of cleaner vehicles in the city: traffic and parking are the levers that reduce urban congestion

EASY ACCESS TO INFORMATION

The integrated digital platform has established a consistent mobility database which also enables City Users to have easy access, autonomously and in real time, to use the **PARKING AND MOBILITY ECOSYSTEM**, with clear and ready-to-use information

INNOVATION AND ECONOMIC EFFICIENCY

The mobility and parking services are more effective and efficient through a **DIGITALIZED MANAGEMENT SYSTEM**, with direct control of the tickets issued and monitoring of revenues and costs, both for the managers and for the users. The available data is an available tool for implementing continuous planning choices for the development of the city

QUALITY OF LIFE

Our commitment and goal is to offer services and technological solutions that can improve the **QUALITY OF LIFE** of each individual citizen