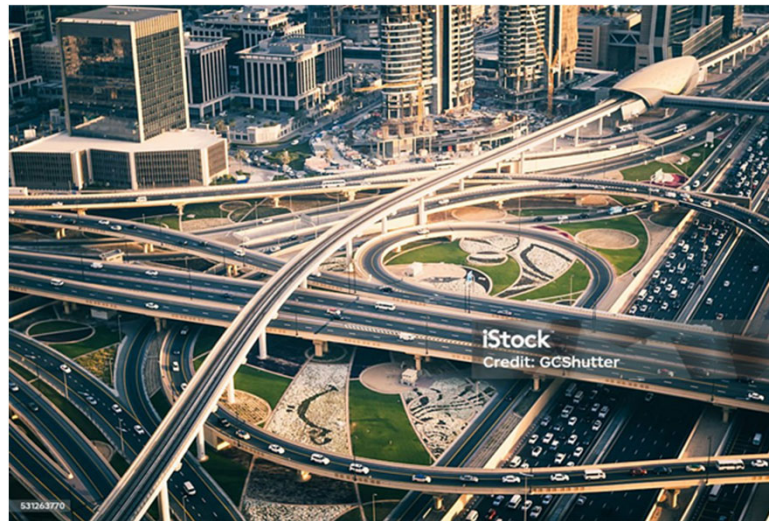


tradable mobility credits



Doctoral student: ing. Vito D'Avanzo
Thesis coordinator: prof. Luigi dell'Olio



May 17, 2024



Report

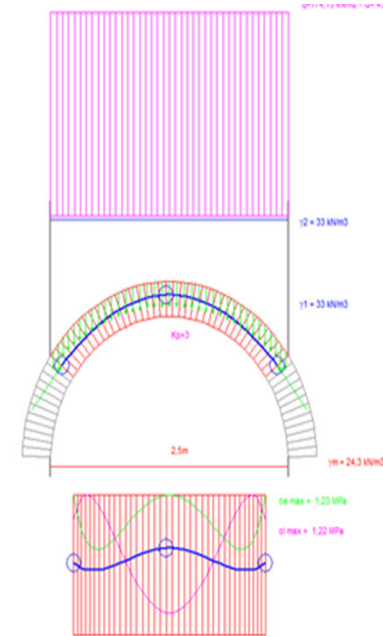
Worst values	Sec. N°	Sect	sig. e [MPa]	sig. i [MPa]	Zcomp
σ_e [MPa]	1,23	1	1,23	1,00	100,0
σ_i [MPa]	1,22	35	1,05	1,12	100,0
Zcomp	100,0	1	0,327	1,19	100,0
		4	0,836	1,22	100,0
		5	0,700	1,22	100,0
		6	0,752	1,19	100,0
		7	0,749	1,13	100,0
		8	0,766	1,05	100,0
		9	0,799	0,961	100,0
		10	0,843	0,861	100,0
		11	0,896	0,756	100,0
		12	0,952	0,651	100,0
		13	1,01	0,550	100,0
		14	1,06	0,457	100,0

Reactions at springs

HI	Hr	VI	Vr	Tie thrust
212,8	212,8	250,2	250,2	212,8

Walls reactions

HI	Hr	MI	Mr
0	0	0	0



**2001 civil engineering transport
polytechnic of Bari (Italy)**

**2002 Master in safety engineering
Polytechnic of Bari (Italy)**

**Since 2003 activity in Italy for 21 years as a freelance
engineer in the field of building renovation and
restoration**

I decided to change job and dedicate myself to the study of transport mobility problems



The research topic of my thesis is tradable mobility credits.



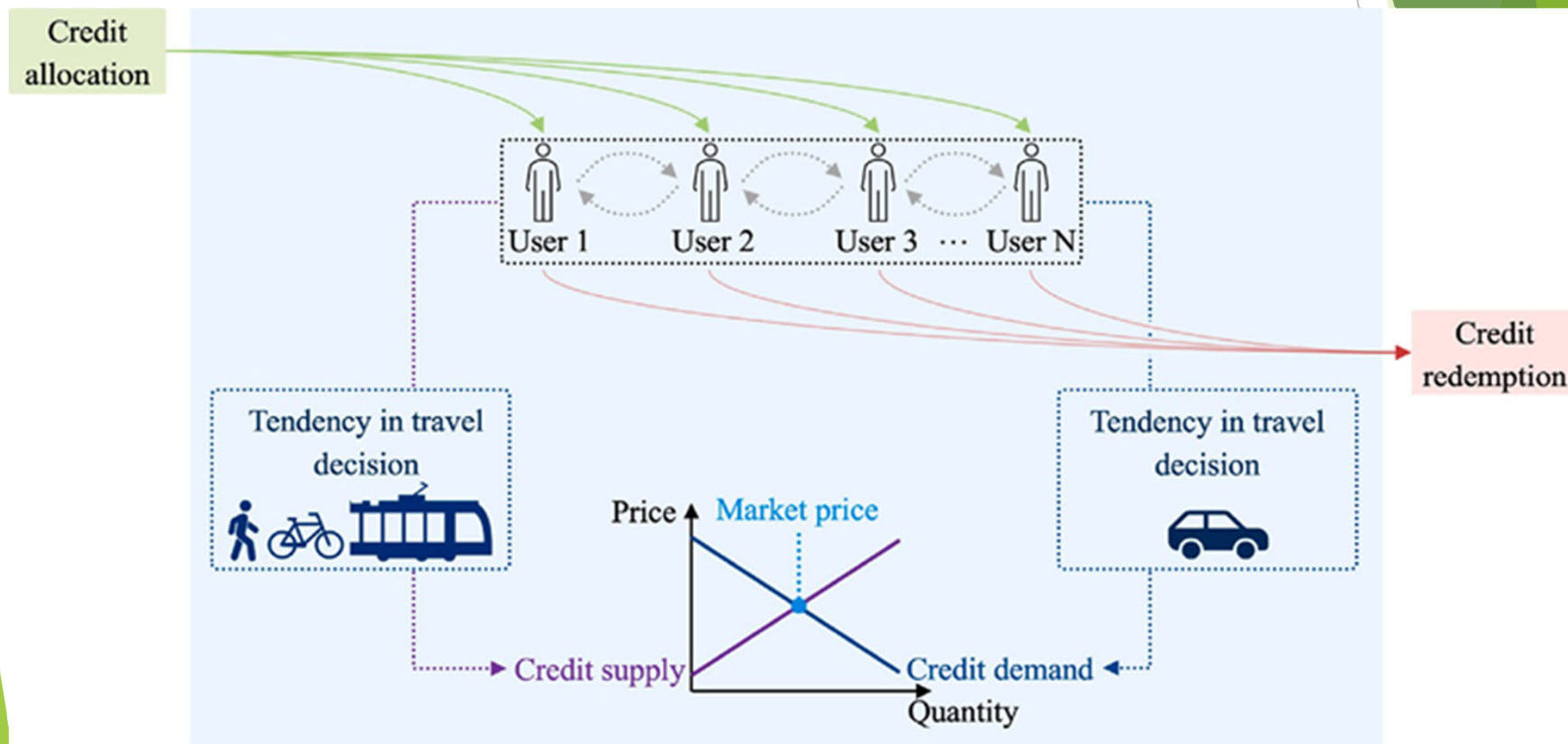
What are tradable mobility credits?



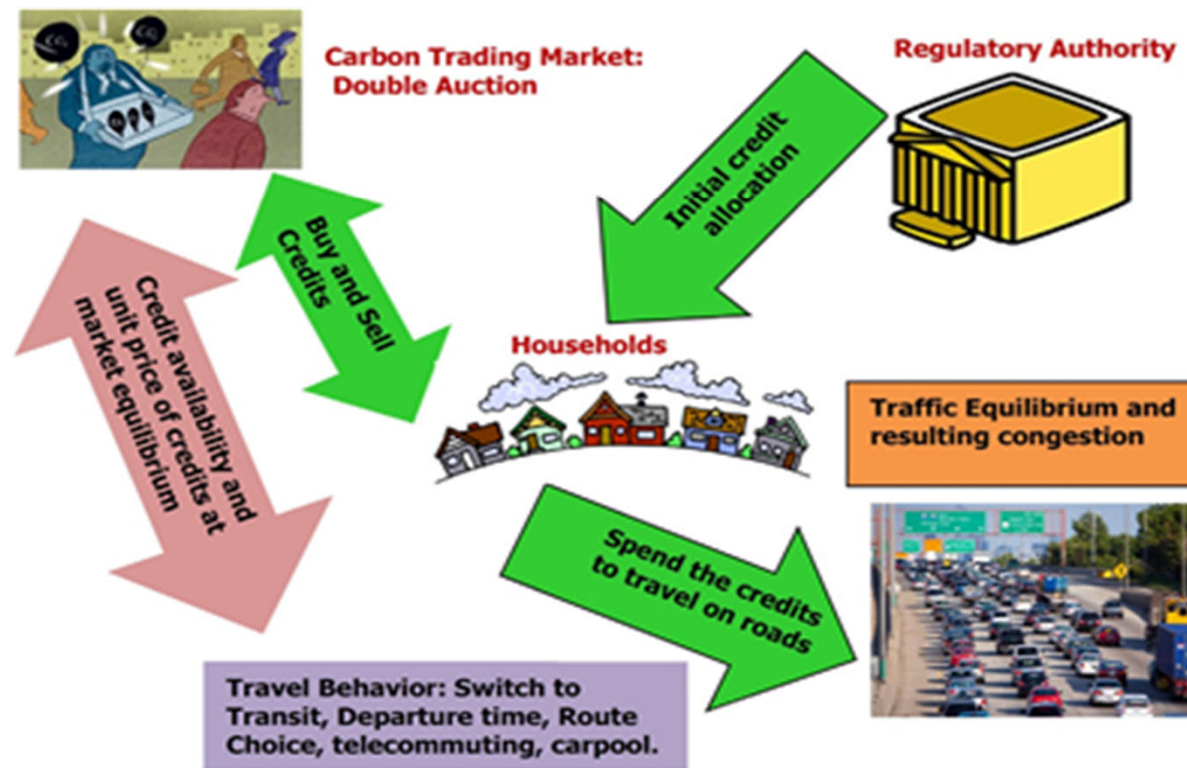
Tradable Mobility Credits (TMC) are an economic evaluation system that influences travel demand to mitigate the environmental, economic and social effects of urban traffic congestion



A market of exchangeable credits is created
Users can exchange credits and receive an economic advantage by choosing the least congested routes and modes of transport



In the scientific literature on TMC, various hypotheses and consequent mathematical models have been studied



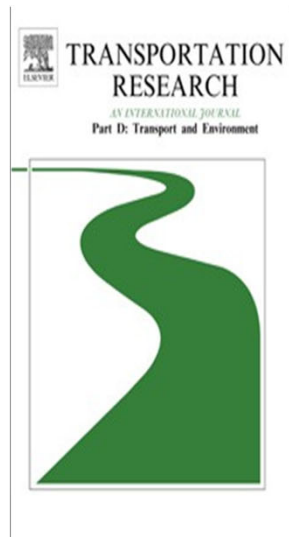
The thesis study is based on research methods and econometric techniques

In particular :

- 1) the acceptability of TMCs by users;**
- 2) the real applicability of TMCs.**



My studies begin now but I intend to deepen them and publish the research's results in international journals and conferences



Thanks for your attention
