



ADVANCED LOGISTICS
PLATFORM WITH
ROAD PRICING AND
ACCESS CRITERIA TO
IMPROVE URBAN
ENVIRONMENT AND
MOBILITY OF GOODS



With the contribution of the
LIFE financial instrument
of the European Commission

LIFE ASPIRE PROJECT

ADVANCED LOGISTICS PLATFORM WITH ROAD PRICING AND ACCESS CRITERIA TO IMPROVE URBAN ENVIRONMENT AND MOBILITY OF GOODS

Contr. No. LIFE16 ENV/IT/000004

Deliverable D.1.6

Scientific papers

LIFE ASPIRE Document Type / No. / Title	Deliverable/ D.1.6/Scientific papers
Action	Action D – ACTION D.1: Dissemination planning and execution
Date/ Version/ Status	30.09.2021
Dissemination level	Consortium (CO)
Document Responsible(s)	LUCENSE
Contributing partners (s)	LUCCA, MemEx
File Name	ASPIRE-D.1.6

Abstract

The LIFE ASPIRE Project aims to implement a set of measures (regulatory, organizational, operational and technological) related to city logistics processes, and in particular to last mile deliveries, which extends/integrates the ones already implemented in the city of Lucca, in order to achieve higher standards of energy efficiency and urban air quality and, consequently, improving the quality of life of people (in particular of residents but also tourists).

In Lucca, among the others logistics measures, LIFE ASPIRE Project plans to introduce a "credit based" access policy allowing a flexible application of road pricing criteria to the freight transport operators. The innovative peculiarity of the Project is the implementation of a policy which rewards transport operators on the basis of different factors (e.g. vehicle emissions and dimension, trips frequency, etc.).

As operational instrument to manage this innovative policy, LIFE ASPIRE Project will implement in Lucca a Logistics Credit Management Platform (LOCMAP). LOCMAP will also manage two new logistics services (Load/Unload Parking Lots and Cargo-bike Sharing) and will integrate the existing access control system, enhanced with RFID UHF technology.

The potential of replicability and transferability of the "credit based" Access Control policy (including the new complementary logistics services), and the related supporting platform, will be defined and verified in collaboration with the towns of Stockholm (SE) and Zadar (HR), taking into account their specific contexts.

This Deliverable D.1.6 gives evidence of the scientific papers produced by the consortium during the life span of the project.

Authors

Editors: Pamela Salvatore (LUCCA), Valentina Della Lena (LUCCA)

Contributors: Stefan Guerra (LUCENSE), Antonio Liberato (MemEx)

Contents

Abstract.....	2
1.INTRODUCTION	4
1.1 Background and aim of LIFE ASPIRE Project	4
1.2 Action D.1 "Dissemination planning and execution".....	6
1.3 Aim of the deliverable D.1.6.....	6
2. "LIFE ASPIRE project presentation" – TRB 2018.....	7
3. "Innovative city logistics "awarding" approach and accessibility framework in Lucca: the results of LIFE ASPIRE project" - ECOMM.....	8
4. "Life ASPIRE: Logistica urbana sostenibile grazie alle nuove tecnologie" – TTS Italia	9

1.INTRODUCTION

1.1 Background and aim of LIFE ASPIRE Project

The main objective of LIFE ASPIRE project (Advanced logistics platform with road pricing and access criteria to improve urban environment and mobility of goods – Contract N°: LIFE 16 ENV/IT/000004) is to develop an innovative “credit-based” management policy for freight traffic in urban area, to implement new city logistics services and promote sustainable and smart management of urban environment. Moreover, the project aims to raise awareness on sustainable and energy efficient urban logistics needs proposing smart solutions for other European Historic Towns.

LIFE ASPIRE aims to achieve real improvements of air quality in the urban area of Lucca by demonstrating new city logistics policies, services and enforcement measures that will lead to a significant reduction of traffic congestion and emissions due to freight vehicles in city centre.

Demonstration activities of the project will be implemented in the Lucca historic city centre aiming at assessing the proposed approach in the real-life context of urban freight distribution of the city. The project will define and implement a “credit based” access policy allowing flexible road pricing criteria related to last mile goods delivery: a dedicated management platform, two innovative services (smart Loading/Unloading Parking lots and Cargo-bike sharing stations) and the improvement of the existing Limited Traffic Zone access control system are the key elements of LIFE ASPIRE actions.

The demonstration activities in Lucca will be complemented by the replicability and transferability analysis of the implemented measures and services to the city of Zadar (Croatia) and Stockholm (Sweden), taking into account the peculiarity of their different contexts. The identified solutions can be, in fact, widely transferred and applied to other urban contexts with similar characteristics and problems.

The LIFE ASPIRE main actions are the following:

- Improvement of the existing Restricted Traffic Zone access control system and introduction of a “credit access” policy, allowing flexible road pricing criteria related to the last mile goods delivery;

- Design and implementation of a Management Platform (defined Logistics Credit Management Platform "LOCMAP") dedicated to urban freight distribution processes in Lucca;
- Equipment of a total of 22 gates with new RFID UHF devices (including the 10 gates of the current Access Control System, equipped with ANPR videocameras).
- Implementation of 34 Load/Unload (L/U) bays equipped with smart wireless sensors located in 12 L/U areas (with a variable number of parking lots each).
- Implementation of a new Cargo-bike Sharing Service available for transport operators in n. 3 stations (equipped with 3 cargo-bike each);
- Evaluation and periodic report updates of the LIFE ASPIRE measures, policies and regulations implemented;
- Promotion and diffusion of LIFE ASPIRE approach and results;
- Replicability and transferability analysis of measures/solutions implemented in Lucca in Stockholm and Zadar.

The LIFE ASPIRE major expected results can be summarised as follows:

- Reduce the current levels of freight traffic by decreasing the total number of commercial vehicles in last mile deliveries operations in the inner historic centre of Lucca (in particular in the RTZ);
- Reduce the current levels of environmental pollution due to commercial vehicle emissions;
- Reduce the related energy consumptions;
- Reduce the related noise pollution;
- Reduce risks for historic buildings due to vibrations resulting from heavy traffic;
- Promote the adoption of low/zero emission vehicles by transport operators;
- Provide new eco-logistics services for transport operators in last mile deliveries (Load/Unload parking lots and Cargo-bike Sharing), both managed by the innovative LOCMAP;
- Improve the safety for pedestrian;
- Improve the urban environment and, consequently, the quality of life for residents, visitors and tourists.

1.2 Action D.1 “Dissemination planning and execution”

This action regards planning and execution of dissemination activities including project website, production of dissemination materials, notice boards, networking with other projects, annual workshops and final conference, Layman's Report and many other specific dissemination activities, as detailed in the Sub-Actions.

Three annual project workshops had to be organized during the project lifetime: in Lucca hosted by LUCENSE at M13, in Stockholm at M21 and in Zadar at M31. The workshops, half/one day duration each, were aimed at:

- a) providing local dissemination of the LIFE ASPIRE approach;
- b) facilitating common discussion and consensus formation among the involved stakeholders;
- c) allowing to exchange views and experiences with other initiatives.

1.3 Aim of the deliverable D.1.6

The aim of the current deliverable is to give evidence of the scientific papers produced by the consortium during the life span of the project. In the following paragraph the produced papers are reported.

2. "LIFE ASPIRE project presentation" – TRB 2018



Paper on "LIFE ASPIRE project summary" at the Transportation Research Board (TRB) 97th Annual Meeting held in Washington, D.C. (USA), January 7-11, 2018.

TRB is the largest event in North America in the field of transport and logistics and one of the most important of the world. **The spotlight theme for the 2018 meeting was "Transportation: Moving the Economy of the Future"**. TRB2018 meeting programme covered all transportation modes, with more than 5000 presentations in nearly 800 sessions and workshops addressing topics of interest to more than 13.000 professionals from all around the world.

A short summary of the project has been produced and distributed by Giorgio Ambrosino (MemEx) in the framework of workshop organised by the Federal Highway Administration (FHWA) and the European Commission (EC) on **"Urban Freight"**, on January 11, 2018. Giorgio Ambrosino had the possibility to present and discuss the project, its main actions (implementation in Lucca and transferability and scale up in Zadar and Stockholm) and outcomes with the participants of the roundtable coming from different EU and US public Authorities.

Here below the full text.

Federal Highway Administration (FHWA)-European Commission (EC) Urban Freight Roundtable Washington, DC January 11, 2018	
Project Summary Name of Project/Initiative LIFE ASPIRE <i>Advanced logistics platform with road pricing and access criteria to improve urban environment and mobility of goods</i>	
Type of Project/Initiative: ASPIRE is a pilot project funded by EU Commission under LIFE Program led by the Municipality of Lucca, involving 6 partners from 3 different EU Countries (Italy, Croatia and Sweden) in collaboration with the cities of Stockholm and Zadar. ASPIRE aims at implement a set of innovative measures – regulatory, organizational, operational and technological in order to achieve higher standards of energy efficiency and urban air quality.	
Short Description: Starting from the current mobility and regulation context in Lucca and taking into account the existing logistics services and the role of the Urban Consolidation Center (LuccaPort), LIFE ASPIRE defines and implements a "credit based" access policy allowing flexible road pricing criteria related to the last mile goods delivery. For managing this innovative policy, LIFE ASPIRE will implement in Lucca a Logistics Credit Management Platform (LOCMAP), integrated with two other services (Loading/Unloading Parking lots and Cargo-bike Sharing) and with the existing access control system dedicated to control commercial vehicles entrance/exit in the LTZ (OCR + RFID technology). The replicability and transferability of this "credit based" Access Control Policy and the related new logistics services will be verified at European level in collaboration with a large city, Stockholm (SE) and small town Zadar (HR), taking into account their specific contexts.	
Time Period of Implementation: LIFE ASPIRE started on 1 October 2017 lasting for 36 months.	
Key Locations of Implementation: LIFE ASPIRE measures and services will be implemented in the City of Lucca; the Replicability and Transferability analysis will be performed respectively in Zadar and Stockholm.	
Urban Freight Issues of Concern: The implementation of LIFE ASPIRE activities and measures will lead to a new approach for urban freight distribution management, and in particular for last mile deliveries, addressing the issue of a nearly-zero emission by the adoption of soft measures (RFID & SW enforcement), eco-sustainable logistics services (Load/Unload Parking lots and Cargo-bike Sharing) and effective/innovative rules (incentive by credits, etc.).	
1 EU-LIFE ASPIRE Project	
Federal Highway Administration (FHWA)-European Commission (EC) Urban Freight Roundtable Washington, DC January 11, 2018	
	
Stakeholder Involvement: In order to ensure a proper development of LIFE ASPIRE measures, all relevant stakeholders and target groups are going to be involved. Local Authority of Lucca Zadar and Stockholm are directly involved in measures planning and demonstration through the Cities & Stakeholder Supporting Forum (CSSF). A Scientific and Technical Committee is established, involving University and Research Institute, which will directly contribute to the assessment of the innovative approach and measures of LIFE ASPIRE. Local, Regional and National policy makers will be involved especially for the regulation and research developments and initiatives. Local Trade, Craftsmen, Commerce Associations and Transport Operators will also be involved in order to collect suggestions and indications for evaluating the LIFE ASPIRE measures after the demonstration phase. Finally, Citizens, Public Transport users and goods distribution system users will be involved in the demonstration as direct end-users of the LIFE ASPIRE services.	
Expected Outcomes: The implementation of LIFE ASPIRE will enable to reduce the current level of freight traffic by decreasing the total number of commercial vehicles in last mile deliveries operations in the inner historic center of Lucca (and in particular in pedestrian and limited traffic zones) and, consequently, will reduce the current levels of environmental pollution, noise and vibration due to commercial vehicle emissions. The approach based on "credit access policy" will be evaluated also from transferability/replicability both at large city level (Stockholm) and small town (Zadar) in order to support the European policy/directive for the Freight Urban Transport (FUT). In particular the role of Urban Consolidation Center (LuccaPort) will be assessed in this new policy, control and services urban framework.	
Relevant Website/Sources: http://ec.europa.eu/environment/life/	
Point of Contact: Giorgio Ambrosino: giorgio.ambrosino@memexitaly.it MemEx, Italy: www.memexitaly.it	
2 EU-LIFE ASPIRE Project	

3. "Innovative city logistics "awarding" approach and accessibility framework in Lucca: the results of LIFE ASPIRE project" - ECOMM



Paper on "Innovative city logistics "awarding" approach and accessibility framework in Lucca: the results of LIFE ASPIRE project" submitted for the European Conference on Mobility Management ECOMM – Cascais 2020 (23rd edition).

ECOMM is a very important global event for everyone involved in mobility management. The main theme of ECOMM 2020 was "**New Mobility...New Realities for People and Cities... OUTRA VEZ!**". New technical possibilities, demographic trends and changing consumer behaviors are all putting traditional notions of mobility to the test. Consumers are demanding new, integrated mobility offers. At the same time, people's traditional mobility patterns are being questioned. In order to overcome some of the most prominent challenges and to be able to move fast forward to smart and sustainable societies, the ECOMM 2020 conference wants to actively encourage the debate on new mobility solutions at European level.

Here below the full text

Innovative city logistics "awarding" approach and accessibility framework in Lucca: the results of LIFE ASPIRE project

Authors: Antonio Liberato, Giorgio Ambrosino

Main topic: P2 - Circular Economy and shared economy: Mobility as a Business?

Short Description:

The presentation concerns the key results achieved by LIFE ASPIRE Project in Lucca, highlighting the innovative city logistics "awarding" approach developed, the new access control framework implemented and the supporting measures. Transferability of the ASPIRE approach is presented with respect to different cities, Stockholm (SE) and Zadar (HR).

Main part:

ASPIRE is a three years pilot project started in October 2017 and funded by LIFE programme, the EU's funding instrument for the environment actions.

ASPIRE is led by the Municipality of Lucca, involving 6 partners from 3 EU Countries (Italy, Sweden, Croatia), including the Stockholm and Zadar.

ASPIRE is based on the results and lessons learnt by Lucca Municipality, over the last decade, in innovative city logistics planning and management.

ASPIRE implemented a set of innovative measures - regulatory, organizational, operational and technological - and in particular introduced a **credit based** urban access policy, allowing flexible **awarding criteria** in relation to the **mobility behaviour** of the freight transport operators in last mile delivery.

In developing ASPIRE Project, relevant efforts have been carried out in:

- adoption of awarding approach vs the fining criteria;
- identification of the most effective credit based urban access policy;
- definition of a new access regulation, supporting the adoption of the new implemented policies.

During the project, two sets of **awarding criteria**, for the definition of specific access fee reductions, have been identified:

- *static*: related to the characteristics of the commercial vehicles (emissions, dimensions, etc.);
- *dynamic*: related to the behaviour of the transport operators (i.e. permanence in the LTZ, frequency of access, time window used, usage of the L/U lots service, usage of the cargo bikes service, etc.);

contributing to answer the question: *how much the transport operators behaviour is eco-friendly?*

For managing this innovative policy, ASPIRE Project has **designed, developed and implemented** in Lucca a **Logistics Credit Management Platform** (LOCMAP). LOCMAP also manages two new logistics services (**monitored Load/Unload Parking Lots** and **Cargo-bike Sharing**).

The project also implemented an innovative Access Control System based on RFID technology (integrated with the OCR technology) for controlling commercial vehicles entrance/exit and their permanence inside the LTZ.

The implementation of ASPIRE approach to city logistics impact the efficiency of last mile freight delivery processes, **reducing distribution costs and times**, and contributing to the competitiveness and **sustainable growth of urban economic activities** in Lucca (but also in Zadar and Stockholm), and potentially in other European cities.

Thus, optimising transport schemes, the Project enhances the efficient and effective use of transport/mobility infrastructures and, consequently, the operators in the supply chain and the shop owners benefit of an **increased efficiency in freight distribution**.

In addition, reducing the current commercial traffic level related to last mile freight delivery, ASPIRE contributes to **improve the quality of the urban environment**.

What is new?:

Different levels of innovation have been faced by ASPIRE project - critical analysis and lessons achieved in managing UCCs in a small/medium historic town; - regulation policy for last mile delivery by awarding criteria based on vehicle typologies and transport operators behaviour; - innovative city logistics measures and access control framework for managing the awarding criteria. The implementation of ASPIRE leading to a new approach for city logistics management, and in particular for last mile deliveries, by the adoption of soft measures (RFID & SW enforcement), eco-sustainable logistics services (monitored Load/Unload Parking lots and Cargo-bike Sharing) and effective/innovative "credit based" rules.

What is transferable to other cities and regions?:

The potential of replicability and transferability of the ASPIRE Project awarding policy, and of the implemented measures/services (including the related supporting LOCMAP) has been defined and verified in collaboration with the towns of Stockholm (SE) and Zadar (HR), taking into account their specific contexts. Moreover, the Project is conceived with a structure capable to maximise its outputs and findings, and to address and influence a wide critical mass, guaranteeing a significant uptake of the solution proposed/ demonstrated and their replicability and transferability both during the project lifespan and beyond its duration.

What are outcomes and conclusions?:

The implementation of ASPIRE framework is going to reduce the current commercial traffic level in last mile freight delivery, and consequently, to improve the urban environment. The following lessons have been learnt for small and medium size European towns as Lucca: - freight consolidation doesn't mean only UCCs; - the urban vehicle access rules should be defined also respect with the freight delivery regulation; - access control system should be one component of the vehicle access regulation framework; - awarding policies and ICT enforcement/infrastructures could foster transport operators toward more polite and sustainable behaviours.

Who are the main target groups?:

Local, Regional and National policy makers have been involved especially for the regulation and research developments and initiatives. Local Trades, Commerce Associations and Transport Operators. Finally, Citizens, Public Transport users and goods distribution system users as direct end-users of the ASPIRE services.

Please supply a link to the project if available:
<http://www.life-aspire.eu>

4. “Life ASPIRE: Logistica urbana sostenibile grazie alle nuove tecnologie” – TTS Italia

Life Aspire: logistica urbana sostenibile grazie alle nuove tecnologie



Municipia – Gruppo Engineering è il partner IT di Life Aspire, il progetto pilota sulla logistica urbana sostenibile nei centri storici di piccole e medie dimensioni, finanziato nell'ambito del programma LIFE della Commissione Europea. Lucca è il comune italiano capofila del progetto che coinvolge anche Zara e Stoccolma. Una novità destinata a essere replicata anche in altre città.

Municipia ha messo a disposizione la propria esperienza e competenza per la realizzazione di soluzioni software, integrate con una serie di innovativi dispositivi hardware, per la gestione di politiche di premialità per la logistica urbana sostenibile, volte alla incentivazione di comportamenti più virtuosi ed eco-compatibili per le consegne in ZTL da parte dei corrieri merci. In particolare, sono stati sviluppati i seguenti componenti:

- Logistics Credit Management Platform – LOCMAP, modulo che arricchisce la piattaforma INES Cloud, con la gestione dei crediti di mobilità
- Una mobile app Android per gli operatori addetti al carico/scarico delle merci
- Gate RFID UHF per il monitoraggio degli ingressi e delle uscite dal centro storico
- Sensori di sosta per il monitoraggio dello stato di occupazione degli stalli carico/scarico merci
- Cargo bike sharing per la distribuzione dell'ultimo miglio



La policy di premialità: gli eco-points

Gli eco-points, i crediti di mobilità che premiano gli operatori del trasporto merci, si basano su due tipologie di dati:

- i dati statici, legati alle caratteristiche tecniche del veicolo usato e in particolare alla classe di emissione, al tipo di alimentazione e alla dimensione
- i dati dinamici, legati al comportamento eco-sostenibile del titolare del veicolo, durante la consegna dell'ultimo miglio nel centro storico di Lucca, come ad esempio numero giornaliero di accessi alla ZTL, durata giornaliera della permanenza all'interno della ZTL, fascia oraria degli accessi, numero di utilizzi degli stalli di carico/scarico su base mensile, numero di utilizzi del servizio di cargo-bike su base mensile, etc.

LOCMAP – Logistics Credit Management Platform

LOCMAP è la piattaforma cloud, modulo che estende la ricca dotazione di moduli della piattaforma INES Cloud, che consente la gestione dei crediti di mobilità per la logistica urbana e le consegne dell'ultimo miglio (eco-points), integrata con il nuovo sistema di controllo accessi costituito da varchi RFID UHF e con i due innovativi servizi di smart parking per il carico/scarico e cargo bike. LOCMAP raccoglie i dati ricevuti dai dispositivi di campo (varchi RFID UHF, sensori di parcheggio in aree carico/scarico, stazioni di cargo-bike sharing), li memorizza e li elabora per calcolare i comportamenti di mobilità (per esempio fasce orarie di ingresso/uscita dalla ZTL, tempo di permanenza nella ZTL, tempo di utilizzo delle cargo-bike sharing, etc.) su cui sono basati gli eco-points.



LOCMAP è in grado di integrare secondo protocolli standard IoT con diversi applicativi software e dispositivi hardware e rappresenta la base di partenza per la realizzazione di un ecosistema per la gestione di policy innovative di premialità per la mobilità urbana, in grado di integrare molteplici tecnologie e applicazioni per fornire servizi integrati, più efficaci ed efficienti. Infine fornisce uno strato di API multi-standard (REST / JSON, SOAP / XML, MQTT, o specifiche) e si integra anche con il sistema di rilascio permessi gestito da METRO (la società operativa del Comune di Lucca per la gestione della mobilità), per recuperare i permessi associati ai TAG UHF che i conducenti devono esporre sul parabrezza.

Mobile app Android LifeAspire

LOCMAP include una mobile app Android, che rappresenta l'interfaccia utente per gli operatori di trasporto per essere informati sull'interazione tra il proprio veicolo e i vari sistemi di campo:

- visualizzare lo stato di occupazione degli stalli dedicati al carico/scarico merci
- effettuare l'avvio/fine della sosta
- visualizzare il numero di ingressi/uscite dalla ZTL
- visualizzare l'elenco delle stazioni e la disponibilità di cargo-bike
- sbloccare una cargo bike
- visualizzare i crediti di mobilità accumulati.

Il sistema di controllo accessi/uscite: i Gate RFID UHF

LOCMAP integra un sistema di monitoraggio basato sui varchi RFID UHF per controllare l'ingresso e l'uscita dei veicoli commerciali dalla ZTL e il tempo di permanenza all'interno. È importante ricordare che i dispositivi RFID UHF passivi consentono la trasmissione wireless di un identificativo univoco. Le onde radio del varco attivano il tag UHF passivo (cioè che non necessita di batteria) che risponde inviando il suo identificativo.

Il sistema per il monitoraggio degli stalli di carico/scarico: i sensori di sosta

LOCMAP integra un sistema di monitoraggio dello stato di occupazione dei parcheggi per facilitare la ricerca degli stalli di carico/scarico merci con una positiva riduzione del numero di veicoli commerciali circolanti nel centro cittadino. Il sistema tecnologico per il monitoraggio dei parcheggi carico/scarico si basa sull'uso di sensori wireless ("Parking Spot Sensor" IP68 con doppia tecnologia magnetico/ultrasonico), installati a raso con il manto stradale, per rilevare il cambio di stato (libero / occupato e viceversa). Queste informazioni vengono trasmesse al gateway (antenna LoRaWAN) che invia i dati alla piattaforma LOCMAP utilizzando il protocollo MQTT.

Il sistema di cargo bike sharing

La piattaforma LOCMAP integra i servizi di cargo-bike sharing di terze parti, per ricevere la disponibilità delle stazioni di cargo-bike (parcheggi liberi + cargo bike disponibili) e pubblicarle sulla piattaforma web e la app per smartphone. L'integrazione tra LOCMAP e il software di gestione delle stazioni delle cargo bike consente di:

- recuperare l'elenco delle stazioni e la disponibilità di cargo-bike
- recuperare le informazioni sull'uso delle cargo bike per ogni utente registrato al servizio
- consentire all'utente registrato sulla piattaforma LOCMAP di sbloccare una cargo bike tramite l'app mobile.

Dai nostri associati



Paper on “Life ASPIRE: Logistica urbana sostenibile grazie alle nuove tecnologie” submitted for TTS monthly newsletter – edition June 2021.

TTS Italia is the National Association for Telematics for Transport and Safety established with the aim of contributing to the improvement of the efficiency and safety of the Italian transport system, through the analysis of problems and opportunities, the formulation of proposals and the dissemination of information and knowledge in the field of Intelligent Transport Systems (ITS). TTS Italia brings together both public and private organizations active in the development and implementation of Intelligent Systems for Transport and Security, following the example of the model proposed by ERTICO at a European level and by other national associations such as ITS America, ITS Japan, ITS Canada, ITS United Kingdom, ITS France, ITS Sweden.

MUNICIPIA – Gruppo Engineering (IT partner of the project) has drafted a paper focused on the IT aspects of LIFE ASPIRE technologies. The paper has been published on “TTS Informa”, the monthly newsletter of TTS Italia which is a very useful communication tool on the ongoing activities on ITS in Italy, in Europe and in the rest of the world, on business opportunities and major events. The Newsletter is published and sent monthly to the Association's e-mail address.