Urban Mobility Partnership
Action 7: Reducing diversity of Urban Vehicle Access Regulations (UVAR)
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Looking back – problems addressed and objectives

Urban (vehicle) access regulations: measures to regulate vehicular access to urban infrastructure. Aim: to effectively improve urban accessibility and reduce costs, emissions (air pollution in particular), accidents and optimise use of existing infrastructure.

Challenges of many schemes across UE:
- Varieties of rules (vehicle categories, dates of applications, etc.);
- Variety of enforcement methods (per trip, day or hours, no charging...);
- Evolving vehicle technologies and characteristics;
- Different cultural behaviours and social economic contexts

The growing number of UVAR schemes may:
- create confusion for citizens and businesses;
- pose a risk of market fragmentation and smooth functioning of internal market.

Objectives of the Action:
- increase transparency
- where possible, support the effectiveness of existing approaches to UVARs.
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Looking back – process

Meetings and seminars:

• 8 PUM meetings in 2017-2018
• EGUM stakeholder workshop on PUM: 13/4/2018
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**Looking back – status**

**Deliverables:**
- Brochure ‘Reducing diversity of UVARs’ under PUM
- Updated UVAR information on a website: [https://www.urbanaccessregulations.eu/](https://www.urbanaccessregulations.eu/)
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**Looking forward**

**Recommended follow-up activities:**

- **Member States** to make accurate real-time traffic information available via National Access Point (in line with the ITS Directive and its Delegated Regulation 2015/962 with regard to the provision of EU-wide real-time traffic information services) and implement the Single Data Gateway Regulation in relation to UVARs;

- **Cities/Member States/EU:** collect the evidence on existing schemes and assess their effectiveness and impact when it comes to attaining the stated goals such as reduction of congestion and air pollution;

- **COM** to study:
  - the possibility of explicitly adding UVAR-related data to the revision of DR 2015/962 (possible adoption by end 2021);
  - the need for minimum harmonisation of some UVAR elements, based on the results of evaluation of 2013 Urban Mobility Package (4Q2020), new Sustainable and Smart Transport Strategy (4Q2020) and data to be gathered in a fact-finding study (2Q2021).
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Closing remarks

• Nearly all European citizens living in cities are still exposed to air pollution levels that exceed the World Health Organisation’s (WHO) guidelines and numerous Member States are in breach of the EU air quality legislation.

• Increase in the numer of UVARs in the last years, in particular low emission zones, but uneven across the EU (DE, IT with many schemes).

• ’Dieselgate’ and rising awareness of impact of air quality on human health reinforcing the relevance of LEZs

• COVID pandemic demonstrating the need for better managing vehicular access to give sufficient space for pedestrians and cyclists: temporary and permanent enlargements of pavements, pop-up cycle lanes etc.
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Closing remarks

• The Court of Auditors (March 2020 report): ‘Only very few cities applied congestion charges, despite their potential benefits in terms of reducing congestion, increasing sustainability and providing added income. This can be partly explained by the specific contexts of individual cities. For example, a city might be reluctant to consider a congestion charge if that made it less attractive to citizens and businesses compared to neighbouring cities without a congestion charge’ (other reasons: opposition by (part) of the population and or/businesses, as well as low level of political commitment).

• Ensuring transparency of UVAR schemes and provision of better information in particular regarding exchange of vehicle and owner data + tackling cross-border enforcement of fines/non-payment seem the most needed developments at the moment.