



# **EC policy on Urban Vehicle Access Regulations**

**Gdynia**

**30 September 2016**

## Context: The challenges of urban mobility

- Many urban areas suffer from severe **congestion**
- Urban mobility accounts for 23% of **CO<sub>2</sub> emissions** from transport (continued dependence on oil)
- Cities in virtually all MS struggle to meet legal requirements for **ambient air quality**
- Urban road accidents account some 40% of all **road fatalities** (approx. 11,000 per year)
- **Integration** of different modes and local, regional, and long-distance travel and transport is necessary



## - 20% CO<sub>2</sub> emissions from transport by 2030

- Global solutions to reduce emissions (IMO, ICAO)
- Polluter pays principle
- Modal shift

## DECARBONISATION



## deployment of connected vehicles on European roads by 2019



- Intelligent Transport Systems (ERTMS, SESAR, VTMS, RIS)
- Collaborative Economy
- Drones

## DIGITALISATION



## INNOVATION



## GLOBAL LEADERSHIP

## INVESTMENT



- Innovative financing mechanisms (EFSI)
- Infrastructure investment (CEF)
- Strategic Research and Innovation

**CEF €24 bn for 2014-2020**



## PEOPLE

- Safety and Security
- Passenger Rights
- Jobs

**Halving road deaths by 2020**



## What the EU does

- Transport is a shared responsibility between the EU and the Member States
  - The **subsidiarity principle** applies: the EU may not take action unless it is more effective than action taken at national, regional or local level
- Urban mobility is essentially a local responsibility; however local authorities should not be left alone
- That is why there is a long tradition of EU support:
  1. Setting the Policy Framework
  2. Offering funding and financing
  3. Facilitating the exchange of experience and best practice
  4. Raising awareness

## What has been done so far?

### A decade of EU support to cities

- **Clear goals – the 2011 Transport White Paper**
  - **EU laws with impact on urban mobility:**  
air quality, CO2 emissions limits, alternative fuels infrastructure,  
clean vehicle procurement
  - **Platforms for exchange:**  
CIVITAS, SUMP, C-ITS Platform,  
MS Expert Group Urban Mobility – call for Member States' action to support cities
  - **Partnerships:** Smart Cities EIP – **scaling up innovation**
  - **Guidelines:** SUMP
- = a comprehensive, integrated approach to urban mobility planning**

# The 2011 Transport White Paper

*"Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system" COM/2011/0144*

- **Target** 60% reduction in transport CO<sub>2</sub> emissions by 2050
- **Two specifically 'urban' goals**
  - Phase out the use of conventionally fuelled cars in cities by 2050 – half their use by 2030
  - Towards 'zero emissions' city logistics in major urban centres by 2030
- Sets out 40 specific EC actions for 2011 – 2020, no 32 being "An EU framework for urban road user charging"

*"Develop a validated framework for urban road user charging and access restriction schemes and their applications, including a legal and validated operational and technical framework covering vehicle and infrastructure applications."*

# Policy Framework

## Climate and Energy Policy Framework 2030

For **transport**, it asks for a comprehensive and technology neutral approach for the promotion of emissions reduction and energy efficiency in transport, for electric transportation and for renewable energy sources in transport also after 2020

## Energy Union Package (Feb. 2015)

For **transport**, it asks for a gradual transformation of the entire transport system + increased development and deployment of alternative fuels with infrastructure, vehicles and fuels being rolled out together.

## COP21 Agreement in Paris

President Juncker: *"... decarbonisation will not happen in high-level negotiations, but on the ground, in cities, where most people live, work and consume energy".*

## EC Communication "A European Strategy for Low-Emission Mobility"

By mid-century, GHG **emissions from transport** will need to be at least 60 % lower than in 1990 and be **firmly on the path towards zero concerning both GHG and pollutant emissions** in order to meet the EU's emissions targets.

# The Urban Mobility Package

## Communication *"Together towards competitive and resource-efficient urban mobility"*

COM (2013) 913 – 17 December 2013

### Objectives:

- Provide a **basis for a continued debate** about urban mobility: across the EU and in the Member States
- Enable us to **tackle urban mobility together**
- To this end, UMP outlines the Commission's approach to **reinforced EU support** for local action on urban mobility (2014-2020 financial programming period)
- Recommendations for **coordinated action** on five specific topics – at EU level and in the Member States
- SWD 526 – A call for smarter urban vehicle access regulations





European Commission

# REINFORCING EU SUPPORT

Sharing experiences and best practices, fostering cooperation

Research and innovation

Targeted financial support

EU

Cities

MS

Coordinated intervention

Sustainable Urban Mobility Plans

Urban logistics

Urban access regulations

Urban ITS deployment

Urban road safety

Future topics?

Conditions conducive to transforming urban mobility

## Urban Access Regulations (I)

**Increasing number of urban access regulations  
(e.g. green/environmental zones)**

**But lack of understanding and fragmented  
approach across EU**

- Member States invited to
  - Conduct a **thorough review** of the effectiveness of existing and planned schemes
  - Provide a **framework for local authorities** to design, implement, and evaluate urban access regulation schemes

## Urban Access Regulations (II)

- The Commission will:
  - Foster an **exchange with MS** and experts on urban access regulations across the Union, including foundations, practical implementation, effectiveness and impacts.
  - Prepare, with stakeholders, **guidance** that can help cities implement access regulation schemes effectively, implementing both the Transport White Paper and the Urban Mobility Package.

## Urban Access Regulations (III)

- Urban access regulations can be defined as: 'measures to regulate vehicular access to urban infrastructure'.
- There is a large and growing diversity of different types of urban access regulations implemented in different ways and for different reasons.
- The exercise on NBGDs shall take into account all stakeholder views and produce balanced guidance documents that are useful for local authorities. Thus it relies on consensus deriving from common sense.

## Urban Access Regulations (IV)

- The study focuses on six specific aspects for each of which a NBGD will be developed:
  1. Information and communication
  2. (Cross-border) Enforcement, vehicle types, their identification and exemptions
  3. Planning, consultation and design (including definitions and typologies)
  4. National legal frameworks
  5. Evaluation and assessment
  6. Technology options and interoperability

## Urban Access Regulations (IV)

- Subsidiarity obviously applies in this area: Municipal authorities have to take relevant decisions on access regulations themselves due to varying needs and circumstances. The EU level assists with guidance, dissemination of best practices and financing without imposing any solutions.
- Harmonization is not the idea. Instead, it is about rapprochement of the approaches for the benefit of the European citizens.

## Urban Access Regulations (V)

- While the decisions about access regulations should be taken at the local level there is considerable potential for a more common and co-ordinated approach to access regulations across the Union particularly on the issues covered by this exercise.

## Urban Access Regulations (VI)

- The first two topics were dealt with at a SH workshop on 25 September 2015 and a subsequent online consultation.
- Topics three and four were discussed in a SH workshop on 11 April 2016 and a subsequent online consultation.
- The last two topics were discussed on a SH workshop on 19 September 2016 and the online consultation has been launched recently.
- A decision when and in what form to publish the documents has not yet been taken.



## Urban logistics (I)

**Urban logistics crucial for the functioning of cities, considerable share urban transport**  
**But often neglected**

- Member States invited to
  - Ensure that **urban logistics is properly considered in their national approaches** to urban mobility and within SUMPs
  - Create **platforms** for cooperation, exchange of data and information, training, etc. for all actors of the logistics chains

## Urban logistics (II)

- The Commission
  - Will improve the dissemination and uptake of urban logistics best practices
  - Prepare, with stakeholders, guidance documents that provide practical assistance for improving urban logistics performance (e.g. development of delivery and servicing plans, freight consolidation, etc.): study with similar setup to AR study is ongoing in parallel

## Member States Expert Group – Urban Mobility

- **To facilitate the exchange of information and the cooperation on urban mobility issues between Member States and the European Commission**, thereby contributing to enhanced coherence of relevant action taken at Member States and EU level.
- Agenda and summary of meetings available publicly:  
<http://ec.europa.eu/transparency/regexpert/index.cfm> (Group number: E03165)



**Thank you for your attention!**

**Måns Lindberg**  
**[mans.lindberg@ec.europa.eu](mailto:mans.lindberg@ec.europa.eu)**