

## 1 INTRODUCTION

The PRoGRESS WP2 (Scheme Design and Development) main objective is:

*To develop integrated urban transport pricing schemes based on the concept of marginal-cost pricing, in the real urban situations of the cities of Bristol, Copenhagen, Edinburgh, Genoa, Gothenburg, Helsinki, Rome, and Trondheim.*

The WP2-relevant Deliverables D3.1 (Draft Scheme Specifications) and D3.2 (Final Scheme Specifications) include the descriptions of the various types of road pricing (RP) schemes to be adopted in the 8 different urban real contexts, their models, and all information related to the design process performed in order to develop the 8 PRoGRESS demonstration systems.

Aspects like urban context and layout description, mobility database, modelling, mobility simulation, technology description, software specifications, system integration, pricing scheme development, system testing and validation planning, and demonstration organisation will be treated within these two deliverables. The final aims of these two deliverables is to prepare a complete design basis for the implementation of the demonstration systems and the development of the demonstration sessions, and to provide these data in an almost uniform manner in order to facilitate the ex-post evaluation phase.

Deliverable D3.1 (Version 3.0 of which was submitted in July 2001) represented the reporting of the preliminary design activities of potential RP schemes, and for most of the cities was incomplete in terms of RP demonstration definition and modelling and simulation of these schemes.

This Deliverable, D3.2, has been developed on the basis of D3.1, and updates the previous city databases and final definition of RP schemes both for demonstration (within the PRoGRESS project) and for future real-life application. Models of the selected schemes are included; indeed, for some cities (namely Bristol, Gothenburg and Helsinki), definitive scheme characteristics and relevant models have not been provided in full. Further updates about adopted RP schemes and modelling will be included in future deliverables: in particular, in D5.1 (Demonstration Implementation Report) and in D6 (Local Impact Analysis Report).

Deliverable D3.2 has been assembled on the basis of previous D3.1, and keeps the same chapter structure, although the contents have been updated and integrated with respect to the previous document. The deliverable is made up of one introduction (this Chapter 1) and by one final Chapter 6 aimed to compare, by means of a table, the main design parameters. In between these are 8 separate sections of 4 chapters (x.2.0 to x.5.0), each section relevant to one city. Chapters of these 8 sections are numbered from x.2.0 to x.5.0, where x=A for Bristol, x=B for Copenhagen, x=C for Edinburgh, x=D for Genoa, x=E for Gothenburg, x=F for Helsinki, x=G for Rome, x=H for Trondheim.

The adoption of a common Table of Contents for the city sections should allow the complete and uniform representation of design data that was indicated above as the most important aim of this deliverables. The Table of Contents for the city sections has

been defined on the bases of comments received by city partners, coordinator and CUPID.

This Deliverable D3.2 contains, for all cities, an almost complete description of: city urban and mobility contexts (Chapters x.2.0), envisaged pricing schemes (Chapters x.3.0), envisaged complementary measures (Chapters x.4.0). The modelling and simulation of pricing schemes (Chapters x.5.0) are at different levels of development.

In the final Chapter 6.0 (comparative analysis) only a preliminary definition of scheme parameters to be subsequently compared among the 8 city RP schemes is presented.

It should be noted that the 8 cities described in this deliverable are at very different levels of development in the introduction of road pricing schemes, and have different aspirations for their pricing schemes though participation in the PRoGRESS project. Helsinki is not going to implement a pricing scheme or trial, but is undertaking a modelling study. Both Copenhagen and Gothenburg are running demonstration trials of road pricing with volunteer motorists. The cities of Bristol, Edinburgh, and Genoa are all working towards the introduction of full real pricing schemes, but due to timescale constraints will be running demonstration trials as part of PRoGRESS. For the three cities, both the PRoGRESS demonstrator and the proposed full scheme are described in this deliverable. Rome and Trondheim are implementing real road pricing schemes, Trondheim making further improvements and alterations to their system that has been running since 1991.