



Urban vehicle access regulations (UVARs)

May 2022

Peter Dunn, Michael van Maris van Dijk
Cullen International

Why UVARs?



Emissions: >WHO guidelines for
77% of EU urban population

Congestion: 14 EU cities in
world's worst 50 (>34%)

Noise pollution

Safety

Many different types exist

When restrictions apply

- All day, all year
- Time or season dependent
- Conditional on pollution level

Vehicles affected

- Fuel type
- Weight or size
- EURO classification
- Licence plate

Type of limitation

- Entry or parking bans
- Fees or tolls
- Speed limits
- Distance cap

Harmonisation and frameworks

Lack of harmonisation:

- Hampers ability to exchange best practice
- Limited availability of information for drivers
- Need for improved policy and implementation guidance
- More work to be done on data provision and standardisation

Some national frameworks:

- In about half of EU countries
- Can be limited and mostly without single supervising body
- Significant leeway left to local municipalities

Standard notification scheme (stickers)
or
Model reference scheme(s)

Impact on postal and delivery operators



Right of freedom of movement
(needs of urban dwellers)

Few explicit exemptions for
delivery operators

Access time windows

Newer more efficient vehicles
(transformation of fleet)

- urban consolidation centres
- greater use of cargo bikes
- off-peak deliveries



thank you!

peter.dunn@cullen-international.com