

EN
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Answer given by Ms Bulc
on behalf of the Commission
(13.3.2018)

The study¹ referred to by the Honourable Member was published in September 2017. It provides recommendations for local authorities and illustrates that there are different ways in which low emission zones can be enforced, e.g. through modern information technologies.

A fully harmonised European approach to Urban Vehicle Access Regulation schemes (UVARs) has not been considered appropriate because it is crucial that the design and implementation of such schemes can be tailored to the specific situation in each urban area. This is in line with the subsidiarity principle which aims to ensure that decisions are taken as closely as possible to the citizen and requires that action at EU level is more effective and justified in light of the possibilities available at national, regional or local level. Moreover, national UVARs should respect the basic principles of the Treaties (e.g. the Internal Market and the freedom of movement) and have to be proportional and non-discriminatory. The Commission is aware of the concerns in this respect and considers that adequate information to travellers regarding UVARs is of primary importance in that context. An online platform² provides all information required in multiple languages. Furthermore, the implementation of the Commission Delegated Regulation with regard to the provision of EU-wide real-time traffic information services³ will facilitate the dissemination of information related to traffic restrictions based on harmonised data. The Commission is engaging with stakeholders and with national and local authorities to foster consistency and information on UVARs and is supporting cities in the provision of information/data. During 2018 the Commission will consider further options on UVARs.

¹ https://ec.europa.eu/transport/themes/urban/studies_en

² <http://urbanaccessregulations.eu/>

³ Commission Delegated Regulation (EU) 2015/962 of 18 December 2014 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time traffic information services (OJ L 157, 23.6.2015, p. 21)