



# URBAN VEHICLE ACCESS REGULATIONS – status and outlook for the future

Måns Lindberg, DG MOVE, 20 September 2018





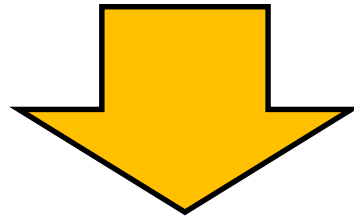
## Recent developments

- Debate in Germany on "diesel bans" during 2017
- Decision of Federal Court in Leipzig on 27 February 2018 about allowing diesel bans
- Administrative court ruling on 5 September 2018 obliging Frankfurt to impose diesel ban



## Increasing heterogeneity could affect EU market function

- Different access regulations schemes are implemented in different ways
- Lack of information about how to comply with various schemes



- Risks of market fragmentation across EU countries
- New barriers to the movement of people and goods
- High costs (no standardized approach, no economies of scale)
- Undesired discrimination

Solution: combine a 'no one-size-fits-all approach' with EU-wide commonly applicable solutions to shared challenges and concerns

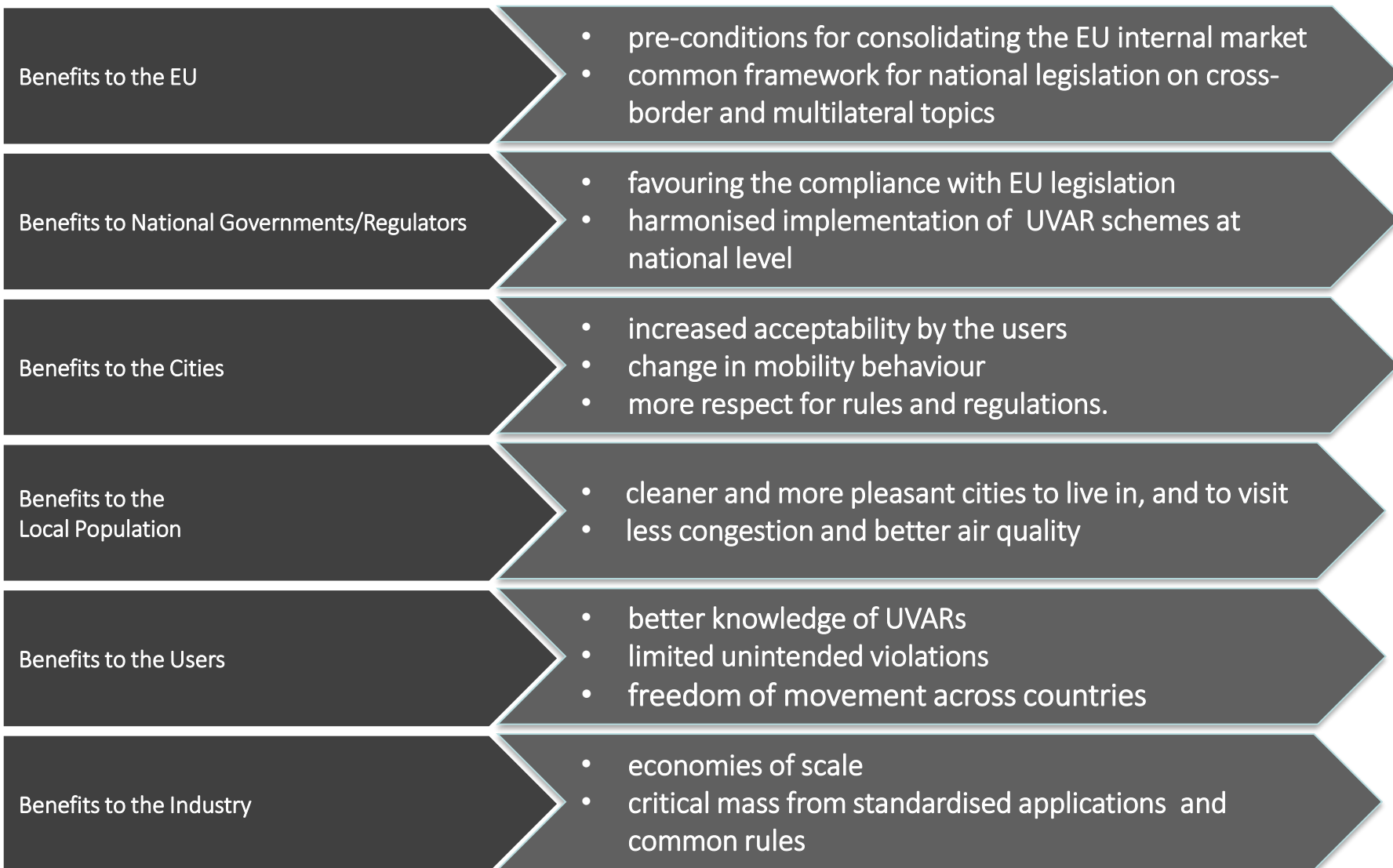


## Growing number of external questions and complaints

- Frequently mentioned problems include:
  - Lack of end-user perspective. Citizens are concerned by the lack of information and have many questions.
  - There are no alternative offered.
  - Cities are not providing data on UVAR.
  - There are a big variety of UVAR schemes.
  - Citizens have a difficulty to know where to buy the sticker, to have it delivered and understand the language.
  - There is no price harmonisation.
  - The rules around registration, e.g. in Brussels foreign vehicles must register in advance.
  - Questions related to discrimination on free movement, price etc.
  - It is difficult to map existing schemes when travelling between European cities. This affects e.g. commercial transports, work related travel and tourism.

*There is a clear mismatch between identified problems and what has so far been done.*

# Potential Impacts from common UVAR schemes in European cities (source: study)



# What has been done until now?



## *EC policy framework*

- Transport policy including urban mobility is largely governed by the subsidiarity principle
- Topic of UVARs closely linked to Air Quality and Urban Mobility
- 2013 Urban Mobility Package recognised importance of MS

## *Recent actions*

- Information to public by dedicated website: [urbanaccessregulations.eu](https://urbanaccessregulations.eu)
- Member State Expert Group on urban mobility set up in 2014 – topic discussed
- CIVITAS Annual conferences
- SUMP concept
- UVAR study published in September 2017 publically available on [https://ec.europa.eu/transport/themes/urban/studies\\_en](https://ec.europa.eu/transport/themes/urban/studies_en)
- Intensified dialogue with stakeholders

## *Linked initiatives at EU – level*

- Partnership on Urban Mobility
- European electronic toll service Directive (EETS)
- Air Quality Directive
- Single digital gateway regulation



- *Support exchange of best practices and information*
  - Networking activities amongst national experts (e.g. CIVITAS)
- *Make information available to drivers*
  - Support information provision by the existing tool [www.urbanaccessregulations.eu](http://www.urbanaccessregulations.eu) (self-sustainable from 01/01/2018).
  - Support data provision through the implementation of the ITS Delegated Regulation 962/2015 in order to make accurate (real time) traffic information by cities available to users.
- *Support information provision to policy and decision makers*
  - Develop a deeper and more European-wide understanding
  - Further integrating UVARS in Sustainable Urban Mobility planning (SUMP).
  - Guidance document based on the UVAR study
- Going beyond?
  - A common EU sticker?





- To work on data provision and standardisation
- Drafting a guidance document to support local administrations in addressing aspects of UVARS including best practices and recommendations

# MOVE intentions in short term: Improving information and data provision



- *Improving information and data provision*
  - Stimulating the provision of data related to UVARs by standardisation works (in the framework of MOVE funded DATEX II and CEF PSA TN-ITS GO) and by making available CEF-T budget through the CEF-T call launched on 17 May 2018 (ITS part of the call).



- *Based on the UVAR study of 2017 developing a concise guidance document together with Member states and Stakeholders, including the Partnership on Urban Mobility under the EU Urban Agenda:*
  - The recently adopted COM Communication "Clean Air for all" explicitly refers to a guidance document being prepared by the Commission with the stakeholders, as well as on engaging with stakeholders and with national and local authorities to foster consistency and information; it also calls for UVARs to be part of a comprehensive Sustainable Urban Mobility Plan and duly integrated in local air quality plans established under Directive 2008/50/EU.
  - It remains to be seen what form this document will take.
  - Interservice group set up.
  - We would like to actively involve EGUM members and/or stakeholders in this work.



- **Summary**
- **Introduction including current situation and rationale behind**
  - Policy background
  - Objective
- **Information/Data provision to drivers/Predictability year by year**
  - Cities
  - Stakeholders
  - Commission
  - Digital gateway
- **UVARs as part of an integrated approach**
  - Commonalities (involvement between schemes – case studies)
  - SUMPs (Including mitigating measures)
  - Air quality
  - Consultation
  - Alternatives
- **Implementation**
  - Non-digital (stickers)
  - IT-based (C-ITS, EETS-ANPR)
- **Enforcement**
- **Best practices**
- **Recommendations**



- *Objective:*
  - To support local administrations in addressing aspects of UVARS including best practices and recommendations
- *Process and working methods:*
  - Possible contributions from EGUM and stakeholders:
  - Rapporteur/co-rapporteur for each chapter
  - Meetings
- *Timeline*
  - Target date for delivery May 2019



***Thank you for your attention!***

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