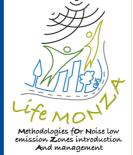


LEGAL AND ENVIRONMENTAL FRAMEWORK FOR NOISE LEZ INTRODUCTION

Sub- ACTION A1.1 Annex 1 of Abacus on operational context on Noise Low Emission Zone



LIFE15 ENV/IT/000586

LIFE MONZA Methodologies fOr Noise low emission Zones introduction And management

Technical Report A1.1

Legal and Environmental framework for Noise LEZ introduction

Deliverable	A1.1 Legal and Environmental framework for Noise LEZ introduction	
Action/Sub-action	Action A.1: Operational context for Noise Low Emission Zones (LEZ) detection and management – Sub-Action A.1.1	
Authors	Simonetta Vittoria- Nicola Luca Sgaramella	
Status - date	Final version - 09/02/2017	
Beneficiary:	Comune di Monza	
Contact person:	Simonetta Vittoria	
E-mail:	svittoria@comune.monza.it	
Project Website:		

1. Table of contents

- 1. Table of contents
- 2. List of key-words and abbreviations
- 3. Introduction
- 4. Environmental framework for Noise LEZ introduction
- 5. Legal framework for Noise LEZ introduction
 - 5.1. European legal framework
 - 5.2. National legal framework
 - 5.3. Regional legal framework
 - 5.4. City legal framework

2. List of key-words and abbreviations

LEZ – Limited Emission Zone

END - Environmental Noise Directive 2002/49/EC

 $\boldsymbol{RTZ}-Restricted \; Traffic \; Zone$

ARPA - Regional Environmental Agency

3. Introduction

Action A.1 is aimed at developing a state-of-the-art review about the legislative and technical requirements on noise LEX, in order to update the current state of knowledge about the normative framework concerning environmental and acoustic pollution, on the one hand, and restrictions to circulation in some areas, on the other.

More specifically, in Sub Action A.1.1. Comune of Monza has the task to describe the normative framework regulating Municipalities activities when measures aimed at reducing acoustic and environmental pollution are decided.

The city of Monza has complied with the European and national laws aimed at noise reduction.

In 2013 the City Government approved the noise mapping and the connected action plan, developed and updated according to the Environmental Noise Directive 2002/49/EC (END). This was related to the assessment and management of environmental noise, which includes several measures to reduce noise in the city, among which the creation of a Limited Traffic Area for trucks, interventions on the city road system and on public buildings through the replacement of windows in order to protect from noise exposure.

In 2014 the acoustic zoning plan was approved and consists in an instrument which defines noise limits in different city areas. It includes city policies addressed to preserve public health from noise pollution and to adopt medium term measures for noise reduction.

Again, in 2014, a license plate recognition system was implemented in order to control unauthorized accesses of vehicles within the Restricted Traffic Zone of the historical centre of the city.

These deliberations provide a good starting point to define the legal context, which needs to be framed in the environmental context where the city of Monza is located, from a geographical and climatic point of view.

Monza is an Italian town of 122,955 inhabitants, located in Lombardy, and capital of the province of Monza and Brianza, recently established. By population, the municipality of Monza is, therefore, the second most populous in Milan hinterland.

The city lies in Pianura Padana, on the southern edge of Brianza province and it is located at an altitude of 162 meters above sea level. The nearest big towns, located in the most immediate surroundings, are Milan, about 20 km, and Lecco and Como, located about 40 km north.

The whole area of Monza, but, more generally the entire Regione Lombardia, has to be seen in the wider context of the Po basin, which is characterized by particular orographic and meteorological conditions determining significant vulnerabilities under the profile of the air quality.

The Po Valley is characterized by a wide plain surrounded to the north, west and south by mountain ranges that extend up to high altitudes, thus determining climatological characteristics both from the physical and from the dynamic point of view .

In fact, the mainly flat territory surrounded by mountains and hills and, above all, the persistence of unfavourable weather conditions due to the continental climate and the existing poor ventilation especially during the autumn and winter seasons, on the one hand inhibit the phenomena of dispersion, whilst, on the other, favour concentrations of some pollutants (in particular nitrogen oxides and particulate, such as PM10 and PM2.5) and the occurrence of diffuse pollution situations.

4. Environmental framework for Noise LEZ introduction

To define existing air pollution levels in the town of Monza in the year 2016, a set of data about daily concentrations of PM10 particulate collected by a fixed detection unit of ARPA Lombardia positioned in Niccolò Machiavelli Street have been analyzed.

The available data have shown that in 2016 the limit concentration value of 50 μ g/m3 for PM10 has been overcome for 61 days, so exceeding the threshold limit provided by law of 35 days (ref: Annex III D.M. 4/2/2002)

January and December were the most critical months, but values exceeding the limits were recorded also during the months of February, April and October.

Moreover, in December 2015 and in January 2016 the concentration of PM10 overcame the limit value equal to $50 \mu g/m3$ for more than 9 consecutive days.

The occurrence of these events caused the immediate activation of the temporary and emergency measures to improve the air quality, defined in the Protocol that the city of Monza has signed with Regione Lombardia, and which are better described in paragraph 5.3.1.

In the year 2016 first level emergency measures had been active in three different periods:

- from 1st to 4th January 2016 (the measures had been introduced already in December 2015);
- from 3rd to 6th February 2016;
- from 11th 23th December 2016.

Moreover, from 12th to 18th December 2016, the second level temporary and emergency measures were introduced, in addition to those of first level already activated.

The communication to citizenship about the introduction of the emergency measures was realized through advertisement in major print channels (internet, radio, TV, etc.).

With specific reference to the pilot area identified for the implementation of the Noise LEZ in the city of Monza, in 2007 ARPA (The Regional Environmental Agency) Lombardia – Monza Department realized an assessment campaign of air pollution using a mobile unit, mounted on a truck.



Figure 1: Pilot area for Noise LEZ Implementation

The data collection took place in two distinct periods of the year: in the first phase the monitoring of air quality was realized from 22nd March to 20th April 2007. Subsequently, the second survey period was carried out from 6th November to 4th December 2007.

The measuring instruments were located in Via Giacomo Tosi, close to Libertà Street, which is one of the main roads in the whole town of Monza.



Figure 2: Location of measuring instruments during 2007 campaign

During the spring survey some unfavourable conditions for the dispersion of pollutants had occurred and so they were recorded 9 days of exceeding the limit value for PM10 of 50 μ g/m3 on 30 days monitored. The analysis of data collected during the autumn campaign showed 11 days of exceeding the threshold of 50 μ g/m3 for PM10 on 29 days monitored.

The monitoring campaigns performed, despite the short measurement period, were still sufficient and useful to provide an overview of annual air quality situation in the municipality of Monza, and more specifically in the pilot area for LIFE MONZA project. Thanks to the data collected it was also possible to qualify the investigated site as an urban traffic area.

Although the measurements with the mobile unit in the Libertà district were carried out in 2007, the results about PM10 concentrations showed a continuity with the findings obtained with the fixed station planted in Monza Machiavelli, because in both cases numerous and repeated exceeding of 50 μ g/m3 threshold for PM10 were recorded.

As far as noise is concerned, the City of Monza has been classified by Resolution of Regional Government n. 8299/2008 as a urban agglomeration, since its population exceeds 100,000 inhabitants. Such classification ascribes to the Municipality the competence to develop the City noise mapping plan and the action plan aimed at reducing the environmental noise..

The city of Monza has complied with the law, developing two major planning instruments, the acoustic zoning plan and the noise action plan, respectively imposed by law n. 447/95 ("Framework law on acoustic pollution") and by legislative decree n°194/2005 ("Attuation of EC Directive no. 2002/49 about the assessment and the management of environmental noise").

The main purpose of the acoustic zoning plan was to classify the territory in accordance with the criteria established by national and regional authorities, taking into specific account the contents of law n.13/2001 issued by Regione Lombardia ("Rules on noise pollution") and the criteria defined in the Resolution of Regional Governement.n. 9766/ 2002: "Criteria for Acoustic Zoning plans".

On 13rd October 2014, Monza City Council approved the acoustic zoning plan of the township with resolution n. 81.

Focusing on the Libertà district, where the LEZ will be created, the acoustic zoning plan has classified this area into three distinct parts, represented in the plan with different colors such as orange, yellow and green.



Figure 3 – Libertà district according to the acoustic zoning plan

The main zone, orange colored, identifies the fourth class area which includes completely Libertà Street and the closest areas, and it is characterized by the highest limit values, referring both to day time and night time, because of the high traffic that affects the road infrastructure.

As provided by the regulations, the limits for 4th class areas are as follows:

	Noise Limit: Day (06:00 – 22:00) dB (A)	Noise Limit: Night (22:00 - 06:00) dB (A)
4 th Class – Areas with intense human activity	65	55

Table 1: Noise limit value for 4th class areas Image: second secon

On both sides of the orange colored zone, there are also two distinct yellow colored portions recognized as third class areas. These areas incorporate into them three different parts highlighted in green which have been classified as second class areas, destined for predominantly residential use.

The imposed noise limits for such areas are as follows:

	Noise Limit: Day (06:00 – 22:00) dB (A)	Noise Limit: Night (22:00 - 06:00) dB (A)
3 rd Class – Mixed areas	60	50
2 nd Class - Areas designated for residential use	55	45

Table 2: Noise limit value for 3rd and 2nd class areas

It is very important to stress that in the Noise LEZ area there are four schools which represent sensitive receptors for acoustic classification provided by Italian legislation. For these receptors the noise limits are the lowest in absolute terms, respectively 50 dB(A) for day time and 40 dB(A) for night time.

The noise action plan provides a series of mitigation measures for the short, the medium and the long term aimed at intervening both on sources and on receptors of noise.

The analysis of the action plan showed that the pilot area is located near a quiet area in Via della Villora, for a total extension of about 3000 m², where, according to what has been established by the local authority, the sound level indicator L_{DAY} , assessed during the period of the day included between 6:00 and 20:00, must not be higher than 55 dB (A).

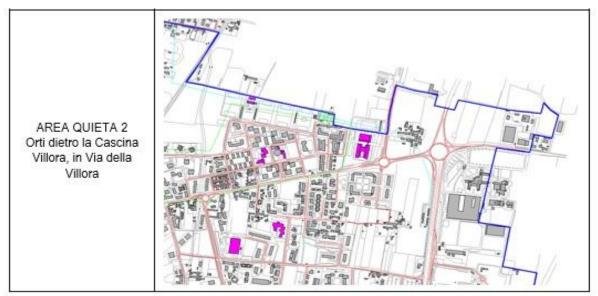


Figure 4 – Quiet area in via della Villora, near the pilot area

In Monza a Restricted Traffic Zone (RTZ) has been established in the historical city centre since 1993, in order to preserve the medieval centre of the city, but also to guarantee a vehicle-free area where pedestrians could walk and go shopping safely. In 2014 a system operating with cameras scanning the license plate number of vehicles entering the RTZ has been implemented and activated.



Figure 5 - License plate recognition system in Monza

5. Legal framework for Noise LEZ introduction

In the following paragraphs the legal framework for noise LEZ introduction will be described starting from the European normative till to local level normative.

5.1European legal framework

5.1.1 Air quality

In order to improve air quality, the European Union introduced the New Air Quality Directive in 2008 and set its Member States strict targets on air pollution concentrations for the most harmful and challenging substances, such as fine particles.

With sectorial measures, air quality could be improved in the past 20 years, but some emissions concentrations have stagnated in recent years and emissions temporarily exceed thresholds in nearly half of the Member States.

During the 1990s, the EU developed and adopted a series of directives on air quality management and assessment, setting the air quality limit and target values, and methods to monitor and assess air quality.

Although emissions have been reduced at their sources, air pollutant concentrations have not sufficiently declined in recent years. A significant proportion of Europe's population lives in cities where air quality standards are exceeded frequently. The European Commission estimates that health-related costs of air pollution in the EU range from 390 to 940 billion euros per year.

The Directive 2008/50/EC of the European Parliament and of the European Council on ambient air quality and cleaner air for Europe, in brief New Air Quality Directive, entered into force on 11 June 2008. It is currently among the strictest acts of legislation worldwide concerning air pollution and it sets binding limit values for the atmospheric concentration of the main air pollutants (PM, O3, NO2, SO2, CO, benzene and lead) and requires Member States to define zones to assess and manage ambient air quality, to monitor long-term trends and to make the information available to the public.and includes the following key elements:

- merging of most of the existing legislation into a single directive with no change to existing air quality objectives;
- new air quality objectives for PM2.5 (fine particles) including the limit value and exposure related objectives (exposure concentration obligation and exposure reduction target);
- the possibility to discount natural sources of pollution when assessing compliance against limit values;

The National Emission Ceilings Directive sets maximum amounts of four pollutants responsible for acidification, eutrophication and ground-level ozone (NOx, SO2, NH3, NMVOCs) that each Member State is entitled to emit per year as of 2010.

The EU and Member States are also bound by international agreements regarding air

pollution. The Geneva Convention, come into force in 1983, aims to protect humans and the environment from air pollution. It has been complemented by eight protocols, including the Gothenburg Protocol implemented in EU law by the National Emission Ceilings Directive. The Protocol, as amended in 2012, sets targets for 2020.

Nevetheless, in November 2016, Directive no. 2284 was approved aimed at replacing the current National Emission Ceilings Directive, setting new binding national reduction objectives for six air pollutants (SO2, NOx, NMVOCs, NH3, PM2.5 and CH4) to be met by 2020 and 2030.

5.1.2 Noise

Since the mid-1970s, EU had identified noise affecting residential areas, urban agglomerations or individual citizens as a serious environmental problem, although it was still considered an issue to be dealt with by Member States individually. EU, therefore, left the care to minimise the impact of these sound levels on humans very largely to the Member States.

Directive 2002/49/EC relating to the assessment and management of environmental noise was adopted in 2002. It defined environmental noise as unwanted or harmful outdoor sound created by human activities and its declared aim was "to define a common approach intended to avoid, prevent or reduce on a prioritised basis the harmful effects, including annoyance, due to exposure to environmental noise".

Directive 2002/49 requests the introduction to noise mapping and noise reduction action plans in particular in places where noise is generated by traffic (roads, railways, airports). Traffic is the subject of the common EU transport policy, and the emission limit values for vehicles demonstrates that noise problems linked to the transport of persons and goods cannot be dissociated from EU transport policy. In order to reach its objectives, Directive 2002/49/EC provided for three instruments:

• <u>strategic noise mapping:</u> Member States are asked to draw up a map designed for the global assessment of noise exposure due to the different noise sources or the overall noise levels, according to the following table schedule:

	BY 2007 BY 2012		
AGGLOMERATIONS	> 250 000 inhabitants	> 100 000 inhabitants	
MAJOR ROADS	> six million vehicle passages/year	> three million vehicle passages/year	
RAILWAYS	> 60 000 train passages/year	> 30 000 train passages/year	
CIVIL AIRPORTS	> 50 000 take-offs or landings/year	not required	

Table 3 – Limits for strategic noise mapping

The strategic noise mappings had to be established by 2007, approved by the competent national authorities and updated at least every five years. They had to indicate: the (existing, previous or predicted) noise situation in the area, the exceeding of a limit value (where such a limit value existed), the estimated number of dwellings, schools and hospitals in the area that is exposed to the noise levels, the estimated number of people located in the area covered by the noise map;

- <u>noise-reduction action plans based on the results of noise mapping:</u> on the basis of the strategic noise mappings, Member States had to draw up action plans for managing and, "if necessary", reducing noise. Directive 2002/49/EC only fixed formal requirements on the action plans concerning, among others, a summary of the results of the noise mapping, situations in need to be improved, noise-reduction projects in preparation, measures intended to be taken within the next five years, the long-term strategy and provisions envisaged for evaluating the implementation and results of the action plan;</u>
- <u>information of the public:</u> strategic noise maps and action plans were to be made available and disseminated to the public concerned. The information was requested to be "clear, comprehensible and accessible". The public was to be given the possibility to participate in the elaboration of the noise reduction action plans. The underlying idea was that the publics authorities to adopt noise awareness among the population and generate pressure on the public authorities to adopt noise-reducing measures.

However, Noise Directive does not fix limit values or other binding values. It only requests collection and dissemination of data, noise mapping and noise reduction action plans, leaving all details on the content of the plans to Member States, so paying little attention to the prevention principle. It could have fixed a minimum noise level - for hot points or generally - and then ask Member States to develop noise reduction action plans, where values were reached or exceeded. The chosen approach to request noise action plans at hot points, independently of the actual noise level, bears the risk of being of limited usefulness.

5.2 National legal framework

5.2.1 Air quality

Italian Government has transposed in our legal framework the contents of EC Directive 2008/50 setting a unitary framework air quality evaluation and management aimed at identifying air quality standards in order to prevent or reduce harmful effects for human health and environment.

More specifically, with Legislative Decree 13.08.2010 n. 155 as integrated and modified with Legislative Decree 24.12.2012 n. 250 ("Attuation of EC Directive no. 2008/50 on ambient air quality and cleaner air for Europe"), a legal unitary framework concerning air quality evaluation and

management has been set, aimed at identifying air quality standards in order to prevent or reduce harmful effects for human health and environment

Although Italy has no national LEZ framework, nevertheless several regions in Italy have coordinated LEZ within their regions, including Valle d'Aosta, Bolzano, Emilia Romagna and Lombardia.

As far as laws concerning street circulation are concerned, Street Code is the regulatory framework and it has a specific article (no. 7) dealing with RTZ. These areas can be identified through a City Government decision, which can also subordinate the authorization to enter the LTZ to a fee. The identification of the right of accessing theRTZ. is rather "flexible" and it depends on the decision of the City Government which will take into account the actual situation (which obviously can vary from town to town and even within the same municipality) and the aims of mobility and protection of the public interest. The limitation of the circulation can be hourly and can relate to particular categories of users (residents, professional groups, public office holders, commercial enterprises, etc.) or, regardless of the users, categories of vehicles (private, freight, transport in question, etc.).

Decree of President of Republic n. 250//199 sets rules for authorizing the installation and operation of systems for the detection of accesses of vehicles to city centre and RTZ: Municipalities willing to operate systems aimed at detecting vehicles accessing the City Centre have to ask for authorization to the Ministry of Public Works. Systems have to be omologated according to UNI 10772

5.2.2 Noise

Italy has a comprehensive regulatory framework that since the early 90 introduces precise criteria for the evaluation of the sound emissions which can be considered disruptive to people activities and sometimes harmful to health.

Article 844 of the Civil Code is the reference point for the assessment of an individual defense of the person and of his property against exposure to noise sources and refers to the threshold of "normal tolerance".

The regulatory system consists of the L 447/95 and the following decrees that fixed in the "acceptability criteria" the main reference point in the noise pollution assessment.

According to article 2 of Law 447/95 is called noise pollution, "the introduction of noise into the indoor or outdoor environment that is annoying or disturbing to rest and to human activities, endangering human health, deterioration of ecosystems, material goods, monuments and the indoor or outdoor environment, or interferes with the legitimate use of such environments ".

The framework of Law 447/95 constitutes the basic regulatory reference for the assessment of environmental noise by establishing:

• the fundamental principles with regard to noise protection of individuals and external environment;• the responsibility of the State levels, of the regions, provinces and local authorities in the regulation,

planning and noise control.

Protection of the external environment against adverse effects resulting from exposure to noise must be carried out, according to current legislation indicated, through the following actions:

• provision of specific noise acceptability limits, in terms of absolute values of output and input of noise events in the territory;

- development of acoustic zoning plans;
- drafting of noise action plans if the ambient noise levels exceed those of the exposure limit values and / or emission;

• establishment of action plans in the short, medium and long term aimed at linking the environmental noise levels at certain optimum values, so-called values of quality.

Measurements must be performed by a competent person in the field of environmental acoustics.

5.3 Regional legal framework

5.3.1 Air quality

Regione Lombardia has developed an extensive legislation on the topic, seemingly because of environmental pollution problems that arise from the internal geographical location and the large flat area that prevents air exchange.

In 2006,Regional Law n. 24 ("Prevention and reduction of emission in the atmosphere to protect health and environment"), highlights the need to plan and coordinate lines of action for the achievement of air quality levels established by the EC, in order to protect health and the environment, through the reduction of air pollutants in relation to weather and climatic conditions of the basin.

In 2011, with Resolution of Regional Government n. 260, the regional territory has been divided in areas and agglomerations in order to evaluate air and environmental quality. When pollutant emissions limit values are exceeded, measures are taken aimed at reducing air pollution, as well as blocks of circulation for all or for certain categories of vehicles or reduction of temperature of heating in buildings. According to the exceeding in values, it is decided if measures are applied to the larger Area 2 or to the smaller Area 1. In the following figure, Area 1 - agglomerations plus Pavia, Cremona, Lodi and Mantova and their surroundings (209 cities) is depicted in orange, whilst Area 2 (plain area with high urbanization excluded Pavia, Cremona, Lodi, Mantova and surroundings) is depicted in yellow.

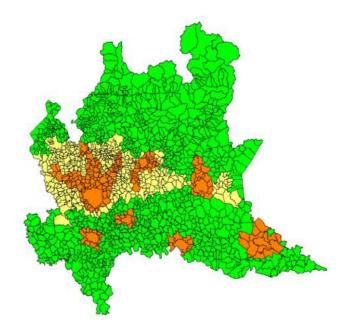


Figure 6 – Lombardia agglomerations for air quality

In 2013, with Resolution n. 593, the Regional Plan of interventions for air quality was approved: it offers a synthesis of knowledge on the different types of air pollutants and weather-climatic characteristics influencing their spread, in order to support future emission regulation policy. The Plan was updated and implemented in 2014, through Resolution n. 2578, which approves measures aimed at limiting circulation to all or some categories of vehicles in the different areas of Lombardia according to the exceeding in limit values

In 2016, Municipalities have signed a Protocol aimed at implementing temporary measures structured on two levels to be activated at local level in case of continued exceeding of limit values of fine particles (PM10) for at least seven days in the concentrations of n, respectively. 50 and 70 micrograms / cubic meter of PM10. These measures include provisions designed to:

- limit the use of the more pollutant types of private cars (ex: Euro 0, Euro 1, Euro 2, Euro3Diesel etc) in predetermined time slots;
- forbid any kind of outdoor burning,
- reduce the air temperature in residential units,
- prevent the use of domestic biomass-fired heat generators characterized by energy performance and emissions below certain standards.

5.3.2 Noise

As required by Legislative Decree 194/2005 "Implementation of Directive 2002/49 / EC relating to the assessment and management of environmental noise" agglomerations (urban areas, identified by the region, with total population of more than 100,000 inhabitants) develop noise mapping of its territory and adopt Action Plans in order to prevent and reduce environmental noise where necessary and to avoid a noise increase in quiet areas.

Regione Lombardia with Resolution of Regional Government no. 8299/2008 identified the municipality of Monza as an agglomerate with responsibility for drawing up the noise mapping and Action Plans.

In the following table the characteristics of Monza agglomeration are described:

Agglomeration Code	IT_a_Ag00024
Surface (in Km ²)	33
Inhabitants (updated to census of 2011)	123.075
Residential buildings of the territory	13.690
Schools pupils	21.960
Number of schools	76
Number of beds (in hospitals, nurse and retirement houses)	2066
Number of hospitals, nurse and retirement houses	16

Table 4 – Characteristics of Monza Agglomeration

In 2015, with Resolution of Regional Government. n. 3735/2015, Regione Lombardia pointed out the need to re-define the boundaries of the agglomerations of Monza and Milan, identifying a single bigger territory named "macroagglomeration", due to the continuity and the proximity of the urban areas, in order to ensure greater efficiency in implementing the law requirements,

5.4 Local legal framework

5.4.1 Air quality

In 2016, a large number of Municipalities in Lombardia, included the city of Monza, have signed with Regione Lombardia a Protocol aimed at implementing temporary measures structured on two levels to be activated at local level in case of continued exceeding of limit values of fine particles (PM10) for at least seven days in the concentrations of n, respectively. 50 and 70 micrograms / cubic meter of PM10.

These measures, which are automatically activated with an order of the Mayor, include provisions designed to:

- limit the use of the more pollutant types of private cars (ex: Euro 0, Euro 1, Euro 2, Euro3Diesel etc) in predetermined time slots;
- forbid any kind of outdoor burning,
- reduce the air temperature in residential units,
- prevent the use of domestic biomass-fired heat generators characterized by energy performance and emissions below certain standards.

With Resolution of City Government 180/2014 the new structure of RTZ was fixed after the implementation of the license plate recognition system in order to identify its boundaries. With Resolution n. 270/2014 rules to access the RTZ were approved, identifying the different categories which are authorized to access the RTZ and the procedures for granting authorizations. Each year an order of the Mayor Is published to define rules to access the RTZ, schedules, duration of the limitations and exceptions to the prohibition of access.

5.4.2 Noise

In 2014 the City Council approved the Acoustic Zoning Plan, a technical documents by which limits are set for the existing sound sources. Every City planning document (Plan of Territory Government, Urban Traffic Plan) has to comply with the Acoustic Zoning Plan, which is an instrument aimed at controlling environmental changes and preventing housing developments or traffic-generating activities in areas which are already acoustically polluted. Each new intervention must be accompanied by a provisional rating of climate and noise impact, in order to verify the possible presence of exceeding noise immissions.

On the basis of the noise mapping the Municipality of Monza has prepared the Action Plan, which can be downloaded at the following link:

http://www.comune.monza.it/it/comune/Documenti-e-Piani/Piano-rumore/

After fulfilling the compulsory phase of communication and consultation of citizens and stakeholders, the Action Plan was approved by the City Government by resolution no. 185 of 31/05/2016. The Action Plan has identified measures to be implemented in the short, medium and long period which are not only directly focused on the acoustic phenomenon, but are also strategically related to urban planning, mobility, traffic, activities aimed at informing the public etc., which imply a potential reduction of noise emissions coming from road sources related to municipal infrastructure. Among short term maesures, which coincide with LIFE MONZA project lifetime, two specific interventions will be implemented in the pilot area:

- 1. the creation of a restricted traffic area for all trucks;
- 2. the implementation of a 30 km/h.area.

