CITTÀ METROPOLITANA
DI ROMA CAPITALE
Per una **sostenibilità diffusa**

Destination SUMP

The metropolitan path towards widespread sustainability

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Editorial by the Metropolitan Mayor

The Roman metropolitan area is a unique “archipelago metropolis” in terms of its size and diversity: it is home to historic sites, industrial and post-industrial hubs, coastal areas, natural and archaeological parks, rural areas, and mountain communities. This plurality of places and functions comes with a crucial challenge: to build a mobility system capable of uniting, including, and transforming, overcoming fragmentation to shape a truly connected and sustainable metropolitan system.

In response to this challenge, the Sustainable Urban Mobility Plan (SUMP) of the Metropolitan City of Rome has been established as the strategic tool for designing the future of mobility in our territory. It is the result of a long-term vision, built with rigor and participation, which focuses on people, the environment, and the quality of urban space.

The SUMP was created to guide a profound transformation based on criteria of equity, efficiency, and innovation. It is not a sum of sectoral interventions, but rather integrated, dynamic, and shared planning, capable of accompanying the changes underway - climatic, social, economic, and technological - with concrete and coherent tools. The plan promotes a multimodal and resilient mobility system based on intermodality, the strengthening of public transport, active and intelligent mobility, safety, and accessibility for all.

As a result of an extraordinary participatory process involving institutional, social, and economic actors, the SUMP represents a clear and responsible political choice: to steer metropolitan development toward a just, green, and digital transition. It is a project for a metropolitan city that does not simply move, but chooses to move better, connecting people and territories to build a more equitable, sustainable, and livable future.

Roberto Gualtieri

“The SUMP is a Plan-Process because it is open to periodic monitoring and updating. And it is a Participatory Plan because it is the result of the joint work of almost 300 local stakeholders.”

What does SUMP mean?

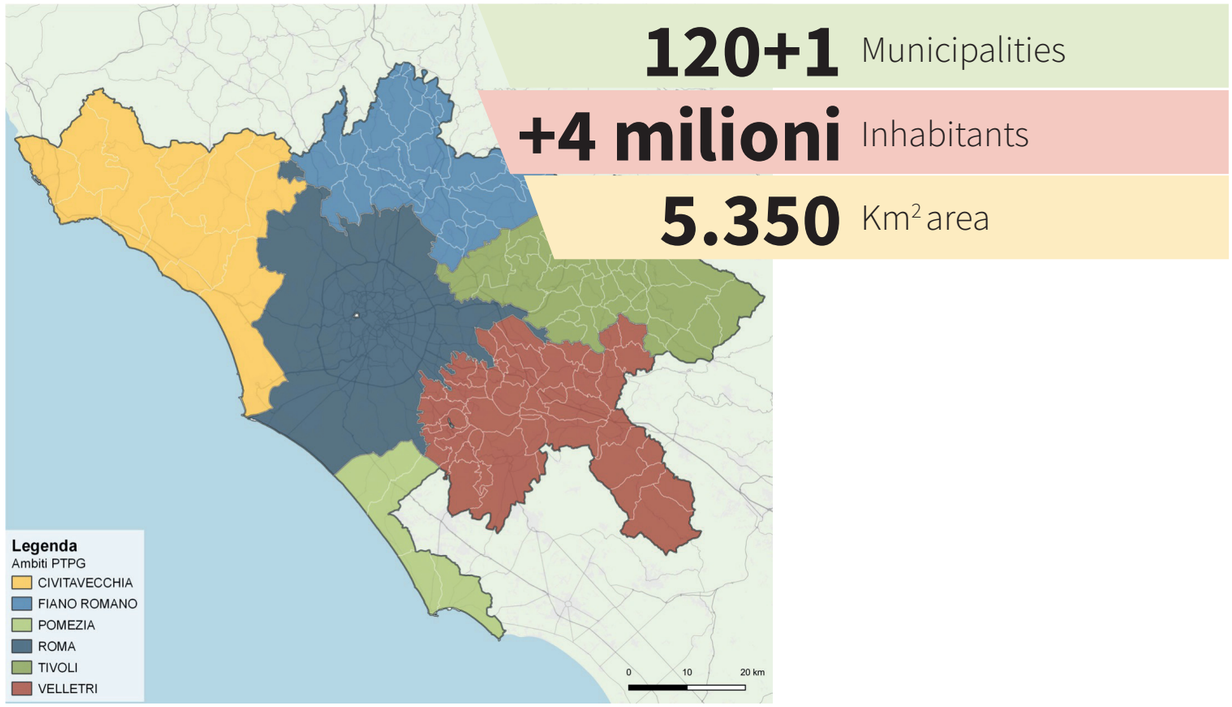
Sustainable
Urban
Mobility
Plan

The SUMP is the Sustainable Urban Mobility Plan and is a strategic planning tool: it serves to organize and improve the way people and goods move around the city, or as in this case, an entire metropolitan area, to make urban mobility more efficient, safe, and sustainable for all types of users.

A SUMP is not limited to public transport, but considers all modes of travel: walking, cycling, driving, public transport, or a combination of modes. It is based on a number of key objectives, such as ensuring access to different transport options for all, improving road safety for everyone, especially the most vulnerable road users such as the elderly and children, reducing air and noise pollution caused by vehicles, improving the quality of the urban environment, and making cities more liveable and attractive.

How does it work? The SUMP analyzes the current mobility situation in the area, identifies problems and opportunities, and proposes solutions to improve the situation over the next 10 years: find out everything on the following pages!

The largest metropolitan SUMP in Italy



1. 1. The metropolitan mobility TODAY

1.1. Complex mobility

Mobility is the beating heart of urban life: every day, the stories of millions of people intertwine in a complex system of movements that crosses the entire territory. The smooth functioning of this system depends on the ability to maintain a balance between the needs of citizens and those of the environment in which they move. To study it, we collected and analyzed the best available data: from official statistics from Istat and ACI to ad hoc interviews with 5,600 citizens in the metropolitan area, to more innovative sources such as big data from cell phones and car black boxes (Floating Car Data). What does the metropolitan SUMP tell us?

The metropolitan railway network is currently a major artery crossing the territory: 430 km of lines and over 140 stations in operation, but with gaps in accessibility. One-third of municipalities are served by railways, but many stations remain far from population centers, making it difficult for many citizens to choose the train as their main means of transport. In terms of road transport, urban and extra-urban buses are trying to bridge the gaps, but there is still much to be done to optimize travel times and improve intermodality.

For many, bicycles are the ideal means of transportation, but the reality is that the cycling network is fragmented: 439 km that struggle to connect strategic hubs, mainly concentrated in Rome and Fiumicino, while the rest of the territory awaits smoother and safer routes.

Cars still rule the roads: but at what price? In the metropolitan area, there are more than three cars for every four inhabitants (767 per 1,000). Due to the structure of the network and the growing use of private vehicles, the GRA ring road is often congested, causing well-known problems. The current vehicle fleet is old and polluting: the average age is 11 years and the fuel is mainly diesel, with a prevalence of EURO 0 class vehicles for heavy vehicles. In addition, almost half of all car journeys are short trips of less than 5 km: a distance that could be covered, when possible, by bicycle or scooter.

Urban logistics is also becoming increasingly important, with ever-growing flows of goods congesting the main roads, and the port of Civitavecchia struggling to cope with the enormous demand from Rome.

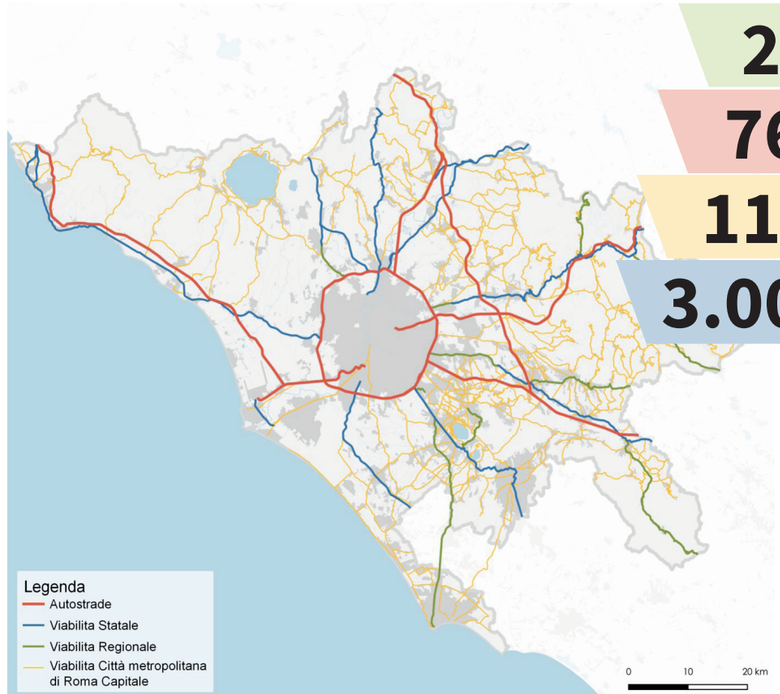
In short, the current system is a giant that walks, but at a slow pace. Dependence on private cars weighs heavily on the environment, the air we breathe, and the safety of those who travel on foot or by bicycle. The challenge is big: to relieve congested and polluted roads and give space and time back to citizens.

The overall picture reveals both the positives and negatives of the metropolitan mobility:

- Strengths: a rail network covering most of the territory, available funding, and growing interest in sustainable mobility.
- Weaknesses: poorly connected infrastructure, territorial disparities, and a road network that is often at breaking point.

There are many opportunities available: among them, new technologies can improve transport services and optimize mobility management. Not to mention the power of collaboration: involving citizens, associations, businesses, and institutions is essential to creating a mobility system that meets everyone's needs.

The metropolitan vehicle fleet



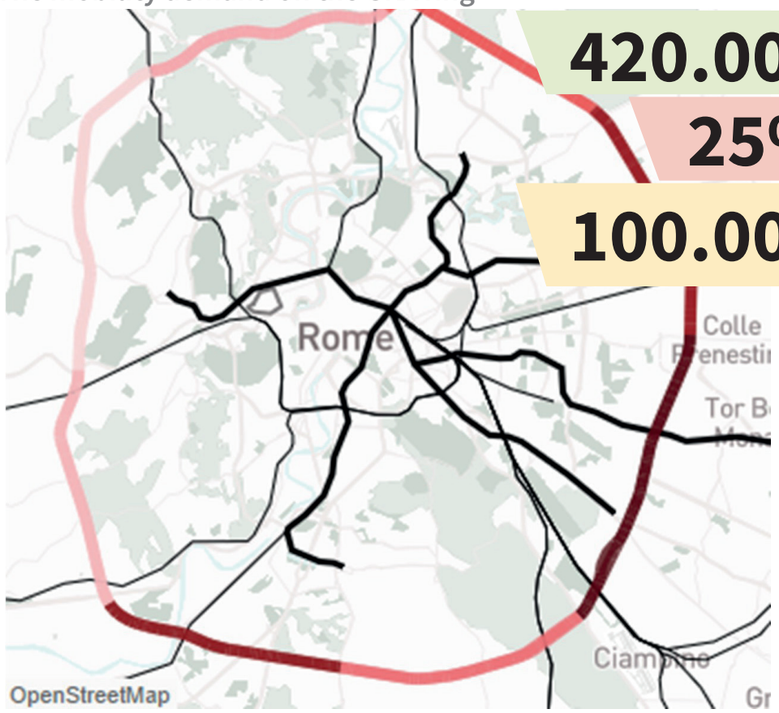
2,8 Million Car + Motorcycles

767 Vehicles/1000 inhabitants

11,2 Average age of vehicles

3.000 Km of main roard

The mobility demand on the GRA ring



420.000 Daily trips

25% Trips <10 km

100.000 Vehicles/day entering Rome from the metropolitan area

2. 2. The metropolitan mobility TOMORROW

2.1. The direction of the SUMP

There are five general objectives guiding the metropolitan SUMP:

- **Accessibility:** ensuring universal accessibility for people and goods
- **Efficiency:** developing a sustainable and efficient metropolitan mobility system
- **Development:** promoting local development by increasing economic competitiveness and environmental sustainability
- **Liveability:** improving the quality of life and the urban environment
- **Safety:** making urban mobility safer to protect people and vehicles.

These points are divided into 24 macro-objectives developed in accordance with ministerial guidelines and input from the citizens involved in the participatory process, which can be consulted in the table on the opposite page. The priorities that emerged from the consultations are clear: the macro-objectives that received the most votes as priorities are the improvement of local public transport (LPT) and the improvement of intermodality with public transport (i.e., the connection between different modes of transport in order to making travel smoother and more efficient), improving road safety, developing smart mobility (i.e., the use of digital technologies to improve the efficiency, safety, and sustainability of transport systems) and improving accessibility for users with reduced mobility.

Accessibility	**Efficiency**	**Development**	**Liveability**	**Safety**
Ensure accessibility to mobility for people and goods in a fair and inclusive manner	Developing a sustainable and efficient metropolitan mobility system	Promoting regional development by increasing economic competitiveness and environmental sustainability	Improving the quality of life and of the urban environment	Making urban mobility safer to protect people and vehicles

The top 5 priorities of the metropolitan SUMP

1° Improvement of public transport

2° Improvement of intermodality with public transport

3° Increase road safety

4° Development of smart mobility

5° Improved accessibility for users with disabilities or reduced mobility

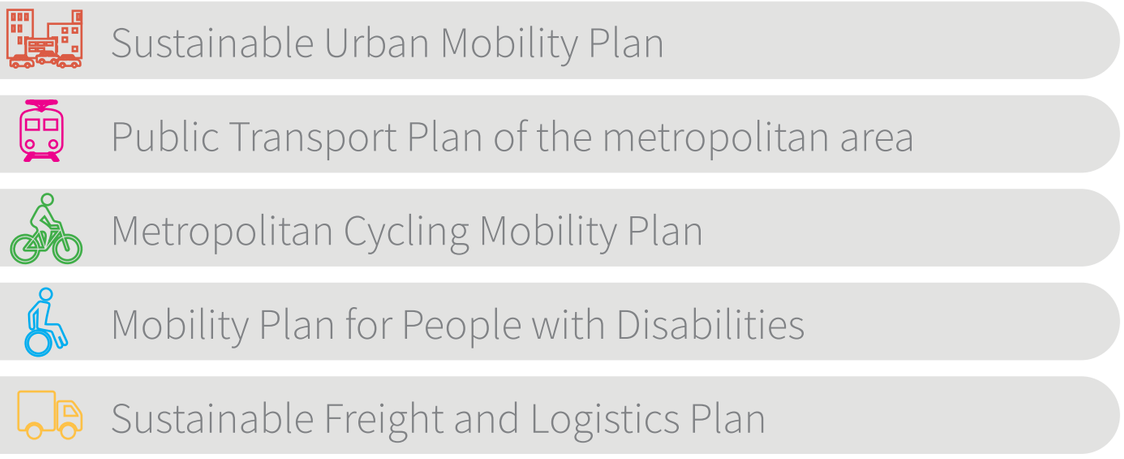
Category	Icon	Simplified macro lens	Explanation
Accessibility		Improvement of the availability and proximity of mobility services for people and goods	Increase the coverage of public transport services, the number of shared mobility vehicles, taxis and driver rental, incentives for carpooling, and sustainable vehicles for urban logistics (e.g., cargo bikes, electric vehicles, etc.)
		Improving integration between mobility development and new urban settlements	Provide high-frequency public transport services in new settlements planned in urban plans
		Improving accessibility for users with disabilities and/or reduced mobility	Improving accessibility to stations, parking lots, and public transportation vehicles by eliminating architectural barriers
		Reducing mobility expenditure (linked to the need to use private vehicles)	Increase the availability and attractiveness of public, shared, and active mobility (public transport, walking, cycling, sharing) and increase the sustainability of commuting by offering alternatives to private cars (mobility management)
Efficiency		Improving public transport	Increasing the number of public transport users
		Rebalance the modal split	Reduce daily travel by car and motorcycle, promoting a modal shift towards in favor of lower-impact modes of transport (walking, bicycles, public transport)
		Reduction of congestion	Reduce travel times by private car, for example by reducing the number of vehicles on the road, eliminating illegal parking, and developing traffic management technologies (real-time infomobility)
		Improving the attractiveness of active mobility	Increase services and infrastructure for active mobility (pedestrian and cycle networks, bike parking, bike stations, etc.) and promote active mobility, for example, with bicibus and pedibus services, and training activities
		Improving the attractiveness of shared mobility	Increase shared mobility services (bikes, scooters, cars, and motorcycles), for example by increasing the number of services and vehicles available and extending the area of operation
		Improving intermodality with public transport	Optimise the provision and integration of different public and/or private transport systems (road-based local public transport, rail-based local public transport, bicycles, scooters and both privately owned and shared cars) to facilitate the combined use of different modes of transport
Development		Development of smart mobility	Disseminate and improve real-time information on mobility services (such as apps, information boards, and variable message signs)
		Increase spread sustainability	Promote polycentrism and the 15-minute city and increase connections of neighboring municipalities without necessarily passing through Rome
		Development of slow tourism	Promote slow tourism (cycling, walking, horse riding) and improve related infrastructure (trails, itineraries, signage, dedicated accommodation facilities)
		Increase in the occupancy rate	Increase the number of jobs related to mobility services and infrastructure creation (such as mobility sharing companies or commercial activities near pedestrian areas and the cycle network).

Category	Icon	Simplified macro lens	Explanation
Safety and livability		Increased road safety	Reduce the number of accidents and the resulting social costs, with particular attention to vulnerable road users (pedestrians, cyclists, children, and people over 65)
		Increase the safety of bicycles	Combating bicycle theft and vandalism, for example by increasing the number of bicycle stations and parking spaces
		Improving the quality of road and urban space	Increase spaces dedicated to pedestrian mobility, such as pedestrian areas, 30 km/h zones, green spaces, and environmental islands
		Reduction of air and noise pollution	Reducing air and noise pollution and fuel consumption resulting from the use of gasoline/diesel vehicles (cars, motorcycles, and public transport) in favor of electric vehicles (cars, motorcycles, and public transport) or active mobility (walking, cycling, and scooters)
		Increased citizen satisfaction (with a focus on vulnerable users)	Increase satisfaction with the urban mobility system, with particular reference to vulnerable users (pedestrians, disabled people, the elderly, children

2.2. The toolbox

The unique feature of the metropolitan SUMP is that it adopts a wide-ranging perspective: it is not limited to the municipality of Rome alone, but brings the capital into a system with the 120 metropolitan municipalities.
In practice, the SUMP is a veritable “toolbox” containing instructions for action in various sectors and for changing the paradigms of the current mobility system. In addition to the SUMP, complementary plans (“Sector Plans”) have been drawn up that go into detail on specific areas:

- **Public Transport Plan of the metropolitan area (PdB):** it focuses on measures to improve public transport, both rail and road
- **Metropolitan Cycling Mobility Plan (Biciplan):** dedicated to the development of cycling mobility and the creation of an integrated and strategic metropolitan cycling network
- **Sustainable Freight and Logistics Plan (PMLS):** it aims to improve the efficiency and sustainability of logistics by reducing the impact of freight transport
- **Mobility Plan for People with Disabilities (PMPD):** it focuses on creating a mobility system accessible to all, with particular attention to the needs of people with disabilities, promoting universal accessibility by removing architectural and sensory barriers.



2.3. Implemented strategies

To pursue the objectives set out, the SUMP has developed 33 strategies, which guide 106 related standard actions. Here are some of the most relevant:

- Improving the efficiency of the metropolitan public transport
- Development of intermodality through the creation of Mobility Centers in the main metropolitan railway hubs
- Improving connections between Rome and the rest of the metropolitan area
- Encouraging the use of local public transport in areas of greatest social or tourist interest

- Strengthening infrastructure for cycling and walking
- Continuing with the construction of urban and extra-urban cycle paths and cycle tourism routes
- Rebalancing and recovering public spaces and road space for the benefit of vulnerable users
- Promoting modal interchange and sharing through the creation of bike stations in Mobility Centers

- Promoting improved road safety
- Reducing the environmental impact of traffic
- Discourage the use of private motorized vehicles

- Promoting the 15-minute city
- The metropolitan city of Rome as a Metropolitan Logistics Area
- Encouraging technological innovation to meet the major future challenges of electric mobility and autonomous driving
- Increasing universal accessibility to the metropolitan mobility system

2.4. Flagship projects

There are three measures with a strong metropolitan character that represent the very essence of the SUMP:

- **The creation of the Metropolitan Railway System (SFM)**: a project based on the functional reorganization of existing railway lines in order to integrate them into a single rapid transit system that helps people move easily between different lines.
- **The development of Mobility Centers:** these are intermodal hubs designed to facilitate transfers between different modes of transport (e.g., train, bus, subway, car, bicycle). They will be located at strategic points throughout the area, especially railway stations, and equipped with parking lots, bike stations, electric charging points, info points, and commercial services, making them real hubs for mobility and urban services.
- **The Metropolitan Biciplan network:** an extensive, integrated cycle network covering the entire metropolitan area, connecting municipalities with each other and with the capital. The cycle network will interface with the railway system and Mobility Centers, creating a real transport alternative for both daily commuting and leisure. The Biciplan provides for the construction of new cycle paths, the integration and safety of existing routes, and the implementation of services dedicated to cyclists, such as bike stations and bike repair shops.

Reorganization of the Metropolitan Railway Service (SFM) and integration of the various transport services

Mobility Centers

Metropolitan Biciplan

3. How we made it

3.1. The principles behind the metropolitan SUMP

The philosophy behind the metropolitan SUMP is based on a simple yet fundamental assumption: rather than focusing on building new infrastructure, it is better to optimize, integrate, and make existing infrastructure more efficient.

Following the same logic, rather than adding new investments, we have focused on effectively implementing those already planned. This approach aims to reduce costs, avoid waste, and accelerate the transformation of mobility towards widespread and integrated sustainability, ensuring tangible results in a shorter time frame.

Do not focus on adding new infrastructure, but seek to streamline and improve what is already in place and planned.

Do not focus on adding new investments, but on implementing those already planned in the most efficient way possible.

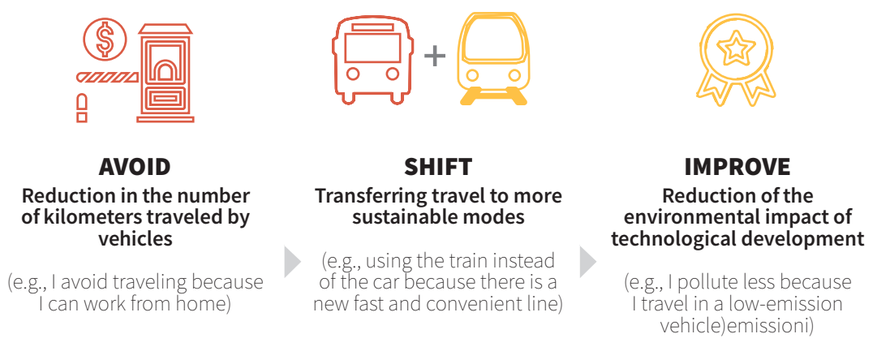
3.2. A community that "dares"

Throughout the drafting process, we insisted, in our working approach and with the participating community, on the concepts of Objectives, Strategies, and Actions (O.S.A., which means "dare"). We therefore worked first to set the objectives and priorities of the SUMP, formulating five general objectives broken down into 24 macro-objectives, and then developing 33 strategies to pursue them and indicating 106 standard actions to implement them.
Why are we talking about "standard actions"? It is difficult for a metropolitan SUMP to identify actions that fall within its direct competence. A metropolitan plan is intended to guide local authorities, especially municipalities, in pursuing the objectives, strategies, and standard actions it formulates, but it is up to the latter to implement the measures (or, at a higher level, the Region).

3.3. A solid foundation

To develop the SUMP strategies, we drew on the expertise of the Engineering Department of Roma Tre University, following the guidelines specifically drawn up for the implementation of the SUMP of the Metropolitan City of Rome and following the ASI (Avoid, Shift, Improve) scheme, also recommended by the Ministry of Infrastructure and Transport. Here's how it works:

- *Avoid: reduce avoidable travel at source, for example by promoting remote working;*
- *Shift: promote the transition from cars to more sustainable modes of transport, such as public transport or bicycles, for example by improving the infrastructure network dedicated to them;*
- *Improve: reduce the environmental impact of travel by focusing on technological development, for example by renewing the vehicle fleet with less polluting vehicles.*



We have not only pursued local and national guidelines, but have also ensured that the metropolitan SUMP is aligned with the international agenda, in accordance with the UN Goals (Agenda 2030).

Integration between SUMPs and Agenda 2030

3.4. A participatory plan

The SUMP has benefited from an impressive participatory process, involving from the outset citizens, operators, schools, companies, associations, and local administrations during the plan's development and drafting phase: a genuine dialogue between the community concerned and the technical team that drafted the plan.

This process was fundamental in building a tailor-made SUMP that responded to the real needs of the metropolitan area, developing proposals that were as widely shared as possible by the community and attentive to everyone's needs. Almost 300 of the more than 400 stakeholders mapped responded to the call and were involved in workshops, public consultations (interviews and questionnaires), technical and more informative meetings (SUMP Open Days), including the Living Lab Logistics, for a total of over 500 participants and almost 1,200 registrations for the meetings.

This bottom-up approach made it possible to gather specific knowledge and needs and to arrive at shared priorities, transforming them into concrete content. The first phase of the SUMP led to the receipt of 111 proposals for action from the territory, which were evaluated for inclusion in the SUMP and Sector Plans.

Particular emphasis was placed on the transparency of the entire process: all input from the meetings was documented and made public, and all additions and improvements resulting from the more than 140 comments on the documents received from citizens and organizations are traceable in the SUMP documents.

Involving the community helped gather the expertise of those who live in the area every day and give a voice to all social groups, responding to different needs. Not only that, but the 38 meetings stimulated dialogue between people with different backgrounds and interests, reducing the distance between them and between the administration and citizens. This is a network to be treasured, especially in view of the concrete implementation phase of the measures provided for in the Plan.

A participatory plan

38 **Meetings**
Open days, workshops, round tables

297 **Participants**
Including institutions, businesses, mobility operators, education, civil society

1192 **Registration for events**
By over 500 participants

148 **Comments on the SUMP documents**
From +40 subjects

Wordcloud of the 111 proposal for action from the territory

Participation process

(In)formation **Listening** **Assimilation**

February 2022

Kick-Off
First introductory meeting

O.S.A. Workshop!
Working with Goals, Strategies, and Actions

SUMP Open Day I
For an (in)formed citizenry

Living Lab Logistic
Introductory meeting

Listening meetings

Thematic
- Active mobility
- Private mobility and road safety
- Disability
- Smart mobility and tourism
- Public transport
- Logistics
- Urban planning

Territorial
- Civitavecchia
- Roma
- Velletri
- Fiano Romano
- Tivoli
- Pomezia

Living Lab Logistic
Workshop: discovering urban logistics

March 2022

Straight to the Goals!
Workshop: defining the priorities of the SUMP

April 2022

Let's draw up the framework
Presentation of the assessment reports
- SUMP
- Public transportation
- Disability
- Goods and logistics
- Cycling mobility

May 2022

Let's monitor
Workshop: how and why is the SUMP monitored?

PUMS Open Day II
Valutiamo e monitoriamo il PUMS

June 2022

Participation
Collection of proposals for action
- Disability and pedestrian mobility
- Biciplan
- Freight and logistics
- Public transport
- Private mobility and road afety
- Parking, electric and shared mobility

July 2022

Living Lab Logistic
Meetings:
- PMLS priorities
- Actions and fine tuning

Let's meet the politicians
Dialogue with the metropolitan council

September 2022

SUMP Open Day III
The SUMP meets the European Mobility Week

Let's collaborate
Round table with the Lazio Region

December 2022

Adoption of the Plan

March 2023

SUMP Open Day IV
Destination SUMP: presentation of the Plan

December 2024

Collect, evaluate and comment 148 observations

Interinstitutional round tables for the assimilation of observations

Unanimous approval!

4. At the heart of the Plan

4.1. Getting around on public transport

The Public Transport Plan for the metropolitan area (PdB) aims to guarantee a flexible and integrated service for the entire metropolitan area. What does this mean specifically?

- A new Metropolitan Railway System (SFM) model, made more efficient through the reorganization and specialization of lines (e.g., “Passante” lines that bypass Termini) and optimization of network capacity.

- Mobility Centers: located in strategic points throughout the area, such as main train stations, these centers are designed to expand the range of mobility services available, promote urban vitality, and make it easy and comfortable to switch between different modes of transportation (from car to train, bike to bus, and so on), thanks to services such as park-and-ride facilities, secure bicycle parking, synchronized timetables, charging points for electric vehicles, and public and commercial services. They are designed as true hubs where you can find many different mobility services and perhaps even a place to have a coffee, transforming them from simple places of transit into useful, safe, and pleasant centers for urban life.

- Bike + Train, a winning combination: SUMP promotes cycling, especially for short journeys. Imagine being able to cycle to the station, leave your bike in a safe place and then take the train: this is why priority has been given to cycle paths connecting stations with the rest of the city and to secure bike parking facilities.

- Public transport for everyone: making public transport accessible to all, including older people, people with disabilities, and people with reduced mobility, is a priority. This means vehicles that are more attentive to these needs, safer and easier-to-reach stops, and clear and legible information. The idea is that everyone should be able to use public transport regardless of their abilities, with benefits for the whole community.

- More connections between public transport, fewer cars: the Plan aims to reorganize the service in order to integrate trains, buses, and subways in a complementary way, strengthening connections to and from Rome, but also cross-city and ring road connections, thanks to an in-depth study of the most used routes.

- An intelligent transport system: technology can make public transport easier and more intuitive to use. Think of an app that tells you in real time when your bus is arriving, helps you plan your journey using different modes of transport, and allows you to pay with a single card. It’s called ‘Mobility as a Service’, also known as MaaS!

- Focus on the most isolated areas: the Plan does not forget the areas furthest from the center. On-demand or flexible transport services are planned for those living in areas where public transport is scarce due to low population density. The aim is to guarantee the right to public mobility even for those living in these areas.

- Greener transport: the Plan aims to use less polluting means of transport, such as electric or methane-powered buses, to reduce air and noise pollution.

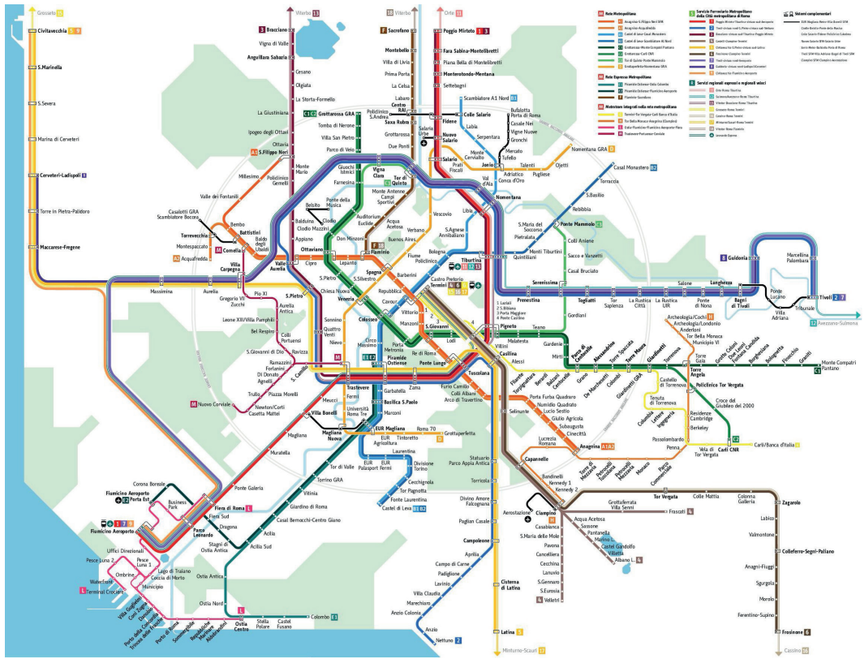
4.1.1. The Metropolitan Railway System

One of the flagship projects of the SUMP is the Metropolitan Railway System, which, as its name suggests, is designed to meet the needs of the entire metropolitan area, going beyond the capital itself. By acting on existing and planned vehicles and infrastructure, we have proposed a reorganization of the service based on an in-depth study of mobility demand and structured on several levels: such as radial services (to and from Rome), “Passante” services (serving the metropolitan area without passing through Termini Station) and Regional Fast trains, which instead aim for Termini to connect to the regional and national network.

“Thanks to the reorganization of the service, we expect an increase of approximately 23% in annual service compared to what was planned, with a benefit of 58,000 additional trips per day on public transportation, mainly without adding infrastructure, but improving those already planned for investment”

“Transport infrastructure has the power to change hierarchical relationships in the territory, promoting the integration of cities and rural areas, of residential and recreational areas”

Proposal for the metropolitan public transport network

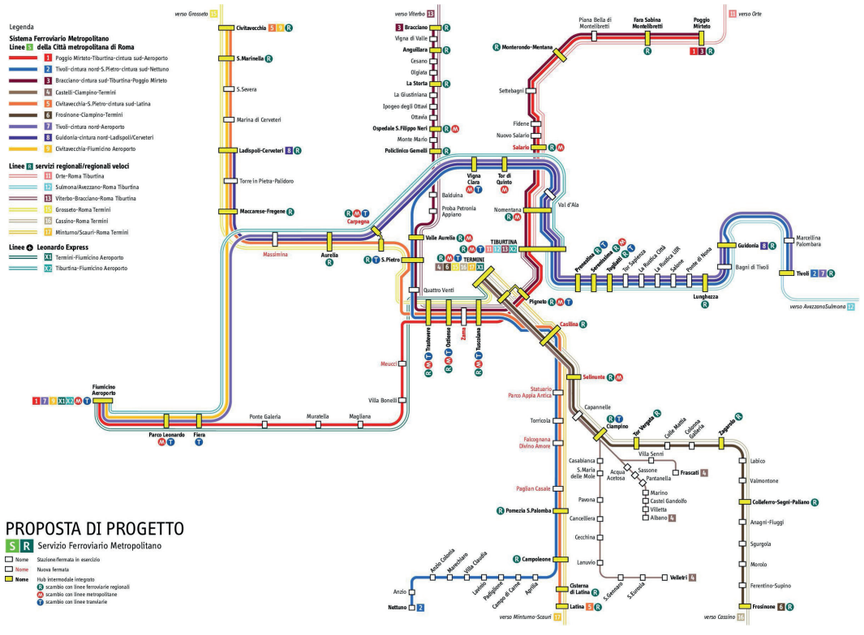


Horizon:
2035

€8,5 billion
in ongoing investments

Principle: improving the efficiency of existing and planned infrastructure

Reorganization of the Metropolitan Railway Service (SFM)



9
"S" – "Passante" services (avoiding Termini)

7
Fast Regional Services "RV" (directed to Termini)

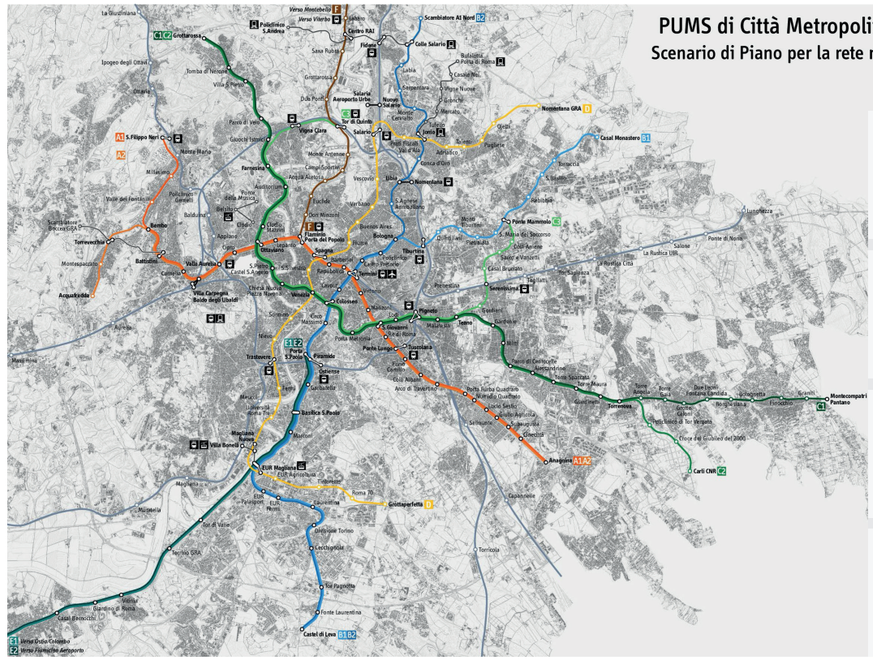
+23%
annual mobility offer

+58.000
daily rail journeys

4.1.2. Rapid Mass Transport

As regards the metro lines, the Plan is in line with the SUMP of Rome, with investments for new construction and for the consolidation and modernization of existing lines. The same applies to tram lines, with the aim of creating a solid backbone within the Roman territory. Of particular metropolitan importance is the connection with Fiumicino and Ciampino-Anagnina, as hubs of national and international significance.

Rapid Mass Transportation: Subways



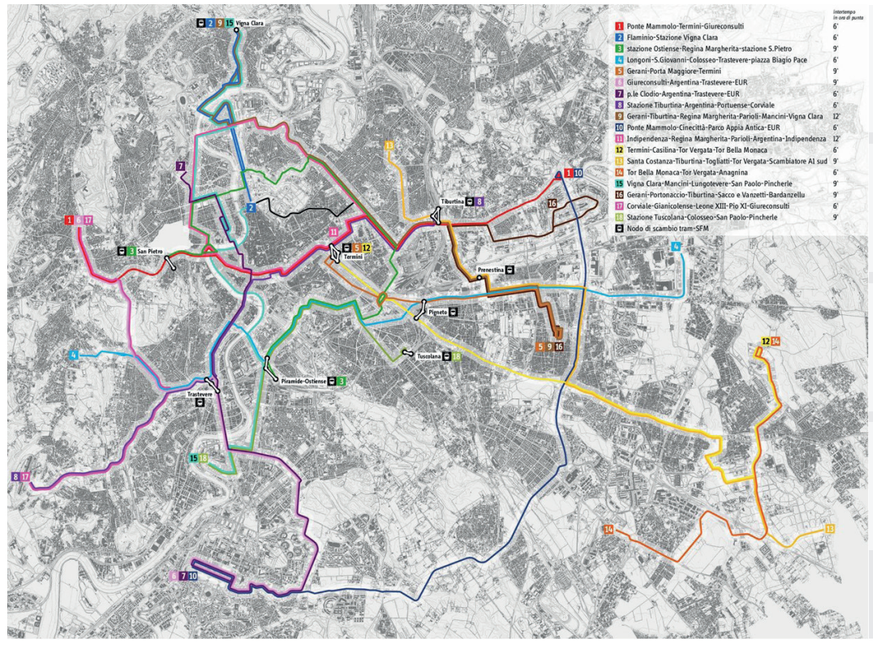
4
Metro lines

2
Network services Express Metro

+100 km
Planned interventions

11,5 billion €
Estimated planned investment

Rapid Mass Transport: trams



20
Total tram services

2
Dedicated tram services in Ostia and Fiumicino

+100 km
Planned interventions

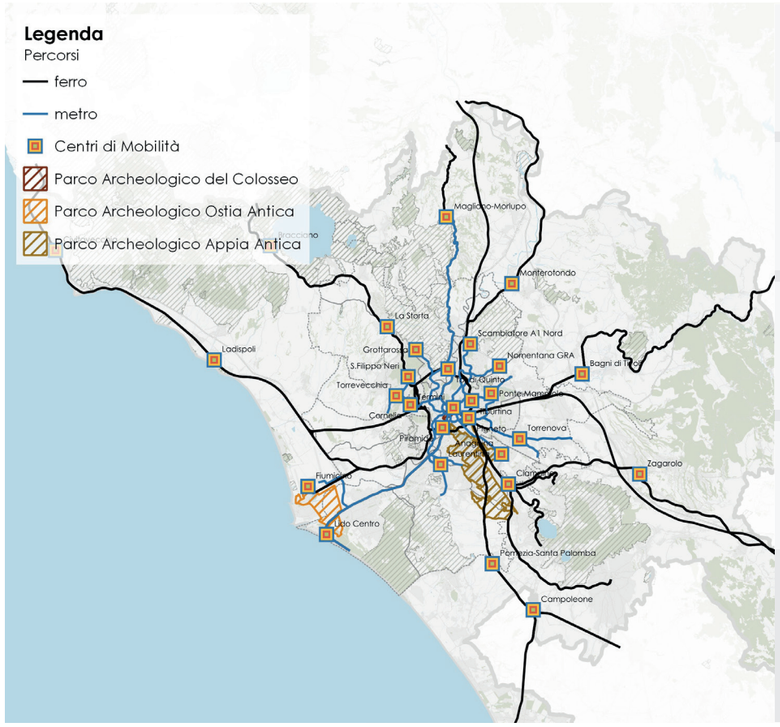
2 billion
Estimated investment

4.1.3. Mobility Centers

Mobility Centers are one of the key elements of the SUMP. Thanks to an in-depth analysis of the needs of those who travel every day in the metropolitan area, the main commuter corridors have been identified, along which a more efficient network of extra-urban mobility can be promoted and planned. How? By increasing the types of services, giving priority to certain lines, but above all by enhancing the connection points between these main corridors. Twenty-eight strategic nodes have been identified along the main commuter routes, where various transport services are concentrated: the Mobility Centers.

These are places where you can find and access multiple modes of transportation, such as trains, subways, trams, and bike paths. They are designed to become mobility hubs and make changing between different modes of transport simple, convenient, and affordable. This will be achieved by transforming these spaces into safe, vibrant, well-connected, and accessible places where you can find all the information and services you need to get around easily and sustainably, including from a MaaS (Mobility as a Service) perspective.

The Mobility Centers proposed by the metropolitan SUMP



28
mobility centers

3
hierarchical classes (A, B, urban)

13
in the urban area of Rome

+30 mln
estimated planned investment

4.2. Cycling in the metropolitan city: the Biciplan for the wider area

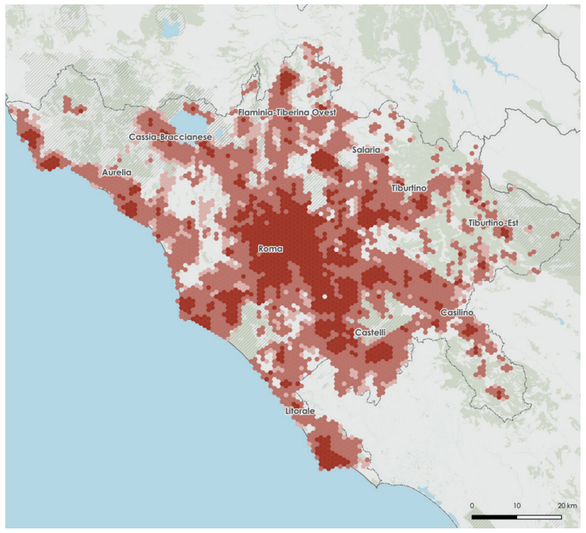
The Biciplan unites the municipalities of the metropolitan city into a single network of cycle paths and provides them with a toolbox to design cycling infrastructure and services in a uniform manner across the territory.

The Plan aims to give space to active mobility by creating an integrated network of direct, strategic routes suitable for everyone: those who use bicycles for work and daily errands, those who use them for tourism, but also children and the elderly. The most ambitious goal that the metropolitan city will have to pursue, by activating and coordinating synergies between the Region, the Metropolitan City, and the municipalities, is the development of the 'bicipolitana': a cycle network structured like a real metro system, with routes organized into intuitive lines, clear signage, and strategic interconnections.

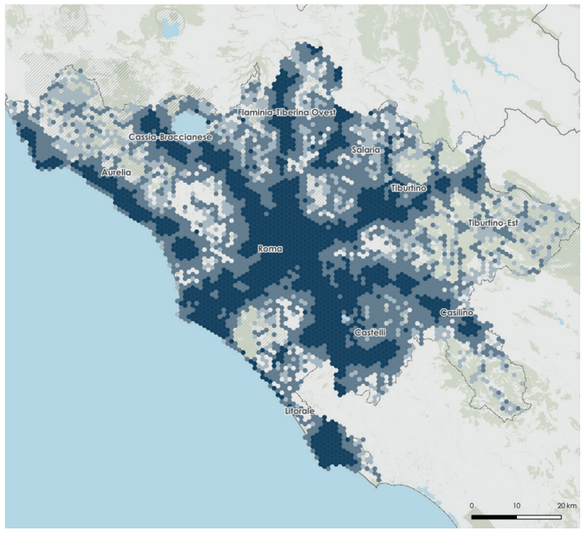
Through an in-depth study of the characteristics of the roads and their intensity of use, a Cycling Index has been developed that has made it possible to identify the best routes and distinguish them according to their function (daily, tourist) and hierarchy (main and secondary network). This made it possible to organize the cycle routes, differentiating those intended for everyday use from those for tourist use, and to give particular emphasis to routes of strategic importance for the areas, such as those to schools, railway stations, and other important local attractions.

Thanks to collaboration with the local community, the need to enhance the area through slow tourism has been recognized, with connections that encourage the discovery of places of high landscape value off the beaten track and relieve tourist pressure on the capital.

But it's not just about bike lanes: the Biciplan places great importance on the intermodal use of bicycles, which should not be an isolated alternative but integrated with public transport. Ensuring safe parking near stations and clear signage are measures that go in this direction. In addition, the Biciplan encourages a cultural change: promoting cycling and shared use of urban space cannot be separated from communication and awareness campaigns targeting all citizens, starting with children and schools, with the introduction of school streets and Pedibus and Bicibus services.

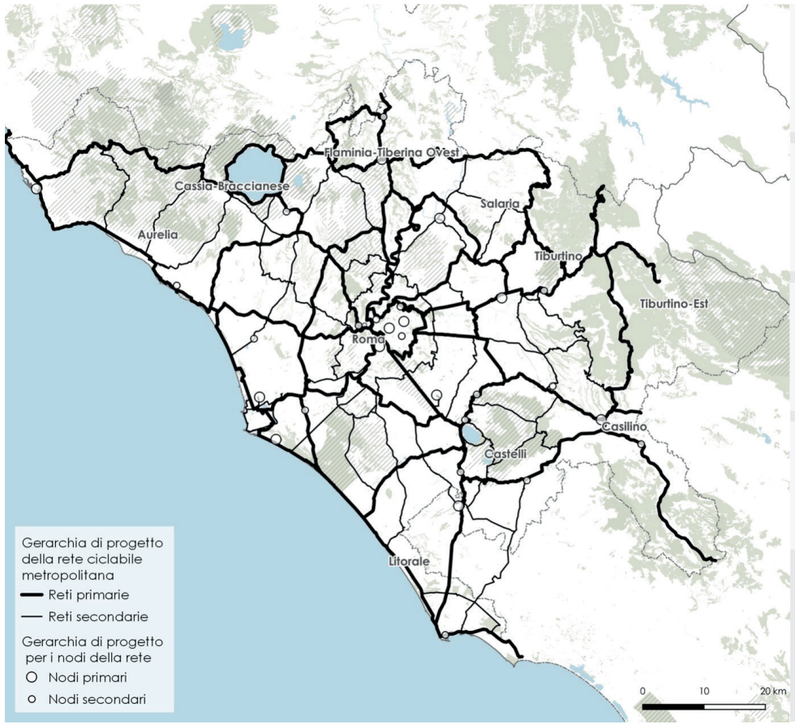


Cycling Index - Daily routes



Cycling Index - Leisure

Features of the Biciplan



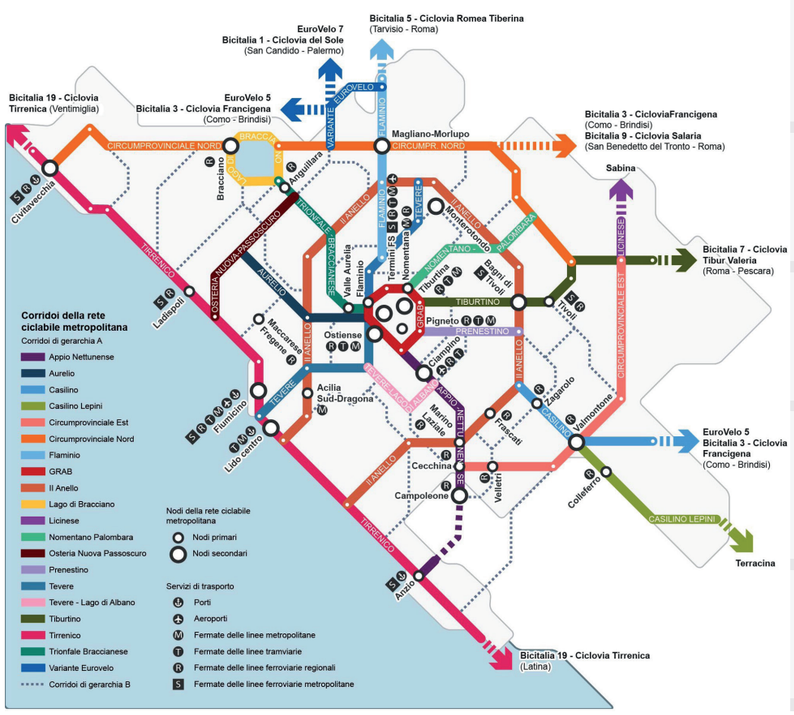
520 km
of new cycle paths

2,7 mln
residents served within 1 km of the local network

84%
railway stations with 1 km of the cycle network

5 sites
UNESCO sites connected to the cycle network

Main proposals



Creation of a metropolitan cycling network: 20 primary corridors and 29 secondary corridors

Construction of cycling facilities at major transport hubs

Definition of criteria for planning and managing cycling mobility

Provision of infrastructure and services dedicated to cycle tourism (such as routes, dedicated accomodation facilities, bike repair shop)

Promotion of cycling culture

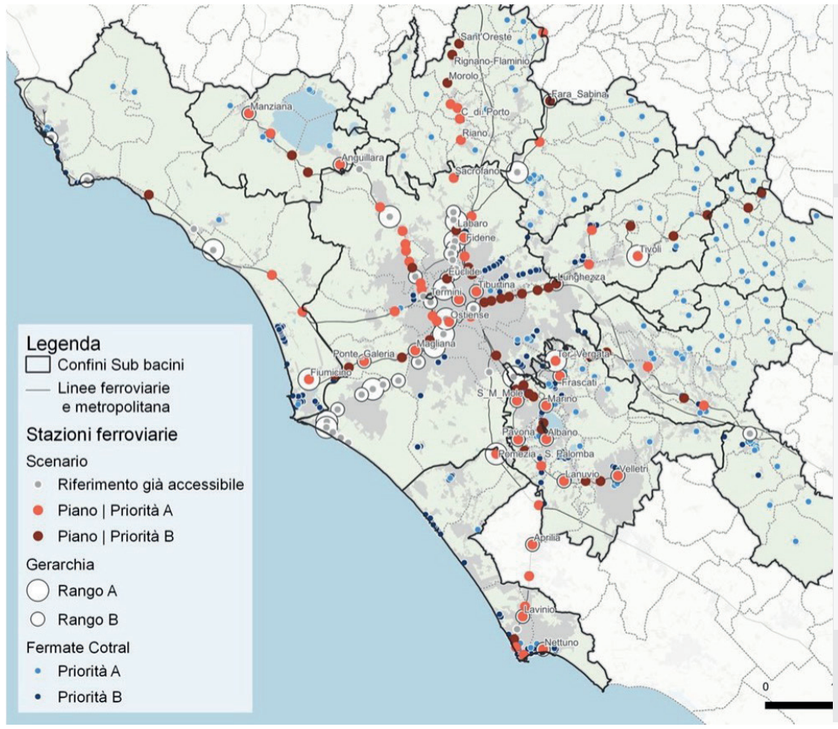
4.3. Widespread accessibility: getting around with (dis)abilities

Being able to move freely and participate fully in community life regardless of one's abilities is at the heart of the Plan for the Mobility of People with Disabilities (PMPD). The goal is to create an urban environment accessible to all, following the principle of universal accessibility: spaces, services, and information of public interest must be accessible to everyone, including people with visual, hearing, or cognitive disabilities.
The PMPD was created based on an analysis of the needs of people with disabilities, carried out through ad hoc studies and direct dialogue with associations in the sector. Extensive standardization work has been carried out to provide metropolitan municipalities with guidelines for drawing up Plans for the Elimination of Architectural Barriers (PEBA). PEBA are essential tools available to municipalities to make buildings, public spaces, and transport infrastructure accessible by removing obstacles that prevent the full use of public spaces and services. Some examples of interventions promoted by the PMPD:

- Adaptation of public rail transport in terms of accessibility, in line with the Memorandum of Understanding between the Lazio Region and trade associations, and improvement of accessibility at railway stations
- Application of guidelines for the drafting, adoption, approval, and implementation of PEBA
- Adaptation of suburban public transport stops to ensure universal accessibility, e.g. with tactile paths and ramps
- Creation of protected and accessible pedestrian routes in historic centers and areas of major interest
- Implementation of audio systems for the broadcast of messages displayed on vehicles
- Improvement of lighting on both pedestrian and cycle paths
- Activation of services such as taxi vouchers for people with disabilities.

"A more inclusive, fair, and livable city is a win for everyone.""

Plan for the Mobility of People with Disabilities



Guidelines for design according to the principle of universal accessibility (for municipalities, stakeholders, operators)

Identification of nodes where guidelines should be implemented and good design standards applied

Guidelines for the drafting of PEBA (Plan for the Accessibility of People with Disabilities) by municipalities in the metropolitan area according to a metropolitan standard

4.4. Managing goods in metropolitan cities

The movement of goods, ranging from the delivery of parcels purchased online to the replenishment of stores, must be regulated with increasing care to ensure that it is environmentally friendly and does not cause disruption. This is the objective of the Sustainable Freight and Logistics Plan (PMLS).
The PMLS is the result of an in-depth analysis of the critical issues of the current logistics system and proposes a series of measures to mitigate and resolve problems related to urban logistics, taking into account environmental, economic, and social impacts. How? Here are the principles that guide the PMLS:

- Promote the transition to low-emission vehicles, including cargo bikes
- Optimise routes and reduce delivery times and freight traffic for a more competitive and advantageous logistics system for both businesses and consumers (fewer miles, less traffic, lower costs)
- Think in terms of supply chains, such as e-commerce delivery, distribution of perishable goods, and movement of construction materials, identifying the specific characteristics of each and the related needs and targeted solutions
- Involve transport operators, trade associations, and representatives of institutions in a permanent roundtable to ensure constant dialogue, as tested in the Logistics Living Lab.

Key actions:

- Implementation of an accreditation system for freight transport vehicles and development of digital platforms for managing authorizations and sharing information
- Policies for easier access to restricted traffic zones for accredited vehicles and progressive restrictions for polluting vehicles
- Creation of an integrated network of public and private mini-hubs to optimize goods distribution
- Use of innovative solutions for last-mile distribution, such as cargo bikes or electric vehicles
- Definition of corridors for heavy goods vehicles
- Monetary and non-monetary incentives for energy transition (low emissions vehicles) or to encourage the phasing out of deliveries and reduce congestion, for example by incentivizing the receipt of goods outside peak hours
- Improvement of logistics in production and business centers, promoting ad hoc studies to identify the most appropriate services.

The Metropolitan City acts as an institutional liaison between the Region and the municipalities, ensuring that the measures adopted by the municipalities are consistent with regional regulations and planning.

Some of the priority measures proposed for urban logistics

Access policies	Logistics spaces	Incentives	Cross-cutting measures
Adaptation and harmonization of access and facilitation of green vehicles	Integrated network of mini-hubs (public and private) to optimize the distribution of goods in urban areas	Promoting energy transition and delivery phasing with monetary and non-monetary incentives	Harmonization with regional and local policies

5. Let's look at the numbers

5.1. Estimated benefits

The metropolitan SUMP requires a total investment of €15 billion for its full implementation, most of which has already been allocated for measures that have already been planned and scheduled. The real challenge of the Plan, therefore, is not to launch new projects, but to implement those already planned, maximizing the effectiveness of the available resources. If we succeed in this goal, the benefits will be extraordinary: according to simulation models, we will see a reduction of 575,000 daily car trips, which is equivalent to an entire day of traffic on the Grande Raccordo Anulare (Rome's ring road)! These trips will be absorbed by a more sustainable mobility system: they will be distributed across 300,000 additional trips on public transport and 275,000 on active modes, i.e., by bike and on foot, thanks to better connections, infrastructure, and services.
A concrete change that translates into savings in costs, emissions, and time lost in traffic, for more livable, efficient, and sustainable territories.

-575.000
Daily car journeys

€1 billion/year
Monetary estimate of time savings

+275.000
Daily trips by active mobility

+1,6 million
Daily journeys on public transport

15 billion €
Estimated planned investment

+300.000
Daily journeys on public transport

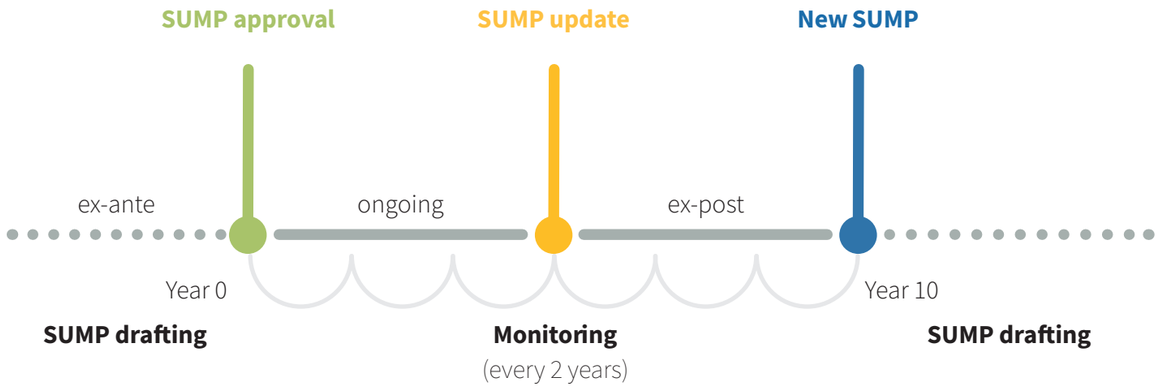
-27%
Reduction in average number of transfers between different modes of transport

-7%
CO2 emissions

5.2. …And what happens now?

The SUMP was adopted by the Metropolitan Council in December 2022: this means that it was published and submitted to the public for consultation and overall review. In December 2024, the final documents, updated on the basis of the suggestions and comments received, were submitted to the Metropolitan Council for approval, which approved them unanimously. This is a fundamental step in unlocking access to funds for the full implementation of the plan, which will depend on the synergistic collaboration of all the municipalities involved. As these steps demonstrate, the SUMP is not a static document but a plan-process designed to continuously adapt to changes in the territory and new mobility needs. Its journey will not end here: it will be accompanied by constant monitoring to measure the results achieved and, if necessary, introduce corrective measures to ensure its effectiveness when it is updated after five years. At the end of the 10-year period, a comprehensive update of the Plan will be carried out.

A process plan



6. Find out more

6.1. Where can I find the full documents?

Explore the dedicated website to find out more about the Plan and browse the full SUMP and Sector Plans at https://pums.cittametropolitanaroma.it/ by clicking on “Documents” in the top menu.

On the “Documents” page, in the “Sustainable Urban Mobility Plan (SUMP)” section, you can consult:

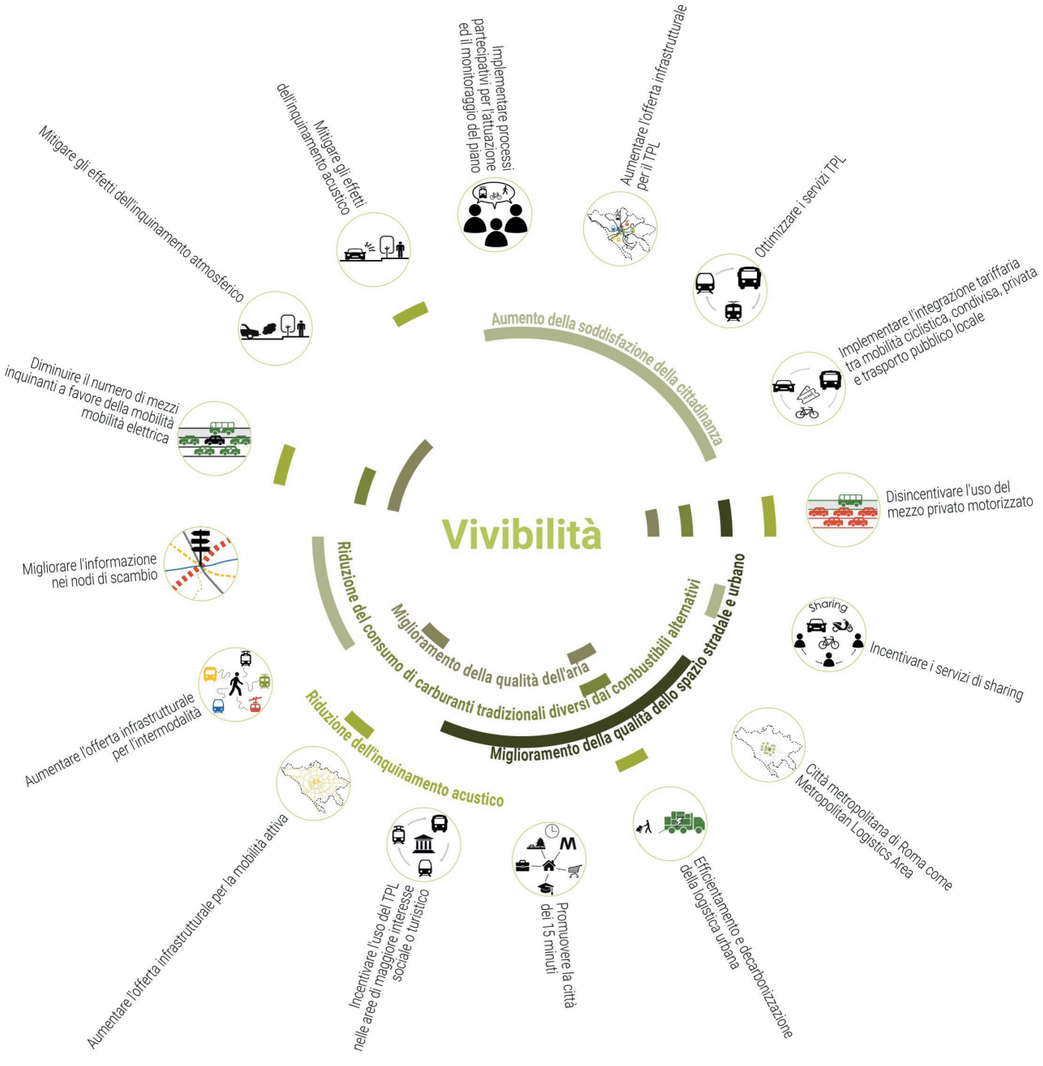
- SUMP Volume 1 (Assessment Report): contains the territorial analysis on which the plan is based and consists of a section on the regulatory, planning, and programmatic framework and a section on territorial and mobility system analyses. It concludes with a summary of strengths, weaknesses, opportunities, and threats.
- SUMP Volume 2 (Participatory Construction of the Scenario): this is a methodological document that illustrates technical and procedural details such as the definition of objectives and the development and comparative evaluation of the scenarios.
- SUMP Volume 3 (Plan Document): this is the core of the SUMP, setting out its vision and related objectives, strategies, and planned actions. It includes details on the economic sustainability of the Plan and guidelines for implementation in the municipalities.
- The SUMP Monitoring Plan: it illustrates how the progress and impact of the SUMP will be measured and monitored in the coming years, while the ex ante monitoring report provides a snapshot of the current situation (“time zero”).

The other sections contain:

- In “Participation”: the Reports of the first and second phases of participation, which describe in detail the activities of each phase and their impact on the SUMP documents; the Evaluation of the proposals for action collected from the territory and the Counter-argument Document to the Observations, which describes the phase of evaluation and assimilation of the proposals coming from the territory.
- In “Strategic Environmental Assessment”: the Environmental Report, the Non-Technical Summary, the Environmental Impact Assessment, and the Summary Statement.
- The Knowledge Frameworks, Plan Documents, and Sector Plan Tables (PdB, Biciplan, PMLS, PMPD) are available in the relevant sections.

6.2. How to read the SUMP?

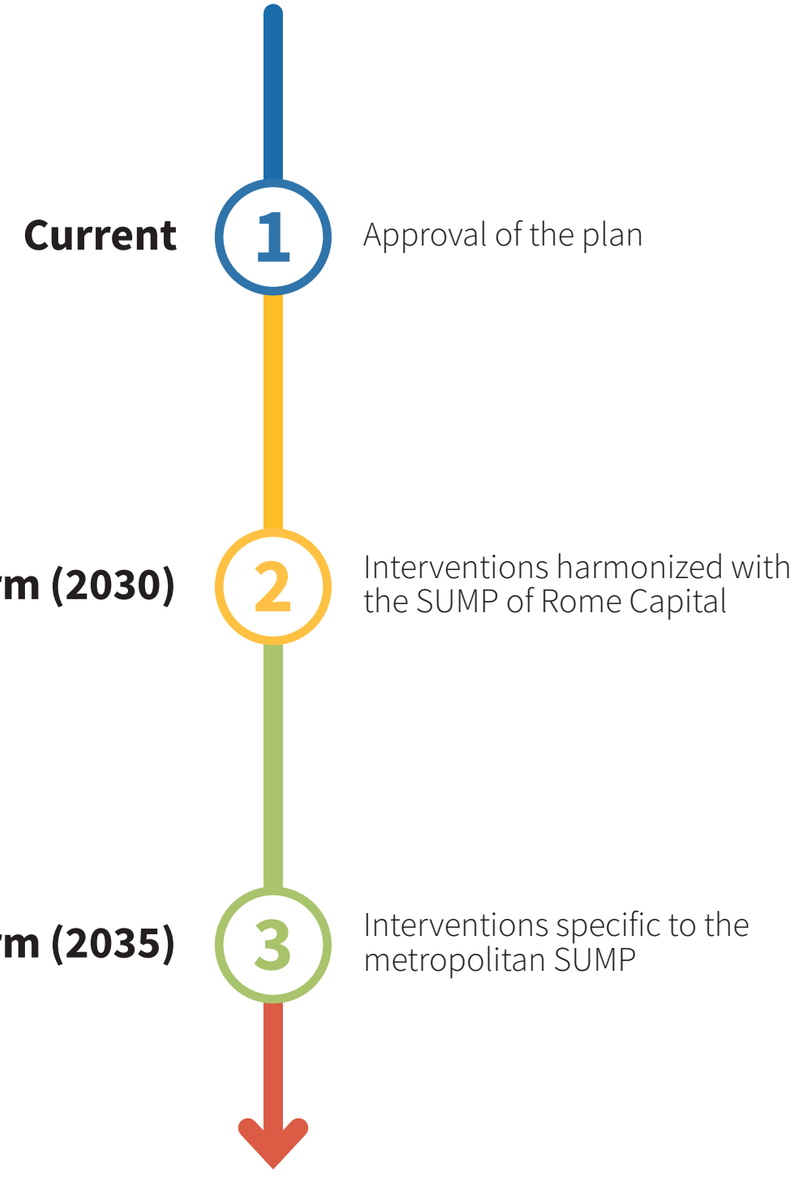
The main document, i.e. the Plan Document, is SUMP Volume 3. Its chapters are organized on the basis of the general objectives (Efficiency, Accessibility, Development, Liveability, Safety). Each chapter describes the related macro-objectives, for which the strategies and actions are set out, including the series of concrete measures planned for the territory. This is the O.S.A. method!
Thanks to the close connection between objectives, strategies, and actions, it is possible to monitor the contribution of the various measures to the achievement of the relevant objectives, measuring the state of implementation of the interventions and the results in terms of air quality, accidents, traffic distribution, and so on.

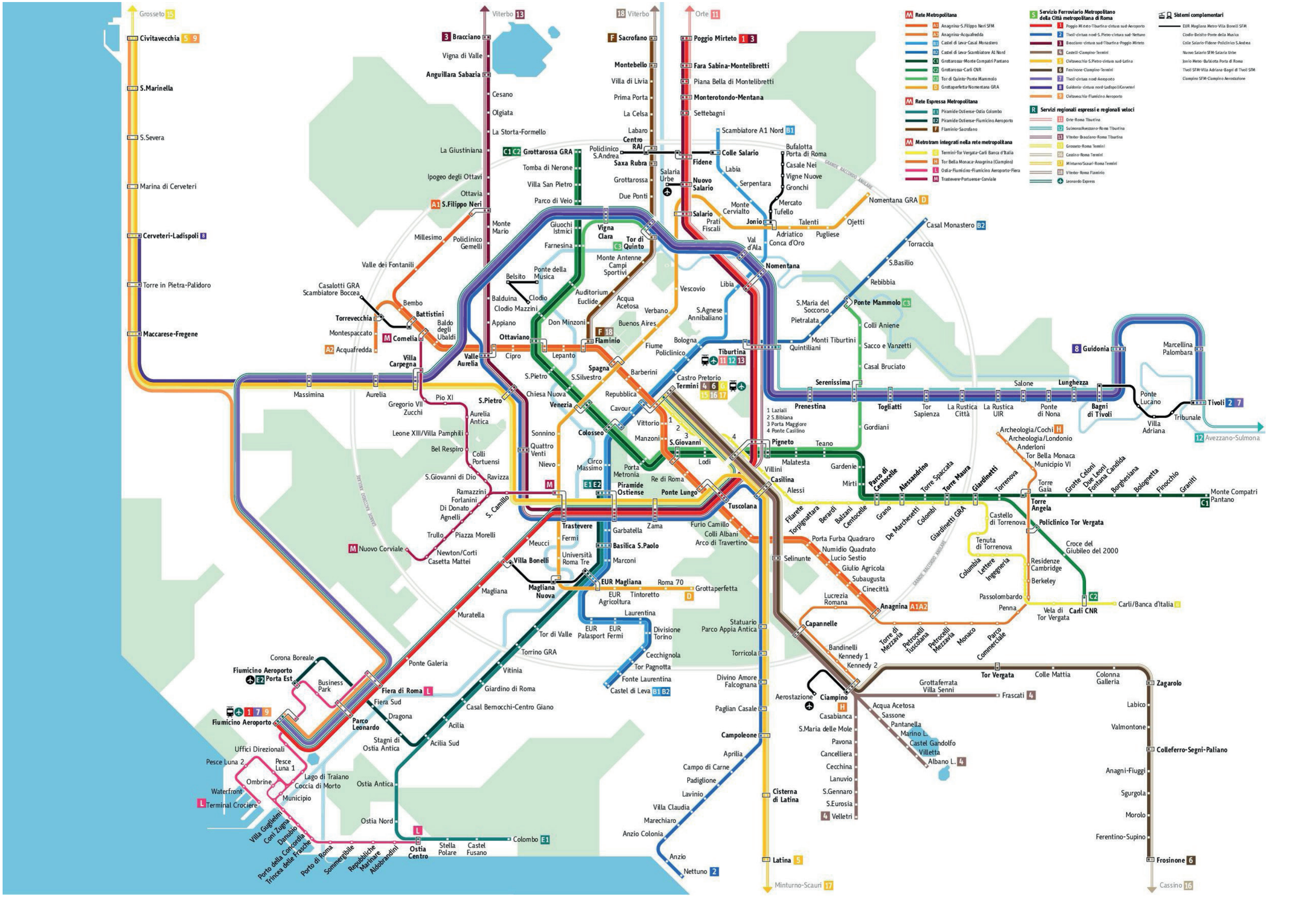


Example of General Objective with macro-objectives and related strategies

7. List of interventions

The specific measures provided for in the SUMP of the Metropolitan City of Rome Capital are summarized below, divided by area of interest and by strategy or type of action. The timing of the measures is designed to be in line with the Scenarios of the SUMP of Rome Capital. Therefore, for measures that are in line with the Capitoline Plan, the medium-term scenario (2030) is considered; for all other measures, the time frame of the metropolitan SUMP, i.e., the long term (2035), is considered.





Ideogrammatic diagram of the Metropolitan Railway Service, the metropolitan network of Rome Capital and the main interventions proposed by the SUMP

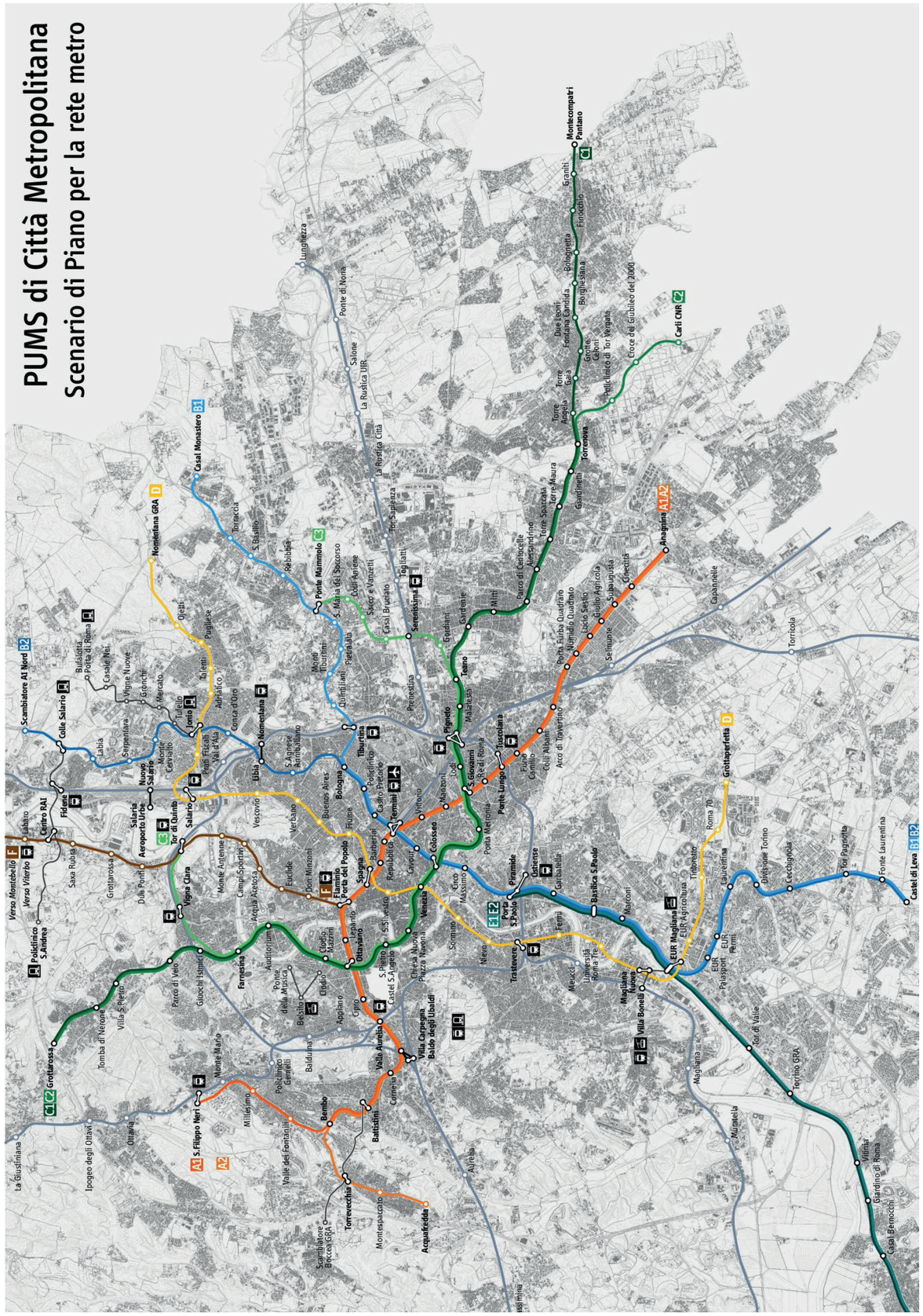
7.1. Local public transport

Az.001 - Development of the RFI and Regional metropolitan railway infrastructure network

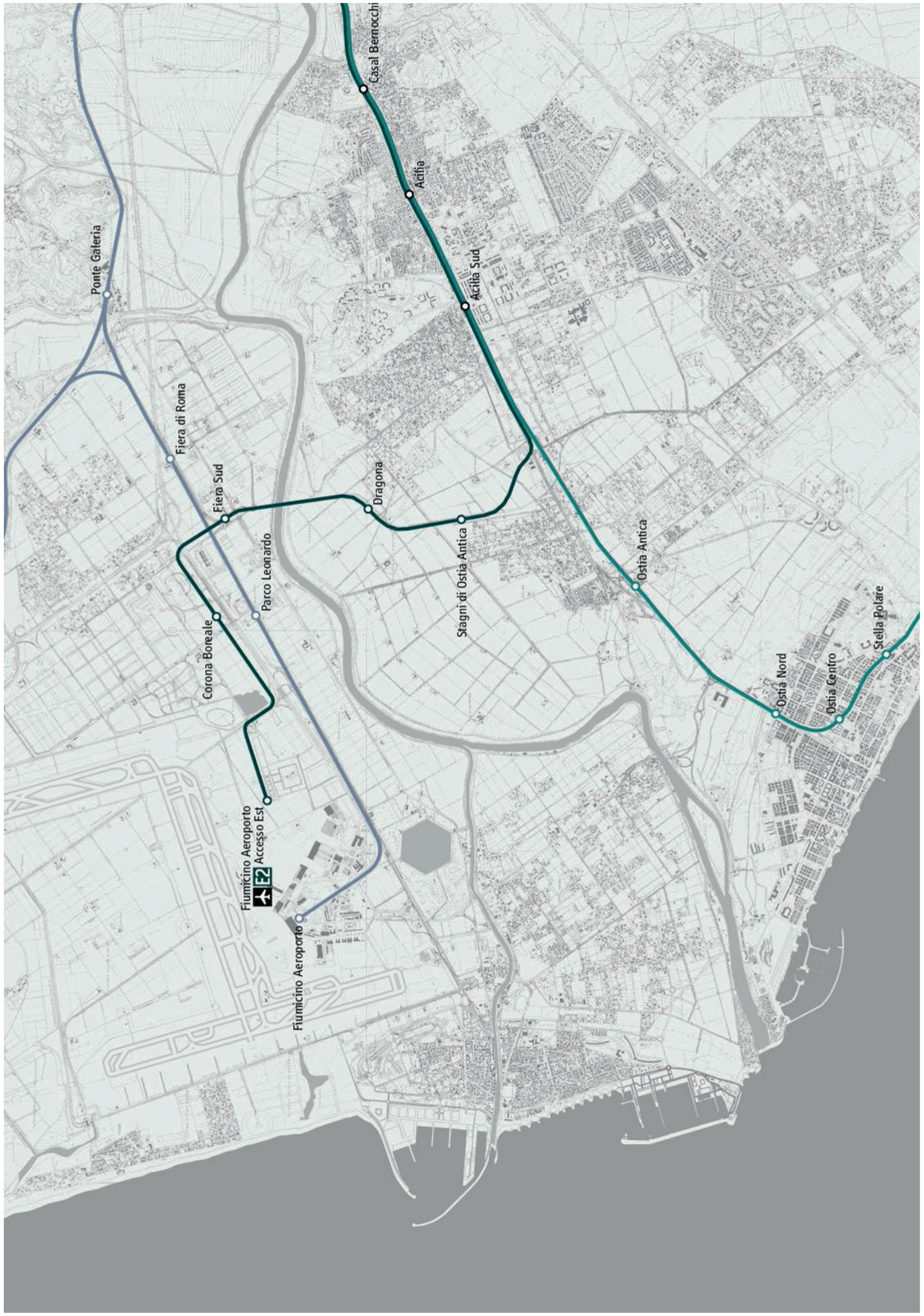
Code	Name	Code SUMP Rome	Scenario
P35-TP-01	Nuove stazioni ferroviarie: Massimina, Selinunte, Statuario, Zama	M2-10	2030
P35-TP-02	Quadruplicamento binari tra Casilina e Capannelle	M3-10	2030
P35-TP-03	Raccordi ferroviari tra FL1-FL5 e FL3-FL5	M3-11	2030
P35-TP-04	Nuova stazione ferroviaria Meucci		2035
P35-TP-05	Stazioni Carpegna, Divino Amore e Paglian Casale		2035

Az.002 - Development of the metro infrastructure network

Code	Name	Code SUMP Rome	Scenario
P35-TP-06	Metro B da Rebibbia a Casal Monastero	M2-01	2030
P35-TP-07	Potenziamento Roma-Lido (Metromare/Metro E)	M2-03	2030
P35-TP-08	Potenziamento Roma Nord (Metro F)	M2-04	2030
P35-TP-09	Metro B1 da Jonio a Colle Salario-GRA	M2-05	2030
P35-TP-10	Metro A da Battistini a San Filippo Neri	M2-06	2030
P35-TP-11	Metro D da Grottaperfetta a Nomentana/GRA	M2-07 | M3-02 | M3-03	2030
P35-TP-12	Stazioni Torrino e Giardini di Roma sulla Roma-Lido	M2-08	2030
P35-TP-13	Metro A da Bembo a Acquafredda	M3-04	2030
P35-TP-14	Diramazione metro C1 da Teano a Ponte Mammolo	M3-05	2030
P35-TP-15	Diramazione metro C2 da Farnesina a Grottarossa	M3-06	2030
P35-TP-16	Diramazione Roma-Lido (Metromare/Metro E) da Acilia Sud a Fiumicino Aeroporto Est	M3-08	2030
P35-TP-17	Nuova fermata Don Minzoni (Valle Giulia)	M3-09	2030
P35-TP-18	Diramazione Metro C da Torre Angela a Tor Vergata		2035
P35-TP-19	Metro B da Laurentina a Castel di Leva		2035
P35-TP-95	Metro C da Farnesina a Tor di Quinto	M2-02	2030



Schematic diagram of the Rome Capital metropolitan network services provided for by the SUMP of the Metropolitan City of Rome Capital

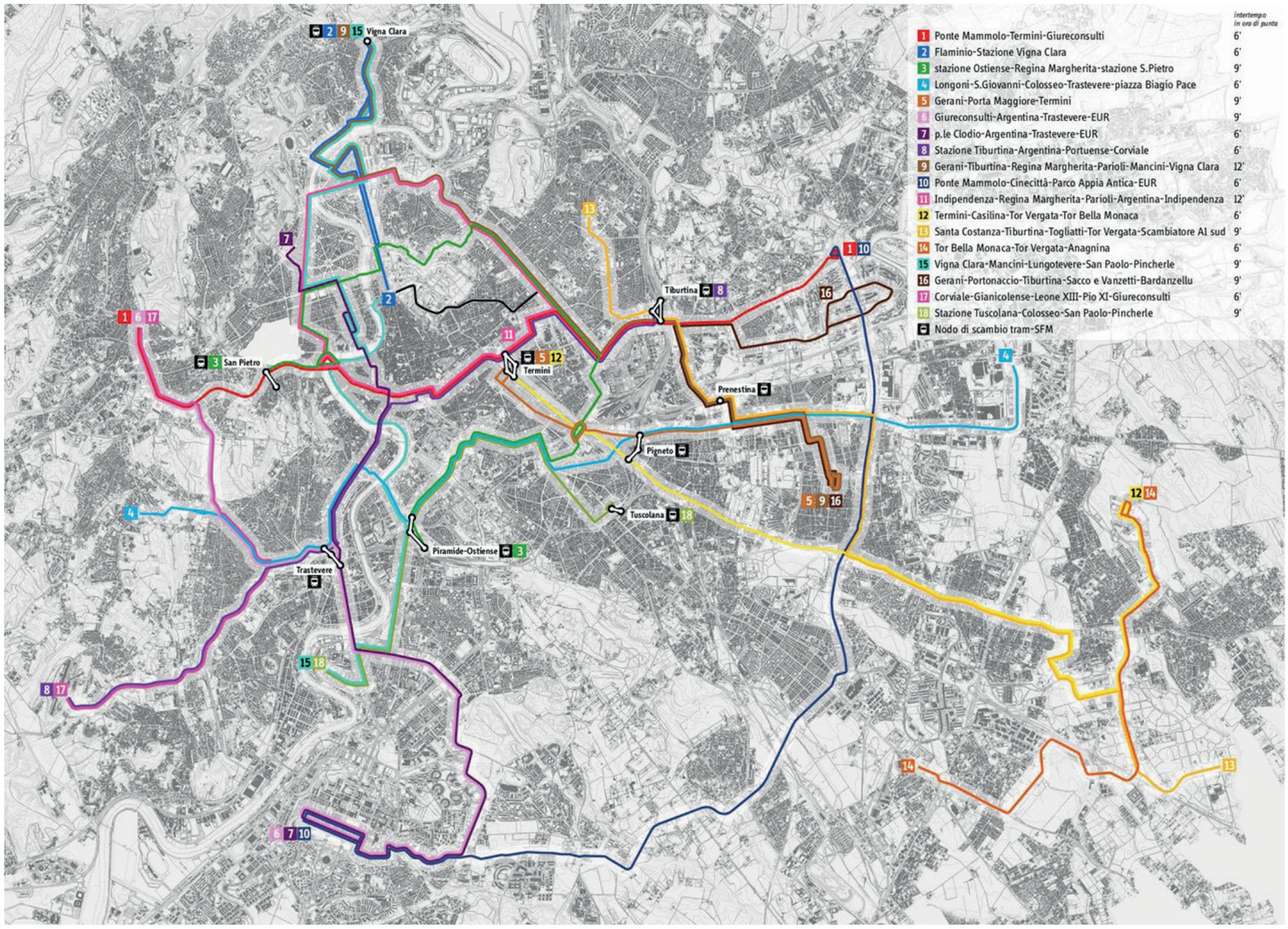


Outline of the services of the metropolitan network of Roma Capitale envisaged by the SUMP of the Metropolitan City of Rome (zoom on the Coastline)

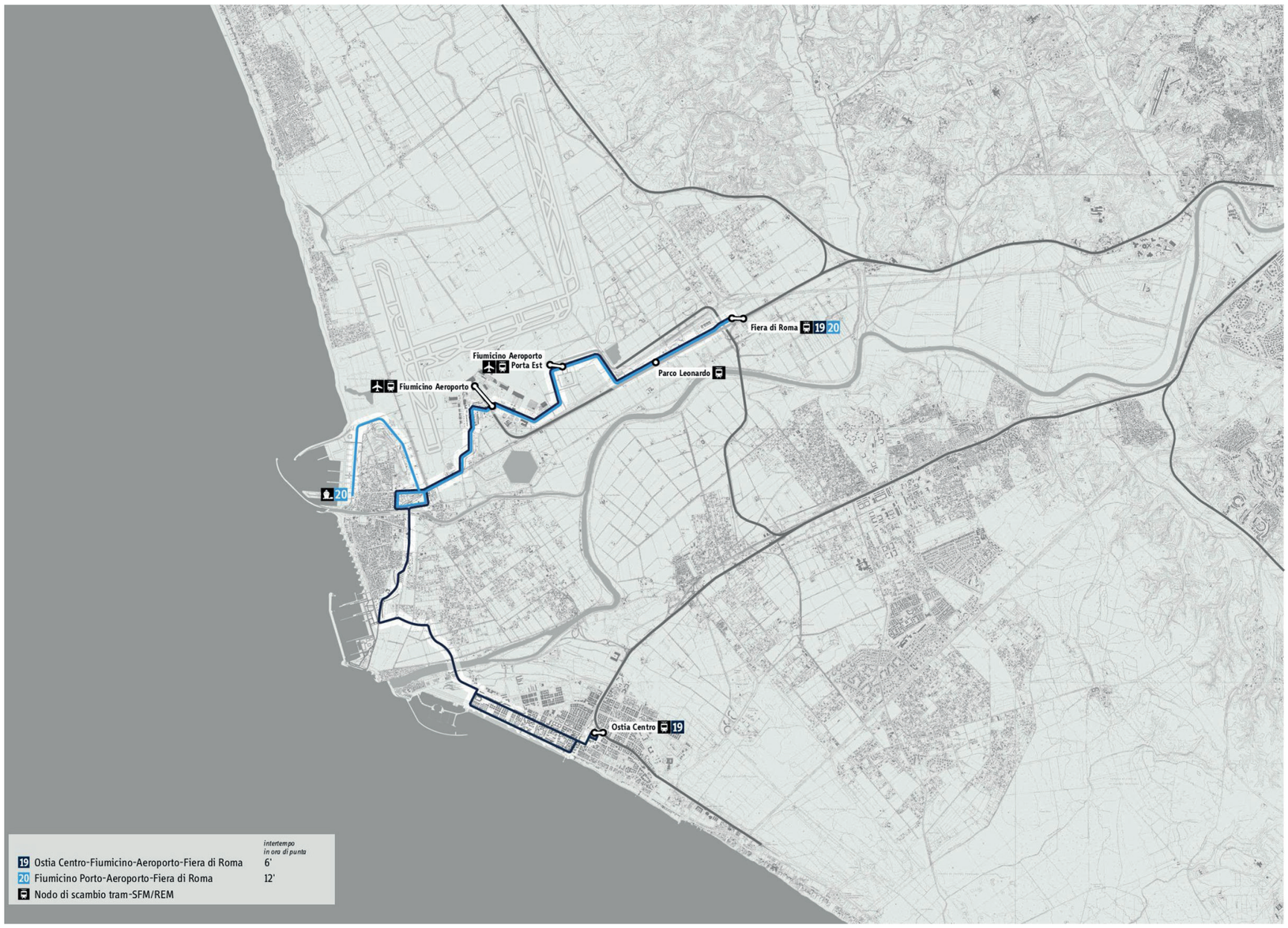
Az.003 - Development of the tram infrastructure network

Code	Name	Code SUMP Rome	Scenario
P35-TP-20	Collegamento tramviario Anagnina-Cambellotti	M2-15	2030
P35-TP-21	Collegamento tramviario Piazza Mancini-Via Flaminia-Corso Francia-Stazione Vigna Clara	M2-16	2030
P35-TP-22	Collegamento tramviario Viale Angelico-Piazzale Clodio	M2-21	2030
P35-TP-23	Collegamento tramviario Viale Angelico-Ponte della Musica-Auditorium-Parco della Musica	M2-22	2030
P35-TP-24	Prolungamento della Roma-Giardinetti da Tor Vergata a Banca d'Italia	M2-25	2030
P35-TP-25	Collegamento tramviario Stazione Tiburtina-Ponte Mammolo	M2-26	2030
P35-TP-26	Collegamento tramviario Marconi-Parco Appia Antica-Subaugusta	M2-28	2030
P35-TP-27	Collegamento tramviario Trastevere-Portuense-Corviale	M2-30	2030
P35-TP-28	Collegamento tramviario Fiera di Roma-Parco Leonardo-Fiumicino Città-Nuovo Porto Commerciale	M2-33	2030
P35-TP-29	Collegamento tramviario Cambellotti-Tor Bella Monaca	M3-13	2030
P35-TP-30	Collegamento tramviario Termini-Piazza Indipendenza-Viale Regina Elena	M3-14	2030
P35-TP-31	Collegamento tramviario Lungotevere da via Zanardelli a via Marmorata	M3-15	2030
P35-TP-32	Collegamento tramviario Auditorium Parco della Musica-Piazza Euclide-Piazza Ungheria	M3-16	2030
P35-TP-33	Collegamento tramviario Largo Preneste-Portonaccio-Stazione Tiburtina	M3-17	2030
P35-TP-34	Collegamento tramviario Togliatti-Tor Sapienza	M3-18	2030
P35-TP-35	Collegamento tramviario Rinascimento-Milizie	M3-19	2030
P35-TP-36	Collegamento tramviario Casaletto-Silvestri	M3-20	2030
P35-TP-37	Collegamento tramviario Porta San Paolo-Ostiense-Basilica di San Paolo	M3-21	2030
P35-TP-38	Collegamento tramviario Ostia Centro-Fiumicino Città-Porto Commerciale	M3-27	2030
P35-TP-95	Collegamento tramviario da Parco Torrenova a Tor Vergata		2035
P35-TP-96	Collegamento tramviario tra Laurentina e EUR Palasport		2035
P35-TP-97	Collegamento tramviario Porta San Paolo-Ostiense-Basilica di San Paolo da via Baldelli a via Pincherle		2035
P35-TP-98	Collegamento tramviario Santa Costanza-Tiburtina		2035
P35-TP-99	Collegamento tramviario via Tiburtina-Bardanzellu		2035
P35-TP-100	Collegamento tramviario via La Spezia-Tuscolana		2035
P35-TP-101	Collegamento tramviario p.zza Pio XI-via Leone XIII	M3-23	2030
P35-TP-102	Collegamento tramviario Largo di Torre Argentina		2035

Outline of the tram services in the SUMP of the Metropolitan City of Rome Capital



Outline of the tram services in the SUMP of the Metropolitan City of Rome Capital (zoom on the coastline)

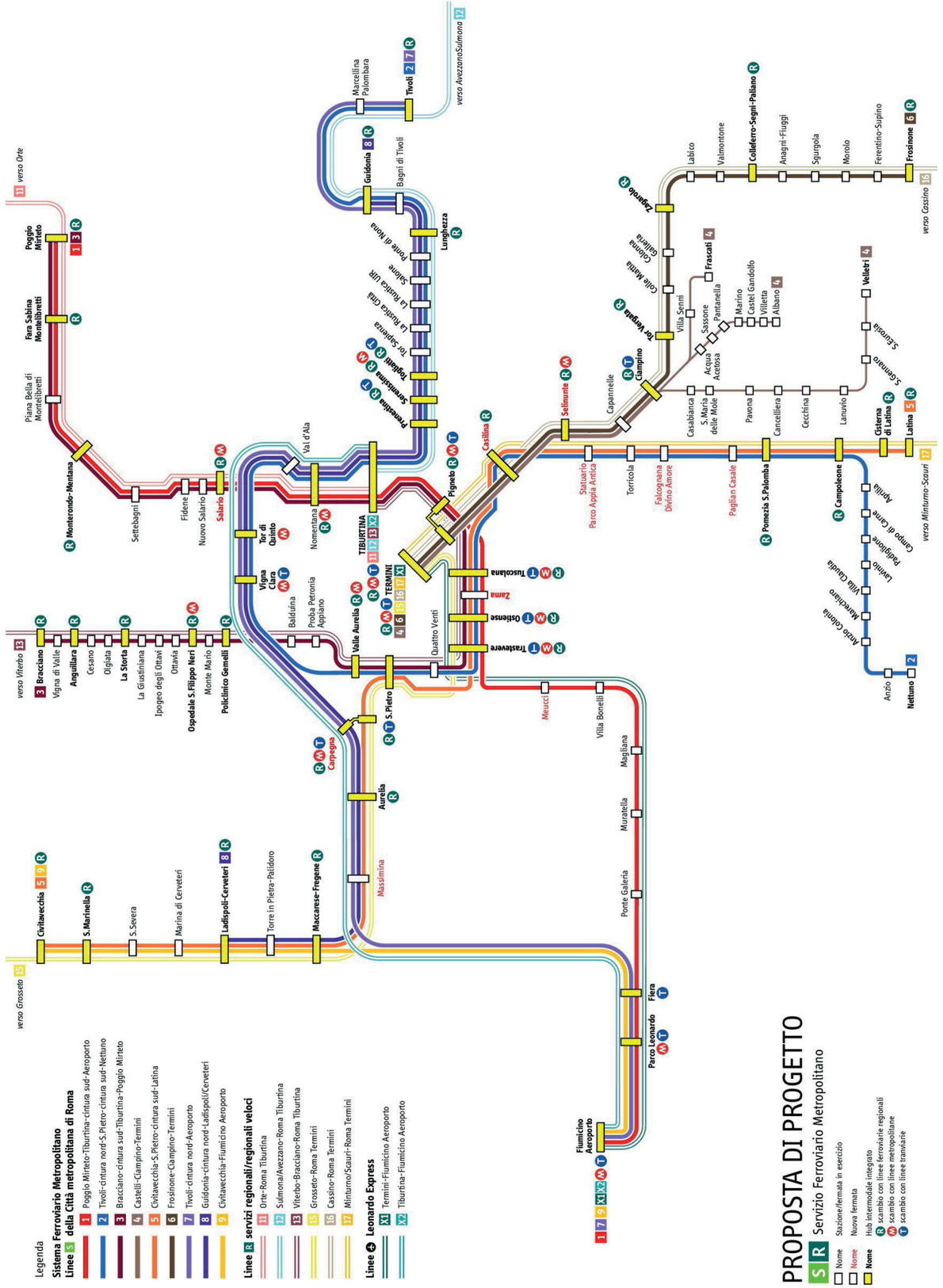


Az.005 - Extension of priority lanes in urban areas

Code	Name	Code SUMP Rome	Scenario
P35-TP-41	Corridoio Eur-Tor de Cenci	M1-09	2030
P35-TP-42	Corridoio Colombo-Casal Palocco/Castel Porziano-Ostia-Torvaianica	M2-31	2030
P35-TP-43	Corridoio Casal Palocco/Castel Porziano-Acilia Sud-Dragona-Fiumicino Aeroporto	M2-32	2030
P35-TP-44	Corridoio Lanciani-Monti Tiburtini-Serenissima-Primavera-Centocelle	M3-24	2030
P35-TP-93	Corridoio TPL urbano Ponte Mammolo-Fidene Stazione	M2-29	2030
P28-TP-103	Corridoio Casalotti-Battistini		2035

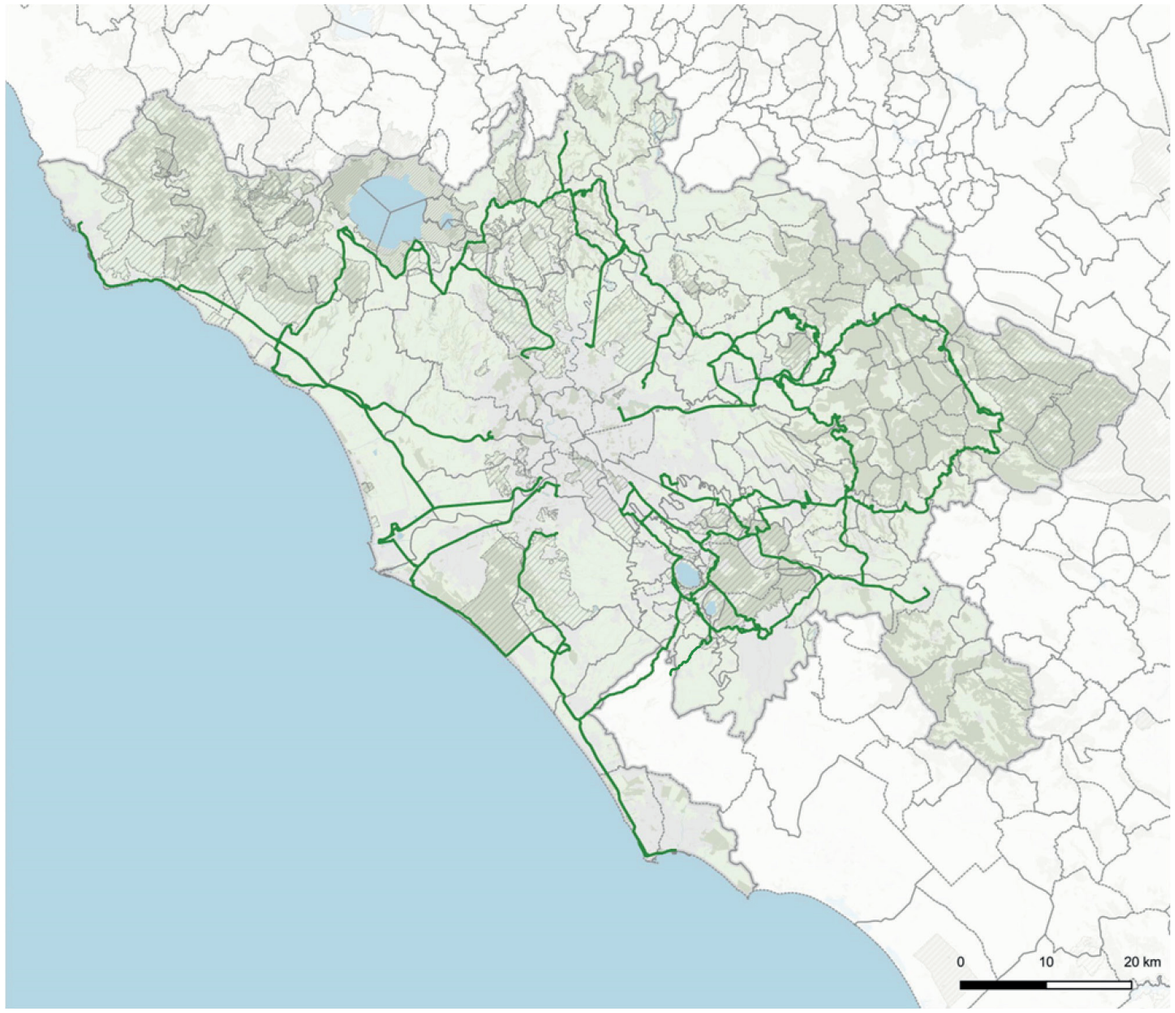
Az.006 - Establishment of a new railway operating model that provides for the specialization of services and optimization of network capacity

Code	Name	Code SUMP Rome	Scenario
P35-TP-45	SFM S1 Poggio Mirteto-Tiburtina-cintura sud-Aeroporto		2035
P35-TP-46	SFM S2 Tivoli-cintura nord-S.Pietro-cintura sud-Nettuno		2035
P35-TP-47	SFM S3 Bracciano-cintura sud-Tiburtina-Poggio Mirteto		2035
P35-TP-48	SFM S4 Castelli-Ciampino-Termini		2035
P35-TP-49	SFM S5 Civitavecchia-S.Pietro-cintura sud-Latina		2035
P35-TP-50	SFM S6 Frosinone-Ciampino-Termini		2035
P35-TP-51	SFM S7 Tivoli-cintura nord-Aeroporto		2035
P35-TP-52	SFM S8 Guidonia-cintura nord-Ladispoli/Cerveteri		2035
P35-TP-53	SFM S9 Civitavecchia-Fiumicino Aeroporto		2035
P35-TP-54	SFM R11 Orte-Tiburtina		2035
P35-TP-55	SFM R12 Sulmona/Avezzano-Roma Tiburtina		2035
P35-TP-56	SFM R13 Viterbo-Bracciano-Roma Tiburtina		2035
P35-TP-57	SFM R15 Grosseto-Roma Termini		2035
P35-TP-58	SFM R16 Cassino-Roma Termini		2035
P35-TP-59	SFM R17 Minturno/Scauri-Roma Termini		2035
P35-TP-60	Leonardo Express X2 Fiumicino Aeroporto-Tiburtina		2035



Ideogrammatic scheme of the Metropolitan Railway Service envisaged by the SUMP of the Metropolitan City of Rome

Az.008 - Identification of extra-urban public transport corridors connecting the Network Units (first-level network)



Suburban corridors proposed by the SUMP of the Metropolitan City of Rome Capital

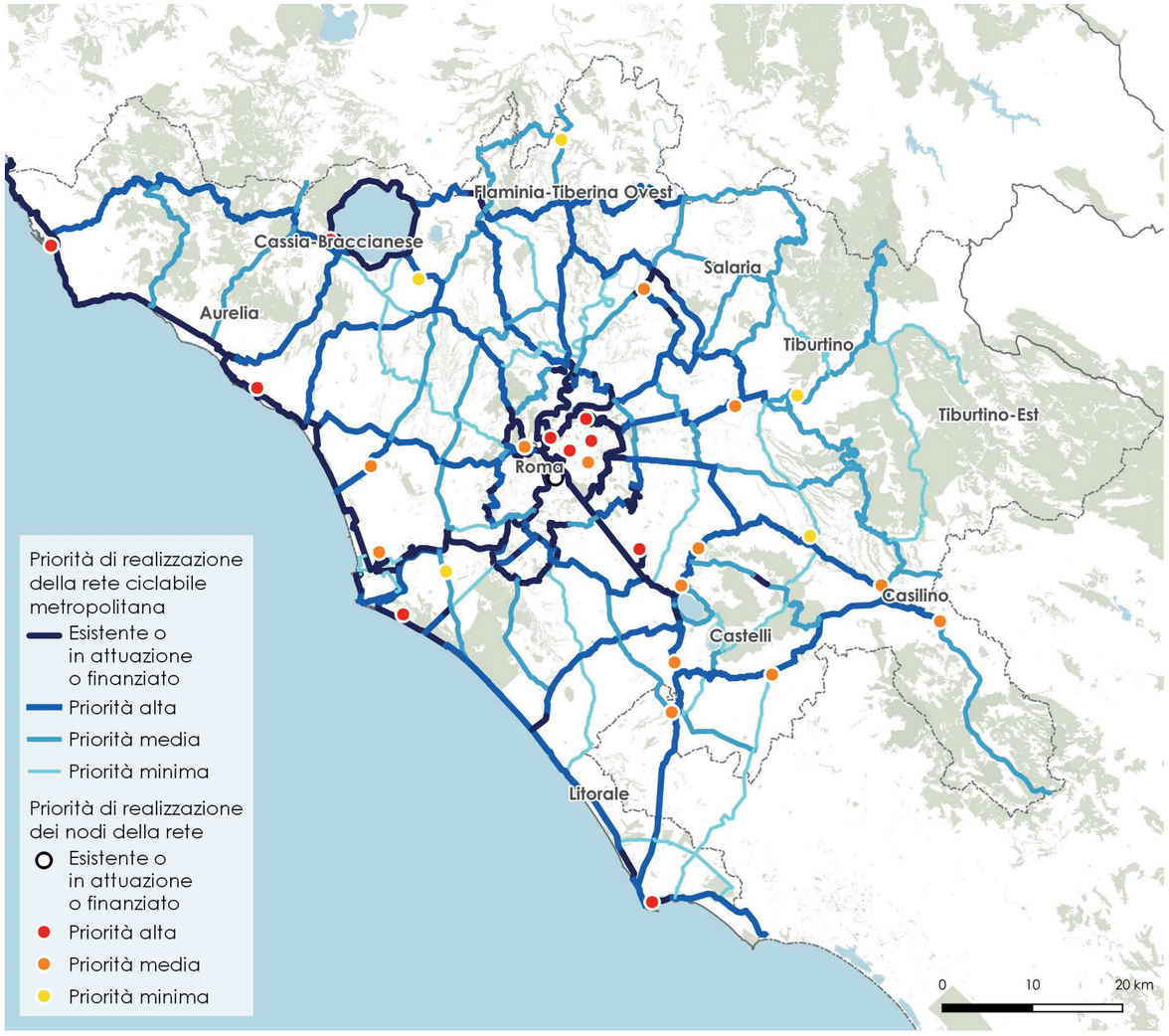
Az.006 - Establishment of a new railway operating model that provides for the specialization of services and optimization of network capacity

Code	Name	Code SUMP Rome	Scenario
P35-TP-61	Corridoio TPL extraurbano San Polo dei Cavalieri-Roma		2035
P35-TP-62	Corridoio TPL extraurbano Monterotondo--Roma		2035
P35-TP-63	Corridoio TPL extraurbano Castel Madama-Roma		2035
P35-TP-64	Corridoio TPL extraurbano Palestrina-Roma		2035
P35-TP-65	Corridoio TPL extraurbano Colleferro-Roma		2035
P35-TP-66	Corridoio TPL extraurbano Subiaco-Roma		2035
P35-TP-67	Corridoio TPL extraurbano Civitavecchia-Roma		2035
P35-TP-68	Corridoio TPL extraurbano Cerveteri-Roma		2035
P35-TP-69	Corridoio TPL extraurbano Bracciano-Roma		2035
P35-TP-70	Corridoio TPL extraurbano Lanuvio-Roma		2035
P35-TP-71	Corridoio TPL extraurbano Velletri-Roma		2035
P35-TP-72	Corridoio TPL extraurbano Rignano Flaminio-Roma		2035
P35-TP-73	Corridoio TPL extraurbano Nettuno-Roma		2035
P35-TP-74	Corridoio TPL extraurbano Roma Litorale-Roma		2035
P35-TP-75	Corridoio TPL extraurbano Guidonia Montecelio-San Cesareo		2035
P35-TP-76	Corridoio TPL extraurbano San Cesareo-Albano Laziale		2035
P35-TP-77	Corridoio TPL extraurbano Tivoli-Riano		2035
P35-TP-78	Corridoio TPL extraurbano Zagarolo-Albano Laziale		2035
P35-TP-79	Corridoio TPL extraurbano Albano Laziale-Nettuno		2035
P35-TP-80	Corridoio TPL extraurbano Subiaco-Palestrina		2035
P35-TP-81	Corridoio TPL extraurbano Subiaco-Guidonia Montecelio		2035
P35-TP-82	Corridoio TPL extraurbano Subiaco-Tivoli		2035
P35-TP-83	Corridoio TPL extraurbano Cerveteri-Roma Litorale		2035
P35-TP-84	Corridoio TPL extraurbano Roma Litorale-Nettuno		2035
P35-TP-85	Corridoio TPL extraurbano Ladispoli-Morlupo		2035
P35-TP-86	Corridoio TPL extraurbano Castelli Romani		2035

Az.009 - Increase direct accessibility to Fiumicino airport for high-speed rail services

Code	Name	Code SUMP Rome	Scenario
P35-TP-94	Quadruplicamento della linea tra Ponte Galeria e Fiumicino Aeroporto		2035

7.2. Active mobility



Az.070 - Construction of the metropolitan cycle network

Code	Name	Description	Priority	Scenario
P35-BC-001	Appio-Nettunense - 1	Tratto: Castel Gandolfo	Alta	2035
P35-BC-002	Appio-Nettunense - 2	Tratto: Albano Laziale - confine CmRC	Alta	2035
P35-BC-003	Appio-Nettunense - 3	Tratto: Confine CmRC - Anzio	Alta	2035
P35-BC-004	Aurelio - 1	Tratto: Passoscuro - Casale dell'Aranova - fiume Arrone	Alta	2035
P35-BC-005	Aurelio - 2	Tratto: Fiume Arrone - Roma piazza di Villa Carpegna	Alta	2035
P35-BC-006	Aurelio - 3	Tratto: Roma via Acciaioli	Alta	2035
P35-BC-007	Boccea-Tragliata-Anguillara - 1	Tratto: Largo Gregorio XIII - via Aurelia	Alta	2035
P35-BC-008	Bracciano-Cerveteri - 1	Tratto: Marina di Cerveteri - Bracciano	Alta	2035
P35-BC-009	Casilino - 1	Tratto: Valmontone - Colonna	Alta	2035
P35-BC-010	Casilino-Lepini - 1	Tratto: Colleferro - Valmontone	Alta	2035
P35-BC-011	Circumprovinciale Est - 1	Tratto: Fontana di Papa - Velletri	Alta	2035
P35-BC-012	Circumprovinciale Est - 2	Tratto: Velletri - Valmontone	Alta	2035
P35-BC-013	Circumprovinciale Nord - 1	Tratto: Civitavecchia - Tolfa	Alta	2035
P35-BC-014	Circumprovinciale Nord - 2	Tratto: Tolfa - lago di Bracciano	Alta	2035
P35-BC-015	Circumprovinciale Nord - 3	Tratto: Lago di Bracciano - monte Sarleo	Alta	2035
P35-BC-016	Circumprovinciale Nord - 4	Tratto: Campagnano di Roma - Magliano	Alta	2035
P35-BC-017	Circumprovinciale Nord - 5	Tratto: Morlupo - Fiano Romano	Alta	2035
P35-BC-018	Circumprovinciale Nord - 6	Tratto: Via dello Sport	Alta	2035
P35-BC-019	Circumprovinciale Nord - 7	Tratto: Fiano Romano - Passo Corese	Alta	2035
P35-BC-020	Colombo (Ciclomare) - 1	Tratto: Lido di Castel Fusano - Castel Fusano	Alta	2035
P35-BC-021	Colombo (Ciclomare) - 2	Tratto: Vitinia - Villaggio Azzurro	Alta	2035
P35-BC-022	Colombo (Ciclomare) - 3	Tratto: Mostacciano - Casale del Castellaccio	Alta	2035
P35-BC-023	Flaminio - 1	Tratto: Labaro - Magliano	Alta	2035
P35-BC-024	I Anello - 1	Tratto: Fidene	Alta	2035
P35-BC-025	I Anello - 2	Tratto: Viale Carmelo Bene	Alta	2035
P35-BC-026	I Anello - 3	Tratto: Casale Nei - Casal Boccone	Alta	2035
P35-BC-027	I Anello - 4	Tratto: Via Prenestina - via Casilina - Torre Spaccata	Alta	2035
P35-BC-028	I Anello - 5	Tratto: Cinecittà - Appia Antica	Alta	2035
P35-BC-029	I Anello - 6	Tratto: Via di Tor Pagnotta - via Laurentina - via di Vallerano	Alta	2035
P35-BC-030	I Anello - 7	Tratto: Via del Risaro	Alta	2035
P35-BC-031	I Anello - 8	Tratto: Ponte di Mezzocammino - Vitinia	Alta	2035
P35-BC-032	I Anello - 9	Tratto: Muratella	Alta	2035
P35-BC-033	I Anello - 10	Tratto: Borgo dei Massimi - via della Pisana	Alta	2035
P35-BC-034	I Anello - 11	Tratto: Via della Pisana - via Aurelia	Alta	2035
P35-BC-035	I Anello - 12	Tratto: Via Ennio Bonifazi	Alta	2035
P35-BC-036	II Anello - 1	Tratto: Riano - via Salaria	Alta	2035
P35-BC-037	II Anello - 2	Tratto: Monterotondo - Tivoli Terme	Alta	2035
P35-BC-038	II Anello - 3	Tratto: Colle del Sole - lago Albano	Alta	2035
P35-BC-039	II Anello - 4	Tratto: Albano Laziale - Pomezia	Alta	2035
P35-BC-040	II Anello - 5	Tratto: Pomezia - Martin Pescatore	Alta	2035
P35-BC-041	II Anello - 6	Tratto: Dragona - Nuova Fiera di Roma	Alta	2035
P35-BC-042	Mentana-Monterotondo - 1	Tratto: Via Salaria - Monterotondo	Alta	2035
P35-BC-043	Mentana-Monterotondo - 2	Tratto: Mentana - Bosco Trentani	Alta	2035
P35-BC-044	Nomentano-Palombara - 1	Tratto: Attraversamento Aniene	Alta	2035
P35-BC-045	Nomentano-Palombara - 2	Tratto: Via di Casal Boccone - Colleverde	Alta	2035
P35-BC-046	Nomentano-Palombara - 3	Tratto: Colleverde	Alta	2035
P35-BC-047	Nomentano-Palombara - 4	Tratto: Colleverde - Fonte Nuova - Santa Lucia	Alta	2035
P35-BC-048	Osteria Nuova-Fregene - 1	Tratto: Fregene - Maccarese Scalo	Alta	2035
P35-BC-049	Osteria Nuova-Fregene - 2	Tratto: Maccarese Scalo - via Aurelia	Alta	2035
P35-BC-050	Osteria Nuova-Passoscuro - 1	Tratto: Osteria Nuova - Passoscuro	Alta	2035
P35-BC-051	Prenestino - 1	Tratto: Viale Togliatti - Colle del Sole	Alta	2035
P35-BC-052	Salario - 1	Tratto: Monterotondo	Alta	2035
P35-BC-053	Tevere - 1	Tratto: Isola Sacra - Dragona	Alta	2035
P35-BC-054	Tevere - 2	Tratto: Ponte Cestio - Ponte Fabricio	Alta	2035
P35-BC-055	Tevere - 3	Tratto: La Celsa - Saxa Rubra	Alta	2035
P35-BC-056	Tevere-Lago di Albano - 1	Tratto: Via Ostiense - viale Città d'Europa	Alta	2035
P35-BC-057	Tevere-Lago di Albano - 2	Tratto: Viale Città d'Europa - via Colombo	Alta	2035
P35-BC-058	Tevere-Lago di Albano - 3	Tratto: Via Colombo - via Laurentina	Alta	2035
P35-BC-059	Tevere-Lago di Albano - 4	Tratto: Fonte Laurentina - Santa Maria delle Mole	Alta	2035
P35-BC-060	Tiburtino - 1	Tratto: Viale Togliatti - Case Rosse	Alta	2035
P35-BC-061	Tiburtino - 2	Tratto: Tivoli Terme - Villa Adriana	Alta	2035
P35-BC-062	Tirrenico - 1	Tratto: Fiumicino - Isola Sacra - Lido di Ostia	Alta	2035
P35-BC-063	Tirrenico - 2	Tratto: Pineta di Castel Fusano - Porto Rutulo	Alta	2035

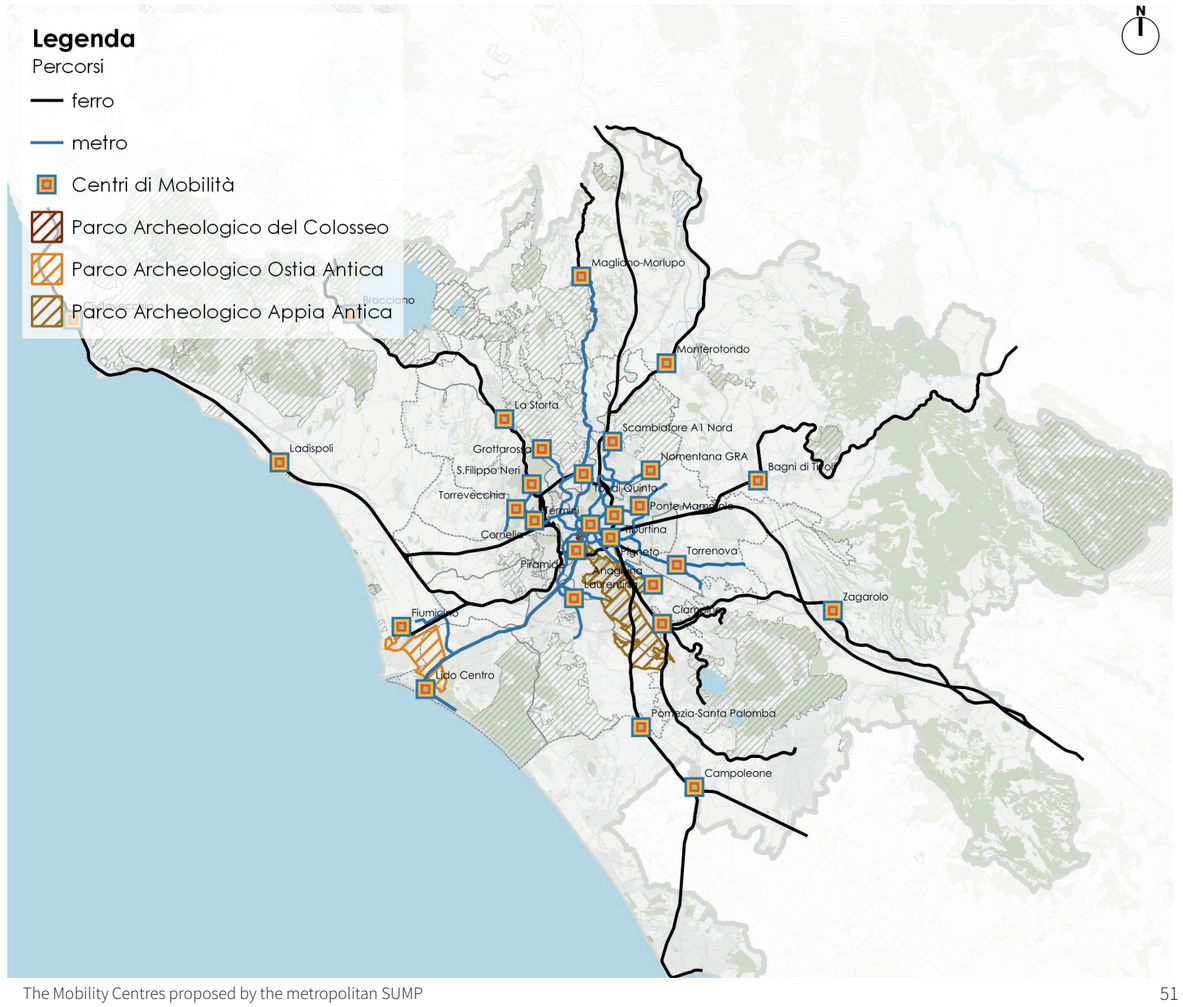
P35-BC-064	Tirrenico - 3	Tratto: Porto Rutulo - Lido di Enea	Alta	2035
P35-BC-065	Tirrenico - 4	Tratto: Lido di Marechiaro - Anzio	Alta	2035
P35-BC-066	Tirrenico - 5	Tratto: Anzio	Alta	2035
P35-BC-067	Tirrenico - 6	Tratto: Nettuno - Astura	Alta	2035
P35-BC-068	Trionfale-Braccianense - 1	Tratto: Lago di Bracciano - Cesano	Alta	2035
P35-BC-069	Trionfale-Braccianense - 2	Tratto: Cesano - La Giustiniana	Alta	2035
P35-BC-070	Trionfale-Braccianense - 3	Tratto: La Giustiniana - Monte Mario Alto	Alta	2035
P35-BC-071	Trionfale-Braccianense - 4	Tratto: Balduina - Città del Vaticano	Alta	2035
P35-BC-082	Ardeatino-Cisternense - 1	Tratto: Falcognana - Campoleone	Media	2035
P35-BC-083	Ardeatino-Cisternense - 2	Tratto: Campoleone - fosso della Crocetta	Media	2035
P35-BC-084	Campagnano-Cesano - 1	Tratto: Campagnano di Roma - Cesano di Roma	Media	2035
P35-BC-085	Casilino - 2	Tratto: Via Speciano - confine CmRC	Media	2035
P35-BC-086	Casilino-Lepini - 2	Tratto: Colleferro Scalo - Carpineto Romano	Media	2035
P35-BC-087	Casilino-Lepini - 3	Tratto: Carpineto Romano - confine CmRC	Media	2035
P35-BC-088	Cave-Tivoli - 1	Tratto: Cave - Tivoli	Media	2035
P35-BC-089	Circumprovinciale Est - 3	Tratto: Cave - Valmontone	Media	2035
P35-BC-090	Circumprovinciale Nord - 8	Tratto: Passo Corese - Palombara Sabina	Media	2035
P35-BC-091	Flaminio - 2	Tratto: Magliano Romano - Rignano Flaminio - via Flaminia	Media	2035
P35-BC-092	I Anello - 13	Tratto: Roma San Filippo Neri - via di Grottarossa	Media	2035
P35-BC-093	I Anello - 14	Tratto: Via di Quarto Peperino	Media	2035
P35-BC-094	I Anello - 15	Tratto: Saxa Rubra	Media	2035
P35-BC-095	I Anello - 16	Tratto: Via Ugo Ojetti - via Prenestina	Media	2035
P35-BC-096	I Anello - 17	Tratto: Via Appia Antica - Viale Stefano Gradi	Media	2035
P35-BC-097	I Anello - 18	Tratto: Tor di Valle - viale Alessandro Marchetti	Media	2035
P35-BC-098	I Anello - 19	Tratto: Via Aurelia - via di Boccea	Media	2035
P35-BC-099	II Anello - 7	Tratto: Riserva Naturale di Castelporziano - Dragona altezza Tevere	Media	2035
P35-BC-100	II Anello - 8	Tratto: Ponte Galeria - Malagrotta	Media	2035
P35-BC-101	II Anello - 9	Tratto: Malagrotta - La Storta	Media	2035
P35-BC-102	II Anello - 10	Tratto: La Storta - via Flaminia	Media	2035
P35-BC-103	II Anello - 11	Tratto: Lunghezza - via Prenestina	Media	2035
P35-BC-104	Labico-Lanuvio-Campoleone - 1	Tratto: Montecagnoletto - Vlle di Nemi	Media	2035
P35-BC-105	Lariano-Frascati - 1	Tratto: Grottaferrata - Rocca Priora	Media	2035
P35-BC-106	Lariano-Frascati - 2	Tratto: Rocca Priora - Lariano	Media	2035
P35-BC-107	Licinese - 1	Tratto: Vicovaro - confine CmRC	Media	2035
P35-BC-108	Marco Simone (Nomentana-Tiburtina) - 1	Tratto: Colleverde - Setteville	Media	2035
P35-BC-109	Nemi-Castel Gandolfo - 1	Tratto: Marino - Castel Gandolfo	Media	2035
P35-BC-110	Nomentano-Palombara - 5	Tratto: Guidonia - Palombara Sabina	Media	2035
P35-BC-111	Oriolo-Furbara - 1	Tratto: Aeroporto - Manziana	Media	2035
P35-BC-112	Oriolo-Furbara - 2	Tratto: Manziana - Oriolo Romano	Media	2035
P35-BC-113	Osteria dell'Osa-Poli - 1	Tratto: Osteria dell'Osa - Poli	Media	2035
P35-BC-114	Osteria Nuova-Fregene - 3	Tratto: Osteria Nuova - via Aurelia	Media	2035
P35-BC-115	Palombara-Salario - 1	Tratto: Palombara - via Salaria	Media	2035
P35-BC-116	Pontino (Roma-Mare Sud) - 1	Tratto: Tor de' Cenci - Pomezia	Media	2035
P35-BC-117	Portuense - 1	Tratto: Ponte della Magliana - via del Trullo	Media	2035
P35-BC-118	Salario - 2	Tratto: Fidene - Monterotondo	Media	2035
P35-BC-119	Salario - 3	Tratto: Via San Martino - Passo Corese	Media	2035
P35-BC-120	Santa Severa-Tolfa - 1	Tratto: Santa Severa - Tolfa	Media	2035
P35-BC-121	SP Ponte delle Tavole - 1	Tratto: Pichini - SP Pascolare Strada della Neve	Media	2035
P35-BC-122	Tiburtino - 3	Tratto: Villanova - Vicovaro	Media	2035
P35-BC-123	Tivoli-San Cesareo - 1	Tratto: Tivoli - Villanova	Media	2035
P35-BC-124	Tivoli-San Cesareo - 2	Tratto: Zagarolo - San Cesareo	Media	2035
P35-BC-125	Variante Eurovelo - 1	Tratto: Campagnanao di Roma - Rignano Flaminio	Media	2035
P35-BC-139	Ardeatino-Cisternense - 3	Tratto: Campoleone	Minima	2035
P35-BC-140	Boccea-Tragliata-Anguillara - 2	Tratto: Anguillara - via Braccianese	Minima	2035
P35-BC-141	Boccea-Tragliata-Anguillara - 3	Tratto: Via Braccianese - Monte dall'Ara Valle Santa	Minima	2035
P35-BC-142	Boccea-Tragliata-Anguillara - 4	Tratto: Monte dall'Ara Valle Santa - Forte Boccea	Minima	2035
P35-BC-143	Bracciano-Osteria Nuova - 1	Tratto: Bracciano - Osteria Nuova	Minima	2035
P35-BC-144	Circumprovinciale Est - 4	Tratto: Valle dell'Aniene - Cave	Minima	2035
P35-BC-145	Circumprovinciale Nord - 9	Tratto: Palombara Sabina - Santa Balbina	Minima	2035
P35-BC-146	Colombo (Ciclomare) - 4	Tratto: Vitinia - Castel Fusano	Minima	2035
P35-BC-147	Labico-Lanuvio-Campoleone - 2	Tratto: Campoleone - Lanuvio	Minima	2035
P35-BC-148	Labico-Lanuvio-Campoleone - 3	Tratto: Nemi - Colli del Vivaro	Minima	2035
P35-BC-149	Labico-Lanuvio-Campoleone - 4	Tratto: Colli del Vivaro - Valvarino	Minima	2035
P35-BC-150	Laurentino - 1	Tratto: Fonte Laurentina - Porto Rutulo	Minima	2035
P35-BC-151	Nemi-Castel Gandolfo - 2	Tratto: Santa Maria del Lago - via di Ariccia	Minima	2035
P35-BC-152	Portuense - 2	Tratto: Muratella - Ponte Galeria	Minima	2035
P35-BC-153	Prato Fiorito-S. M. delle Mole (Prenestino-Appia) - 1	Tratto: Santa Maria delle Mole - Prato Fiorito	Minima	2035
P35-BC-154	Prima Porta-La Giustiniana (Cassia) - 1	Tratto: Labaro - La Giustiniana	Minima	2035
P35-BC-155	Tangenziale Anzio-Nettuno - 1	Tratto: Grugnole - via Ardeatina	Minima	2035
P35-BC-156	Tevere - 4	Tratto: Lago di Traiano - fiume Tevere	Minima	2035
P35-BC-157	Tevere - 5	Tratto: Labaro - via Tiberina	Minima	2035
P35-BC-158	Tiburtino - 4	Tratto: Vicovaro - Agosta	Minima	2035
P35-BC-159	Tirrenico - 7	Tratto: Fiumicino	Minima	2035
P35-BC-160	Tirrenico - 8	Tratto: Isola Sacra	Minima	2035
P35-BC-161	Tivoli-San Cesareo - 3	Tratto: Villanova - Zagarolo	Minima	2035
P35-BC-162	Valle Muricana-Campagnano - 1	Tratto: Via di Valle Muricana - Campagnano di Roma	Minima	2035
P35-BC-163	Velletri-Nettuno - 1	Tratto: Velletri - confine CmRC	Minima	2035
P35-BC-164	Velletri-Nettuno - 2	Tratto: Confine CmRC - Nettuno	Minima	2035
P35-BC-171	Veientana Greenway - 1		Media	2035
P35-BC-172	Veientana Greenway - 2		Media	2035
P35-BC-173	Veientana Greenway - 3		Media	2035
P35-BC-174	Veientana Greenway - 4		Media	2035

Az.013 - Construction of cycling facilities at public transport interchanges, at least of hierarchy A and B

Code	Name	Priority	Scenario
P35-BC-072	Anzio	Alta	2035
P35-BC-073	Bracciano	Alta	2035
P35-BC-074	Ciampino	Alta	2035
P35-BC-075	Civitavecchia	Alta	2035
P35-BC-076	Flaminio	Alta	2035
P35-BC-077	Ladispoli	Alta	2035
P35-BC-078	Lido centro	Alta	2035
P35-BC-079	Nomentana	Alta	2035
P35-BC-080	Roma Termini FS	Alta	2035
P35-BC-081	Tiburtina	Alta	2035
P35-BC-126	Bagno di Tivoli	Media	2035
P35-BC-127	Campoleone	Media	2035
P35-BC-128	Cecchina	Media	2035
P35-BC-129	Colleferro	Media	2035
P35-BC-130	Fiumicino	Media	2035
P35-BC-131	Frascati	Media	2035
P35-BC-132	Maccarese Fregene	Media	2035
P35-BC-133	Marino Laziale	Media	2035
P35-BC-134	Monterotondo	Media	2035
P35-BC-135	Pigneto	Media	2035
P35-BC-136	Valle Aurelia	Media	2035
P35-BC-137	Valmontone	Media	2035
P35-BC-138	Velletri	Media	2035
P35-BC-165	Acilia Sud-Dragona	Minima	2035
P35-BC-166	Anguillara	Minima	2035
P35-BC-167	Rignano Flaminio	Minima	2035
P35-BC-168	Tivoli	Minima	2035
P35-BC-169	Zagarolo	Minima	2035
P36-BC-170	Montebello	Minima	2035

S.03 - Development of Mobility Centers

Code	Name	Code SUMP Rome	Scenario
P35-CM-01	Centro di Mobilità di rango A Bagni di Tivoli		2035
P35-CM-02	Centro di Mobilità di rango A Ciampino	V3-65	2030
P35-CM-03	Centro di Mobilità di rango A Civitavecchia		2035
P35-CM-04	Centro di Mobilità di rango A Fiumicino Aeroporto		2035
P35-CM-05	Centro di Mobilità di rango A Lido Centro	V3-64	2030
P35-CM-06	Centro di Mobilità di rango A Magliano-Morlupo		2035
P35-CM-07	Centro di Mobilità di rango A Monterotondo-Mentana		2035
P35-CM-08	Centro di Mobilità di rango B Bracciano		2035
P35-CM-09	Centro di Mobilità di rango B Campoleone		2035
P35-CM-10	Centro di Mobilità di rango B La Storta	V3-53	2030
P35-CM-11	Centro di Mobilità di rango B Ladispoli-Cerveteri		2035
P35-CM-12	Centro di Mobilità di rango B Pomezia-Santa Palomba		2035
P35-CM-13	Centro di Mobilità di rango B Zagarolo		2035
P35-CM-14	Centro di Mobilità Urbano Anagnina		2035
P35-CM-15	Centro di Mobilità Urbano Cornelia	V2-26	2030
P35-CM-16	Centro di Mobilità Urbano Grottarossa		2035
P35-CM-17	Centro di Mobilità Urbano Laurentina		2035
P35-CM-18	Centro di Mobilità Urbano Nomentana GRA	V2-19	2030
P35-CM-19	Centro di Mobilità Urbano Pigneto		2035
P35-CM-20	Centro di Mobilità Urbano Piramide-Ostiense	M2-34	2030
P35-CM-21	Centro di Mobilità Urbano Ponte Mammolo		2035
P35-CM-22	Centro di Mobilità Urbano San Filippo Neri		2035
P35-CM-23	Centro di Mobilità Urbano Scambiatore A1 Nord	V2-15	2030
P35-CM-24	Centro di Mobilità Urbano Termini		2035
P35-CM-25	Centro di Mobilità Urbano Tiburtina		2035
P35-CM-26	Centro di Mobilità Urbano Tor di Quinto	V2-21	2030
P35-CM-27	Centro di Mobilità Urbano Torrenova		2035
P35-CM-28	Centro di Mobilità Urbano Torrevecchia	V2-25	2030



The Mobility Centres proposed by the metropolitan SUMP

7.3. Universal accessibility

Az.004 - Infrastructure interventions to improve accessibility to railway stations

Code	Name	Code SUMP Rome	Scenario
P35-TP-39	Potenziamento del nodo Ponte Lungo Metro A- Stazione Tuscolana FL	M2-35	2030
P35-TP-40	Potenziamento del nodo Libia Metro B1-Stazione Nomentana FL	M2-36	2030
P35-TP-104	Potenziamento dell'accessibilità alla stazione di Cecchina		2035

Az.012 - Construction of hectometric systems to maximize accessibility especially when in the presence of unfavorable orographic conditions, at least for stations of hierarchy A

Code	Name	Code SUMP Rome	Scenario
P35-TP-87	Sistema a capacità intermedia Clodio-Monte Mario-Ponte della Musica ed ettometrico Belsito-Medaglie d'oro	M2-12	2030
P35-TP-88	Sistema a capacità intermedia Jonio-Bufalotta	M2-13	2030
P35-TP-89	Sistema a capacità intermedia Colle Salario-Ospedale S.Andrea	M2-29	2030
P35-TP-90	Sistema a capacità intermedia Anagnina-Stazione Capannelle-Ciampino Aeroporto	M3-26	2030
P35-TP-91	Ettometrico Albano Centro-Stazione		2035
P35-TP-92	Nuovo sistema intermodale di Tivoli tra Bagni di Tivoli e Tivoli Centro		2035

Az.101 - Provision of minimum facilities for universal accessibility at interchange nodes with local public transport of hierarchy A and B

Code	Name	Code SUMP Rome	Scenario
P35-MD-01	Dotazioni per l'accessibilità nelle stazioni RFI di rango A		2035
P35-MD-02	Dotazioni per l'accessibilità nelle stazioni RFI di rango B		2035
P35-MD-03	Dotazioni per l'accessibilità nelle stazioni della ferrovia Roma-Civita Castellana-Viterbo		2035

Az.104 - Adaptation of suburban public transport stops to ensure universal accessibility

Code	Name	Code SUMP Rome	Scenario
P35-MD-04	Adeguamento delle fermate del trasporto pubblico extraurbano per garantire l'accessibilità universale prioritarie		2035

7.4. Road interventions

Az.030 - Realizzazione di opere infrastrutturali indispensabili per il rammaglio della rete stradale

Code	Name	Code SUMP Rome	Scenario
P35-ST-01	PRU Palmarola - Selva Candida O.P. n° 1	V2-01	2030
P35-ST-02	Collegamento diretto via Prati Fiscali - via Olimpica	V2-02	2030
P35-ST-03	PRU San Basilio O.P. n° 2	V2-03	2030
P35-ST-04	Raddoppio di via Pineta Sacchetti	V2-04	2030
P35-ST-05	Adeguamento svincolo A24 - Circonvallazione Tiburtina	V2-05	2030
P35-ST-06	Realizzazione sottopasso via Gregorio XI - via Licio Giorgieri	V2-06	2030
P35-ST-07	PRU Tor Bella Monaca O.P. n° 1	V2-07	2030
P35-ST-08	Realizzazione svincolo degli Oceani	V2-08	2030
P35-ST-09	Unificazione via Ostiense - Via del Mare da viale Marconi al GRA	V2-09	2030
P35-ST-10	Realizzazione del Ponte di Dragona	V2-10	2030
P35-ST-11	Realizzazione complanari via Cristoforo Colombo	V2-11	2030
P35-ST-12	Realizzazione del raddoppio di via di Acilia e svincolo con la via C. Colombo	V2-12	2030
P35-ST-13	Realizzazione del sottopasso alla via C.Colombo su via Pindaro-via Wolf Ferrari	V2-13	2030

7.5. Demand regulation measures

Az.018 - Implementation of the Congestion Charge at least for municipalities with a resident population of more than 100,000 inhabitants

Code	Name	Code SUMP Rome	Scenario
P35-GM-01	Introduzione di politiche di regolazione della domanda di Mobilità - Pollution Charge		2035

Az.019 - Measures relating to princing policies for parking

Code	Name	Code SUMP Rome	Scenario
P35-GM-02	Introduzione di politiche di regolazione della domanda di Mobilità - Sviluppo del Piano della Sosta Tariffaria		2035

8. Working group

INSTITUTIONAL BODIES	
Roberto Gualtieri	Mayor of the Metropolitan City of Rome Capital
Pierluigi Sanna	Deputy Mayor
Bruno Manzi	Head of the Metropolitan Mayor's Office (until May 15, 2024)
Francesco Nazzaro	Head of the Metropolitan Mayor's Office (from July 1, 2024)
Paolo Caracciolo	Secretary/Director General
Damiano Pucci	Managing Director – Urban Planning, Strategic Planning, Agriculture
Manuela Chioccia	Managing Director – Traffic, Mobility and Infrastructure

WORKING GROUP OF THE METROPOLITAN CITY OF ROME	
Massimo Piacenza	Director of Department IV "Strategic Planning and Territorial Governance" Coordinator and Manager of the Procedure
Department IV "Strategic Planning and Territorial Governance"	
Maria Sparagna	Head of the Planning Office, Technical Manager of the Contract Implementation Office (since November 20, 2023)

Other departments	
Anna Rita Turlò	Technical Manager of the RUP Support Office
Annabella Bucci	Technical Manager of the Execution Management Office (until November 17, 2023)
Gabriella Polidoro	Contract Execution Director
Maria Concetta Potenza	Administrative Manager of the Executive Management Office
Antonello Celima	Inspector
Tommaso Maggi	Geographic Information System – GIS (until 31.12.2022)
Loredana Santi	Geographic Information System – GIS (from January 2, 2023)

WORKING GROUP

Drafting of the Plan entrusted by the Metropolitan City of Rome Capital to the Temporary Net of Enterprises composed by GO-Mobility – FIT – AIRIS

Project manager: Daniele Mancuso

TECHNICAL COORDINATION (STEERING COMMITTEE)

Roberto Dall'Alba (general technical manager) – Andrea Spinosa (mass rapid transport and railways representative) – Claudio Minelli (MIC-HUB – sustainable mobility representative) – Oronzo Fanelli (Road Safety Representative) – Massimo Marciani (FIT Consulting – Freight and Logistics Representative) - Stefano Maurizio (Disability Accessibility and Mobility Representative) - Francesco Ciaffi (Project Manager).

PARTICIPATION AND COMMUNICATION

Lorenzo Bertuccio (Scrat srl – participation representative)
Elena Colli (GO-Mobility – participation and communication coordinator) - Francesca Palandri (Scrat srl) – Chiara Trotto (Scrat srl) - Alessandra Fratejacci (Scrat srl)

STRATEGIC ENVIRONMENTAL AND IMPACT ASSESSMENT (AIRIS S.R.L.)

Irene Bugamelli - Camilla Alessi - Gildo Tomassetti - Francesca Rametta – Valeriano Franchi – Francesco Paganini – Lorenzo Diani – Alessia Neri

MULTIDISCIPLINARY OPERATIONAL GROUP

GO MOBILITY MEMBERS:

Roberto Dall'Alba (general coordinator), Daniele Mancuso (SUMP manager), Francesco Ciaffi (project manager), Oronzo Fanelli (SUMP and technical-economic assessments), Elena Colli (methodological process, participation and communication), Daniele Di Antonio (model analysis and Big Data manager), Paolo Mirabelli (responsible for multimodal model development), Lorenzo Giannantoni (model maker), Stefania Lepore (project management office), Sabrina Volpini (traffic survey manager), Alessandro Sapienza (traffic survey and data processing), Rosa D'Alessandro (communication and social media), Giulia Cascone (public transport analysis), Simone Porcacchia (regulatory framework), Matteo Feliciano (public transport analysis), Michela Arcangeli (administrative documentation), Daniele Aureli (data analysis and dashboard manager), Daniel Nori (database management manager), Davide Floridi (big data analysis), Davide Lucia (active mobility, accessibility, and Biciplan integration), Alessandra Campo (assessment reports), Andrea Pitzalis (GIS analysis), Antonino Amoroso (GIS analysis), Chiara Tassinari (graphic design and maps), Luca Carta (graphic support), Valentina Giacomelli (MIC-HUB – cycling plan), Filippo Bissi (MIC-HUB – cycling plan), Martina Parma (MIC-HUB – cycling plan).

FIT CONSULTING (FREIGHT INTEGRATION AND SUSTAINABLE LOGISTICS):

Massimo Marciani (coordinator) – Fabio Cartolano (technical manager) – Marisa Meta (editorial manager) – Giacomo Lozzi (TRELab).

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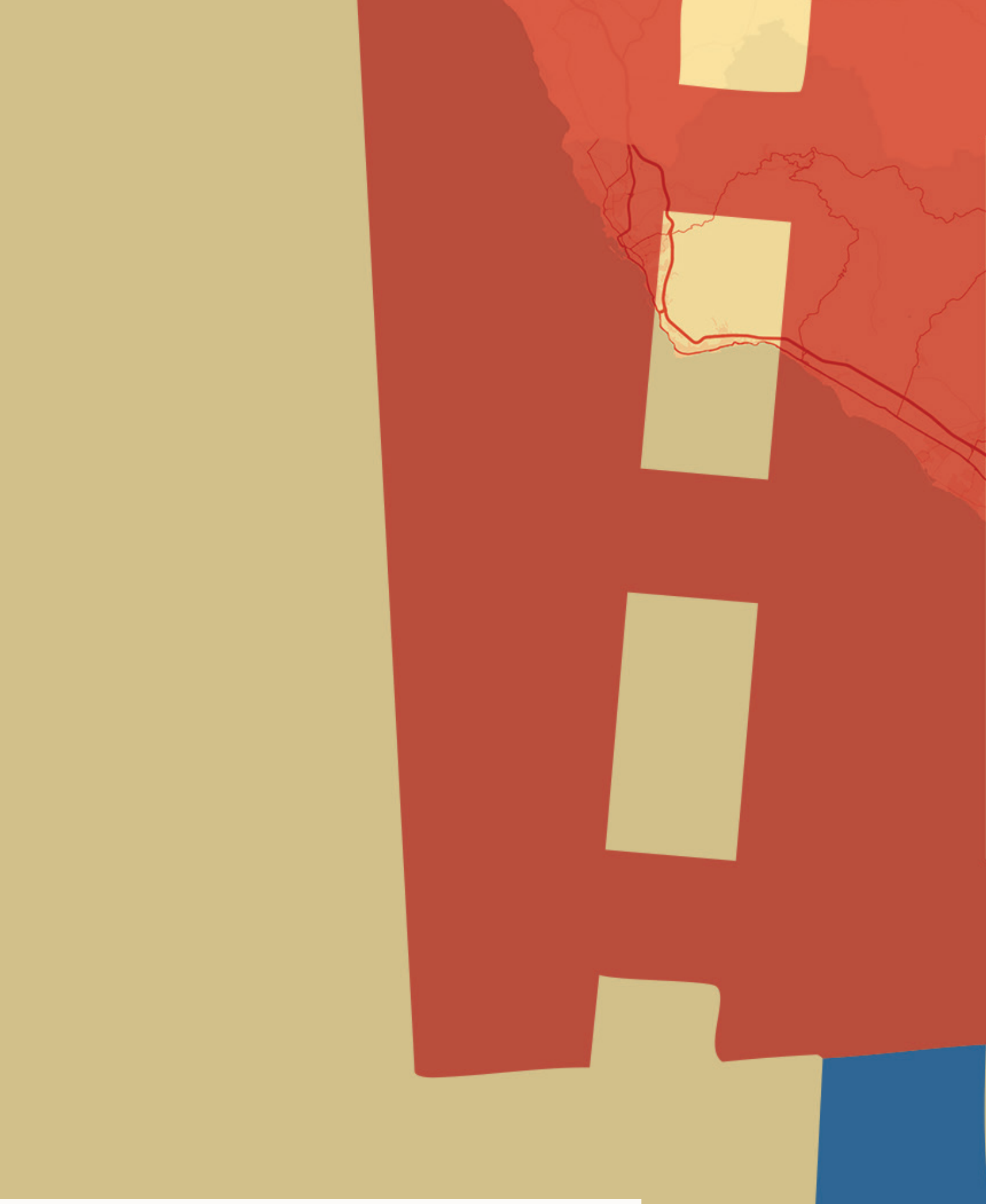
Italian Railway Network (RFI): Station Management – Commercial Management – Renata Verghini (SUMP representative) Lazio Region - Regional Infrastructure and Mobility Department: Stefano Fermante – Emanuela Vecchio – Luca Valeriani – Filippo Biasi
Rome Mobility Services Agency: Anna Donati – Alessandro Fuschiotto – Stefano Brinchi – Fabio Nussio Department of Engineering, Roma Tre University: Guidelines for the implementation of the SUMP for the metropolitan city of Rome – SMART-MR Interreg Europe: Marialisa Nigro – Rosita De Vincentis – Andreea Dumitru

“The Roman metropolitan area is a unique ‘archipelago metropolis’ in terms of its size and diversity: it is home to historic cities, industrial and post-industrial cities, port cities, rural areas, and the Apennines”

“The great challenge to be seized is that of building a connective tissue, represented by efficient and resilient mobility networks capable of connecting each ‘island city’ to the others in the archipelago”



CITTÀ METROPOLITANA
DI ROMA CAPITALE
Per una **sostenibilità diffusa**