



Città metropolitana
di Roma Capitale

Procura+ CityMatch



GREATER
LONDON
AUTHORITY



*Facilitating Low Carbon and Socially Responsible
Delivery Solutions via Sustainable Public Procurement*

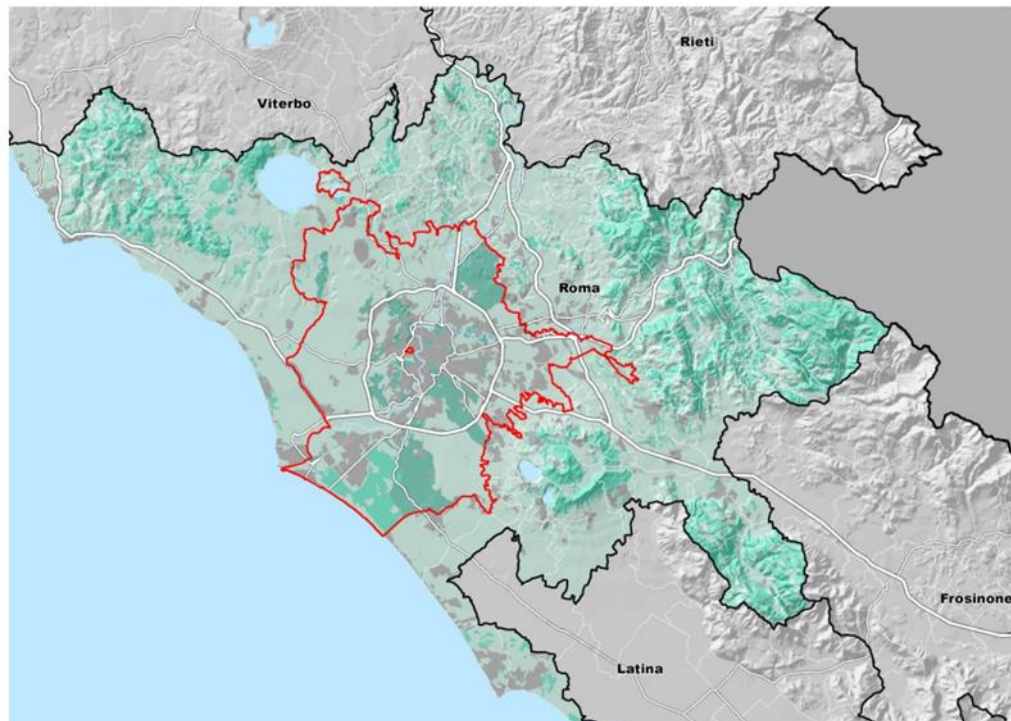
London, 27-29 November 2024



Metropolitan **City of Capital Rome (CMRC)** is a large-area body, its territory covers an area of 5,363.22 Km², representing one third of the territorial area of Lazio Region (17,235.97 Km²). There are **121 municipalities** in the metropolitan city of Rome area, including Roma Municipality, which is the largest municipality in Italy (1,287.4 km², representing 0.4% of the total national area and 24% of the entire metropolitan territory).

CMRC plays an important role in coordinating and guiding the strategic planning and urban planning choices.

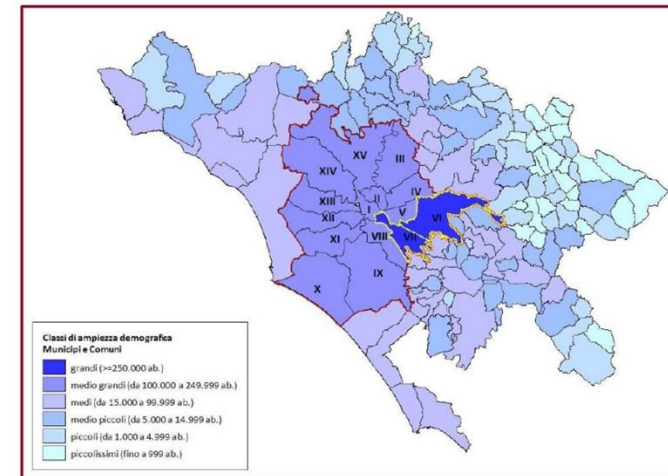
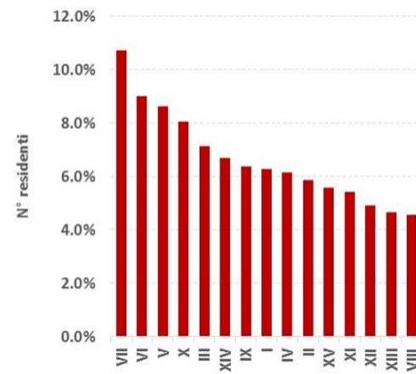
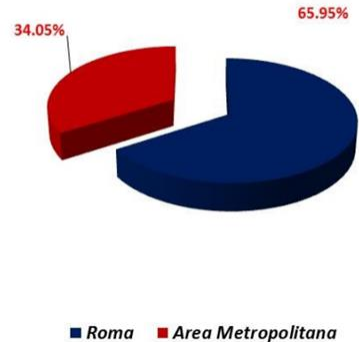
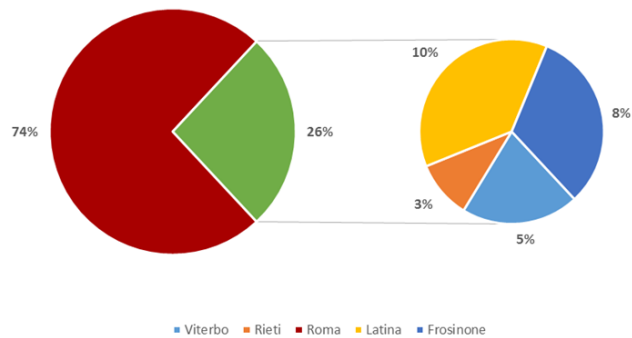
As **Coordinator of the Covenant of Mayors** promotes the application of **CAM** (Minimum Environmental Criteria) in the municipalities of its territory and in its green procurement activities.



Metropolitan City of Capital Rome - CMRC - territory (green)
In red the perimeter of Rome Municipality



In the territory of CMRC, the Municipality of Rome plays a predominant role on the demographic and socio-economic level, with a strong impact on the movement flows of people and goods.



The neighbouring municipalities, called "first-tier", suffer from congestion created by their proximity to Rome, whereas the more peripheral municipalities risk isolation with the consequent social and economic impoverishment.

The planning of infrastructure networks in the past has accentuated the centrality of the Municipality of Rome, creating the current imbalance.



The **challenge of current strategic planning** is to rebalance Rome's pressure on the territory. Regione Lazio adopted the **Document of the Regional Plan for Mobility, Transport and Logistics**.
<https://www.regione.lazio.it/cittadini/trasporti-mobilita-sostenibile/prmtl>



Overall, the most significant interventions are:

- **Gronda merci** The project is the completion phase of the new infrastructure to allow the bypass of the railway node in Rome to be dedicated mainly to freight traffic (eaves line).
- **MUDC (Multimodal Urban Distribution Centre)** The project aims to put into system the Interporto of Orte through a service of railway shuttles that will cross the railway node of Rome, disengaging groups of wagons in the freight yards closer to the delivery points, then continuing the journey to Civitavecchia, where the second receiving/distribution terminal will be located, and making system with the port of Civitavecchia.

Metropolitan City of Rome in 2022 , by DECREE of the Metropolitan Mayor n. 220, adopted the **Urban Plan for Sustainable Mobility (PUMS)** of the metropolitan area, a strategic planning tool aimed at linking mobility policies and infrastructure interventions with economic strategies, social, urban and environmental protection.

The metropolitan PUMS, in particular, adopts a wide-area perspective: it involves the entire territory of the Metropolitan City of Rome, putting the system of the capital with the 121 metropolitan municipalities, in an approach of widespread sustainability. <https://pums.cittametropolitanaroma.it/documenti>



PUMS - CMRC

OBJECTIVES

- ✓ Improve the livability of territories through sustainable and inclusive transport;
- ✓ Ensure greater accessibility to public and labour services and the safety of people and goods, reducing pollution and energy consumption.

ACTIONS

- ✓ Metropolitan Railway Service (SFM) and a network of Rapid Mass Transport of the Capital, able to play the dual role of urban and metropolitan system.
- ✓ Mobility Centres, intermodal hub, to facilitate the model that favors increasingly equitable and sustainable travel and communications.

• **SECTOR PLANS**

- ❖ Metropolitan Plan of Cycling Mobility (Biciplan), pursuant to art. 6 of Law n. 2/2018
- ❖ Road transport public service networks basin plan
- ❖ **Sustainable Logistics Metropolitan Plan - SLMP**
- ❖ Plan for people with disabilities



SUSTAINABLE LOGISTICS METROPOLITAN PLAN

The evidence analysis leads to measures for:

- ❖ ensure the support of the main stakeholders in the metropolitan area for the implementation of the measures;
- ❖ improve the performance of production and industrial logistics, reducing the c.d. "logistics bill", supporting production systems and improving the attractiveness of industrial settlements in a perspective of sustainable development;
- ❖ create the conditions for operators to efficiently and decarbonise intra-urban goods flows, in particular distributive goods flows, in order to reduce externalities in line with the European objectives described in the knowledge framework.



SUSTAINABLE LOGISTICS METROPOLITAN PLAN

The vision of the Plan divided into two strategies:

- **Metropolitan City of Rome as Metropolitan Logistics Area**

- ✓ Improving the accessibility of people and goods
- ✓ Improving the integration between the development of the mobility system and land-use planning and development (residential settlements and urban forecasts of commercial, cultural and tourist poles)
- ✓ Increase in employment

- **Efficiency and decarbonization of urban logistics**

- ✓ Modal mobility rebalancing
 - Improving the accessibility of people and goods
- ✓ Improving the integration between the development of the mobility system and land-use planning and development (residential settlements and urban forecasts of commercial, cultural and tourist poles)
- ✓ Improving the quality of road and urban space
- ✓ Reduction of consumption of conventional fuels other than alternative fuels
- ✓ Improvement of air quality
- ✓ Reduction of noise pollution



SUSTAINABLE LOGISTICS METROPOLITAN PLAN

ROLE OF CMRC IN PLANNING AND IMPLEMENTING SUSTAINABLE LOGISTICS

In this context, the Metropolitan City will be able to assume on the one hand the role of

- coordination and harmonization of measures taken by the individual municipalities of the City
- Promoting innovation and dialogue with stakeholders across the board
- institutional link between the Region and the municipalities,
- Preparation of innovation and awareness initiatives and campaigns for the pursuit of a more
- Promote legality and safety at work for logistics workers
- Awareness of citizen-consumers
- The enhancement of ethical logistics



SUSTAINABLE LOGISTICS METROPOLITAN PLAN

PMLS PACKAGES

1. ensure the support of the main stakeholders of the metropolitan area
2. improve the performance of production and industrial logistics,
 - ❖ reducing the c.d. "logistics bill",
 - ❖ supporting production systems and
 - ❖ Improving the attractiveness of industrial sites in a sustainable development perspective
3. create the conditions for efficient and decarbonized goods flows within urban areas

The 3 packages include one or more measures, combining regulatory, organisational and infrastructural approaches and measures to discourage (push) and/or incentivise (pull) Mobility of low-GHG goods towards environmentally, energetically, economically and socially sustainable logistics.



PLAN OF THE GOODS AND URBAN LOGISTICS OF ROME MUNICIPALITY

On 17 February 2024 the City Council approved the guidelines of the PULS, **Urban Plan for Sustainable Logistics** or Goods Plan, the document aims to develop a holistic approach to urban logistics with effective and efficient solutions for maintenance, construction sites, waste recovery, e-commerce deliveries, which represent 80% of the total volume of urban goods flows, differentiating between the supply chains concerned according to their needs. The plan is divided into ten short, medium and long-term measures:

- ✓ creation of micro hubs (proximity logistics spaces);
- ✓ encouraging cycle-logistics to provide a sustainable alternative to last mile mobility of goods
- ✓ the creation of lockers to compact deliveries to multiple recipients
- ✓ accreditation for low environmental impact vehicles
- ✓ Census of loading/unloading stacks
- ✓ revision of the rules for access to the ztl
- ✓ adoption of the Logistics Plan for the Yards
- ✓ creation of urban distribution centres
- ✓ establishment of collaborative logistics to stimulate and facilitate collaboration between logistics operators
- ✓ adoption of the multiannual framework agreement which can ensure continuity over time.



THE PUMS ACTION 068 - GREEN PROCUREMENT

It provides the support of CMRC to municipalities in the metropolitan area for the widespread application of minimum environmental criteria in public contracts, mandatory pursuant to art. 57 of the D. Lgs. 36/2023 - Code of public contracts.

The **Environment Energy and Safety Ministry** - MASE - defines the **Minimum Environmental Criteria (CAM)**: environmental requirements for the various stages of the purchasing process, aimed at identifying the design solution, the best environmentally sound product or service throughout its life cycle, adopted by Decree.

The Public Contracts Code has made its application mandatory for all contracting stations since 2016.

The CAMs, which are developed for different types of procurement, have a similar basic structure:

- ❖ Selection of candidates;
- ❖ Contractual terms and conditions;
- ❖ Technical specifications;
- ❖ Award criteria;
- ❖ Compliance checks.



MINIMUM ENVIRONMENTAL CRITERIA (CAM) MANDATORY IN PUBLIC PROCUREMENT

1. Interior furniture
2. Urban Furniture
3. Work shoes and leather accessories
5. Paper
6. Cartridges
7. Construction
8. Events
9. Public lighting (supply and design)
10. Street lighting (service)
11. Lighting, heating/cooling for buildings
12. Industrial washing and rental of textiles and mattresses (lavenol)
13. Urban waste and street sweeping
14. Collective catering
15. Refreshment and vending machines
16. Sanitization
17. Printers
18. Textiles
19. Vehicles
20. Green public
21. Roads



The issue of handling and delivering goods in a sustainable manner is addressed across all areas regulated by CAM, as specified below.

BUILDING CAM (DM 23 June 2022 n. 256 and Corrective Decree 5 August 2024)

- ❖ Machines operating with thermal motors increasingly more efficient
- ❖ Lubricating greases and oils (biodegradable/regenerated)



CAM VEHICLES (DM 17 June 2021)

- Purchase, leasing, hire or rental of road transport vehicles
- Purchase of lubricating greases and oils for road transport vehicles
- Public land transport services, special road passenger transport services

Minimum targets for purchasing clean vehicles by 2030:

- ✓ 38,5% for light vehicles 15% for lorries <3.5t 65% by 2030 bus

Technical specifications M1 - N1:

- ✓ Clean vehicles 38.5% (emissions <50 CO₂ g/km by 2025 - 0 CO₂ g/km);
- ✓ Electric, hybrid or hydrogen vehicles min 50% (with durability guarantee);
- ✓ Other vehicles, max 225 CO₂ g/km

Award criteria:

Automatic tyre pressure monitoring systems;

Air conditioning system with coolant with GWP <150;

LED lighting and signalling devices;

Electric vehicles with regenerative braking system (accumulates for traction);

Reduced noise emissions;

Use of recycled materials and bio-based plastics;

Collection and recovery of end-of-life electrical batteries (storage and recovery of metals).



CULTURAL EVENTS CAM (DM 19 October 2022 n. 459):

Transport of materials

- ❖ Light commercial vehicles with a mass of up to 3.5 tonnes (N1, class II and III) 225 g/km CO₂ (NEDC) and 315 g/km CO₂ (WLTP)
- ❖ Light commercial vehicles (N1, class I) 150 g/km CO₂ (NEDC)

Sustainable mobility to reach the event and move around it

- ❖ Information on transport (train, bus, sharing mobility)
- ❖ Electric shuttles
- ❖ Discount on tickets



Major events:

- ❖ Preparation of an event mobility plan, drawn up in accordance with the SUMP (Urban Sustainable Mobility Plan) forecasts

Award criteria:

- Transport of materials by heavy-duty vehicles powered by alternative fuels: electric, hydrogen, biofuels, synthetic and paraffin fuels, natural gas
- Promoting sustainable mobility



CAM URBAN WASTE AND ROAD SWEEPING

(DM 23 June 2022 n.255)

Vehicles and equipment for the collection and transport service:

- ❖ In accordance with national and regional regulations on gaseous emissions into the atmosphere and noise.
- ❖ Periodic checks, regular maintenance, compliant oils, awareness messages

Award criteria:

- Clean vehicles and fleet upgrading.
- Transport vehicles powered by non-fossil fuels



CAM COLLECTIVE CATERING (DM n. 65 of 10 March 2020):

Award criteria:

Environmental impacts of logistics

a) Means of transport with lower emissions and energy consumption (electric or hybrid traction, hydrogen, biofuels, synthetic and paraffin fuels, natural gas and biomethane);

b) Collective freight solutions



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Thanks for your attention

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