



EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT

Directorate B – Investment, Innovative & Sustainable Transport
B4 – Sustainable and Intelligent Transport

Brussels, 26 MARS 2018

[REDACTED]

[REDACTED]

[REDACTED]

IRU Permanent Delegation to the EU
Avenue de Cortenbergh 71
B-1000 Brussels

[REDACTED]

Dear [REDACTED],

Thank you for your letter of 12 February 2018 to Commissioner Bulc regarding the phasing out of the European Commission's funding for the www.urbanaccessregulations.eu information tool as of 1 January 2018. She has asked me to reply on her behalf.

As explained at the meeting which took place on 9 January 2018, the European Commission has provided funding for this information source for over eight years, with a clear aim during the last four years of support to promote its uptake until it could become financially self-sustainable. We are now continuing our support by authorizing the re-use of data and Intellectual Property Rights (IPR) through a licence agreement.

As put forward by Sadler Consultants in their proposal for the financial self-sustainability of the www.urbanaccessregulations.eu website, the main funding will come from additional services and sponsorships. I understand from their recent newsletter that there

[REDACTED]

is good news: the website already has some funders. Nonetheless, I warmly encourage you and your members to join in financially supporting this very useful service in the future. In particular, they are looking for support from cities. Bringing information about Urban Vehicle Access Regulations (UVARs) to the broadest public is indeed of utmost importance.

We believe that the key to future development in this area lies with the provision of related data, in standardised format.

In the context of Directive 2010/40/EU and, in particular, Delegated Regulation 962/2015 regarding Real Time Traffic Information, certain priority zones, such as urban areas or cities, may be identified by national authorities for the provision of real-time traffic data. This data is then made accessible through a 'National access point'. For your information, the first list of these access points is now available on our website¹.

Moreover, DG MOVE aims to stimulate the related provision of data related to UVARs, by standardisation works, and also is considering the possibility of funding support in the context of a future CEF-T call.

Furthermore, the Commission is also engaging with stakeholders and with national and local authorities to foster consistency and information on UVARs:

- The Member States' Expert Group on Urban Mobility² was set up in 2014 to foster an exchange on how national and EU policies on urban mobility and transport can be strengthened and better coordinated. The topic of UVARs was discussed in depth at the Expert Group meetings held in 2017 and will remain on the agenda for the upcoming meetings.
- I would also like to mention the Partnership on Urban Mobility (PUM) of the Urban Agenda for the EU in this context. Its goal is to develop clear and concrete actions in 2018 (Action Plan) addressing EU, national and local levels. This could give good input to continuing EU policy development in the area of UVAR. The first draft action plan is under public consultation: <https://ec.europa.eu/futurium/en/urban-mobility/draft-action-3-reducing-diversity-urban-vehicle-access-regulations>.

¹ https://ec.europa.eu/transport/themes/its/road/action_plan/nap_en

² Minutes and Agendas are publically available at:
<http://ec.europa.eu/transparency/regexpert/index.cfm?do=groupDetail.groupDetail&groupID=3165&NewSearch=1&NewSearch=1>

Furthermore, the Commission plans to pursue its work on UVARs in 2018 based on the outcome of the study published at the end of last year:
https://ec.europa.eu/transport/themes/urban/studies_en.

Looking forward to continuous fruitful dialogue with

IRU

Yours sincerely,

