

**Question for written answer E-001893/2019
to the Commission**

Rule 130

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Subject: Urban vehicle access regulations and the principle of subsidiarity

The proliferation of urban vehicle access regulations (UVARs) is a serious problem for road transport operators that travel from outside a city with UVARs to deliver transport and tourism services. They experience problems ranging from a severe lack of business and administrative certainty to the complete inability to provide services in cities.

UVARs might have effects opposite to their environmental objectives. Traffic bans or entry taxes are applicable to state-of-the-art visiting coaches but not to polluting public transport fleets.

While these measures are based on EU air quality standards, the Commission has been reluctant to address UVARs from a regulatory angle, arguing that this would run counter to the principle of subsidiarity.

UVARs have a cross-border impact on the freedom to provide services, and they affect traffic on Core Network Corridors. Furthermore the lack of harmonisation of UVARs leads to disproportionate restrictions for road transport operators. Yet according to the 2011 White Paper on Transport, more bus and coach transport will contribute to achieving the EU's environmental goals. The EU is competent in terms of air quality and the cross-border recovery of local congestion taxes.

Given the foregoing, can the Commission reconsider the EU's competence in setting binding rules on UVARs?

Does the Commission agree that the introduction and implementation of UVARs must respect the proportionality principle?