acea

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ACEA Position Paper

Urban vehicle access regulations

INTRODUCTION

How to make European cities more liveable is an ongoing debate at EU level. Meeting environmental (eg emissions, noise) and space-efficiency targets are key objectives for cities. Here, the role of motorised individual mobility in cities is at the heart of the discussion, and the number of urban vehicle access regulations (UVARs)[1] and low- and zero-emission zones (LEZ / ZEZ) in Europe continues to increase.

The members of the European Automobile Manufacturers' Association (ACEA) are driving the ramp-up of clean mobility – for both passenger and freight – by offering a wide range of attractive vehicles, technologies and services; tailored for different uses, circumstances, and consumer preferences. In the coming years, electrified vehicles[2] will be a key technology to reach environmental goals in road transport.

ACEA members understand that UVARs can be a useful tool, amongst others, to reach the environmental goals of cities and to accelerate the market deployment of electrified vehicles / low-noise solutions, if implemented appropriately that is.

Each UVAR scheme should be assessed on a case-by-case basis, to ensure it is effective, acceptable and embedded in a holistic urban mobility plan. The social, environmental and economic impact and consequences of each UVAR scheme needs to be carefully evaluated before confirming its suitability.

To ensure broad public acceptance and a proper balance between mobility needs and environmental goals, the following aspects should be considered when discussing UVARs.

RECOGNISE THE IMPORTANCE OF INDIVIDUAL MOBILITY

- Free movement of people and goods is a fundamental pillar of the EU. Mobility needs are heterogeneous and thus a broad variety of mobility options is needed.
- Everyone should be able to choose the mobility option most suitable to their specific mobility needs, individual circumstances and personal preferences, provided that the impacts on society are reflected in individual mobility choices – ie in economic, ecologic and social terms.

[1] UVAR can be broadly defined as: 'measures to regulate vehicle access to urban infrastructure'.
[2] See definitions in ACEA 2021 Progress Report

- Passenger cars are, and will continue to be, a key option in urban and rural areas to ensure affordable and sustainable individual mobility, thanks to the uptake of state-of-the-art vehicles.
- Therefore, all transport modes – inclusive of private vehicles (including niche segments) – should be considered as part of future sustainable urban mobility. They should be used in the most efficient way, integrated within a connected network, in a multimodal, holistic, affordable ecosystem that supports the mobility needs of all citizens. Within an environmental zone, access to all important destinations must be ensured for all residents, visitors and employees.

PROMOTE ELECTRIFIED VEHICLES AND DIGITALISATION

- Electrified vehicles are a key technology for reaching environmental goals in road transport. However, making them the preferred choice for citizens and transport operators requires strong enabling conditions. In zero-emission zones in particular, sufficient charging and refuelling infrastructure must be made available.
- Digitalisation enables on-demand mobility services and autonomous driving, leading to optimised traffic flows, reduced emissions and improved road safety. New technical solutions, in terms of communication and digitalisation – with impact on intelligent onboard energy management, traffic management and safety – should therefore be taken into account when developing UVAR guidelines.
- Among the whole range of solutions, we find technologies such as V2X communication and advanced driver assistance systems (ADAS)[3] the most promising for improving vehicle performance in urban areas. Geofencing[4] could also be a potential option to further enhance the attractiveness of plug-in hybrid electric vehicles (PHEVs).

[3] Advanced driver assistance systems (ADAS) are developed to automate, adapt, and enhance vehicle technology for greater safety and more efficient driving. Safety features are designed to avoid accidents and collisions by providing technologies that alert the driver to problems, implement safeguards, and take control of the vehicle if necessary. ADAS can be used to limit speed or, through traffic sign recognition, to switch off thermal engine, both delivering a positive impact on emission reduction.

[4] A geofence is a virtual perimeter around a real-world geographic area. When entering in a geofenced area, a vehicle equipped with a geofencing device automatically changes its driving behaviour, eg speed or engine mode (switching between the internal combustion engine and full-electric mode in the case of PHEVs).

- Overall, UVARs should be developed in such a way that technologies leading to fewer emissions and a lower environmental impact should be encouraged.

VANS ARE KEY TO URBAN LOGISTICS

- The delivery and collection of goods in urban areas has a major impact on the economic power, quality of life, accessibility and attractiveness of cities.
- Vans play a vital role in logistics chains, enabling the most efficient 'last mile' delivery of goods in urban areas. Addressing very specific needs, vans cannot be easily replaced by other transport services (such as public transport or car sharing).
- To meet these specific needs and requirements, it is vital to ensure that light commercial vehicles remain part of urban logistics plans.
- Policymakers should ensure extended access options and delivery windows for low- and zero-emission vehicles. Improved enforcement of loading and unloading rules, adapted infrastructure, and expanded and individualised delivery time slots will contribute to improved urban freight distribution.
- Autonomous vans that move goods will be key enablers for multi-modal delivery; reducing congestion during the ‘last mile’ phase of transport. Indeed, cross-docking (van to pedestrian) stations in cities may become increasingly important for urban logistics.
- Policymakers should advance efficient and cost-effective city logistics measures that promote the use of low-emission and appropriately sized urban freight vehicles, maximising safety for road users and pedestrians.

TRUCKS AND BUSES ARE ESSENTIAL COMPONENTS OF UVARS

- Trucks are the backbone of public supply in cities and metropoles. Thus any access restrictions for trucks should take account of both their environmental and social aspects as well as their impact on the security of supply and the economic effects on the logistics businesses.
- Hauliers should have simple, full access to information on potential traffic restriction policies. They should be able to make full use of efficient loading

units, thanks to flexible regulations (eg that allow for use of high-capacity vehicles).

- Policymakers should ensure extended access options and delivery windows for low- and zero-emission vehicles.
- City buses are the most-widely used form of collective transport in urban areas, and also serve suburban and rural inhabitants. They are often the most cost-efficient and flexible form of collective transport, complementing individual and shared mobility and constituting an essential component of UVARs.
- Cities should set up adequate funding schemes and incentives for the deployment of low- and zero-emission bus systems (including charging and refueling infrastructures) with a view to compliance with the targets of the Clean Vehicles Directive.
- Electrified coaches and express buses play an important role for sustainable access to the tourism facilities of cities, they are essential for easing access to hotels, tourist attractions and transport terminals. The further development and suitable location of charging and re-fueling infrastructure will be key in this respect.

BROAD ACCEPTANCE AND HARMONISED METHODOLOGY ARE IMPORTANT

- Clean mobility in urban areas can only be achieved through joint efforts between society, local authorities and industry. All stakeholders need to cooperate to create the conditions needed to achieve environmental and social targets.
- In order to guarantee the successful implementation of UVARs as well as the right to individual mobility, drivers must have simple, full access to information on potential traffic restrictions.
- Policies should promote collaboration between all urban mobility stakeholders. As key stakeholders, automobile manufacturers should be fully involved in discussions on UVARs.
- European cities should follow common EU guidelines when implementing UVARs. Individual registration processes in different cities should be avoided. Such guidelines should be re-assessed and updated on a regular basis, in order to reflect the evolution of the issues being addressed and

taking account of the experience accumulated and any technological progress.

- The European Commission should promote guidelines for UVAR implementation, including recommendations for access policy, communication infrastructure requirements and new technologies that encourage environmentally sustainable driving.
- ACEA's members stand ready to work constructively and actively with the Commission and all other relevant stakeholders in order to tackle the environmental challenges facing urban areas and to further enhance the global competitiveness of the European auto sector.

ABOUT THE EU AUTOMOBILE INDUSTRY

- 12.6 million Europeans work in the auto industry (directly and indirectly), accounting for 6.6% of all EU jobs
- 11.6% of EU manufacturing jobs – some 3.5 million – are in the automotive sector
- Motor vehicles are responsible for €398.4 billion of tax revenue for governments across key European markets
- The automobile industry generates a trade surplus of €76.3 billion for the European Union
- The turnover generated by the auto industry represents more than 8% of the EU's GDP
- Investing €62 billion in R&D per year, automotive is Europe's largest private contributor to innovation, accounting for 33% of the EU total

REPRESENTING EUROPE'S 15 MAJOR CAR, VAN, TRUCK AND BUS MANUFACTURERS

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