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Study on Urban Access Restrictions



The European Traveler

Rome, December 2010

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Many access restriction schemes are already in operation throughout Europe and a traveler moving around the Union is bound to encounter very diverse regimes, with access being restricted or altogether denied in specific cities while granted with no restraints in others. This high heterogeneity makes trip planning a very hazardous affair, as illustrated below, where a selection of exemplary virtual routes crossing Europe is used to highlight the differentiated situations facing the motorist.

Itinerary n.1

Vehicle used	Euro 3 Diesel car	
City A	Bari (IT)	Limited Traffic Zone
City B	Rome (IT)	Zonal Based restriction
City C	Florence (IT)	Limited Traffic Zone
City D	Milan (IT)	Area Licensed Based
City E	Munich (DE)	Low Emission Zone
City F	Prague (CZ)	Limited Traffic Zone
City G	Berlin (DE)	Low Emission Zone
City H	Copenhagen (DK)	No access restriction scheme for cars
City I	Malmö (SE)	No access restriction scheme for cars

As illustrated in the map below (Figure 1), the legs to be followed by the European traveler aiming at crossing different countries with a Euro 3 Diesel car by entering all the city centers of the selected cities start from the city of Bari where there is a Limited Traffic Zone where the perimeter streets can be accessed during weekdays from 7 a.m. to 8. p.m. by every driver while the circulation in the internal roads is allowed only for residents and no exception is foreseen for visitors. The trip then continues through the city of Rome where it is possible to circulate inside the LTZ against the request of a temporary permit to be issued by the hotel where the foreign tourist will stay. Of course this procedure is allowed only if the hotel is located inside the restricted area; otherwise no exemption will be granted and the access to the LTZ will be permitted only during the time slots when the scheme is not in operation. The same procedure should be made when arriving in Florence in order to avoid fines. The main problem that the European traveler may encounter is the difficulty to find out the needed information in English. It often happens, in fact, that the information translated in English is not available in the official websites of the Municipality or of the Mobility Agency, while it is available on the blogs created by people that have already had some bad experiences in accessing Italian Limited Traffic Zones. The third Italian city to be crossed by the tourist will be Milan. In that case the information on how to deal with the request of permission for entering the restricted zone can be found in other languages than Italian and, differently from the previous cities, in Milan the Euro class of the vehicle is a key information that should be communicated when applying for the so-called Ecopass daily permit since the tariff depends on the vehicle pollution class. In this specific case, since the vehicle is a Diesel Euro 3 without particulate filter, the entrance is subject to a payment of 5 Euros.

After having left Italy, the European traveler will arrive to Munich where the access restriction scheme rules also consider the vehicle Euro class. To access the restricted zone, in fact, a sticker must be bought and displayed in the windscreen. This sticker is then valid for all LEZs in Germany. Proof of emissions standard (given on German vehicle papers) is needed to purchase the sticker. Stickers can be purchased from the vehicle registration authorities, authorized local garages, vehicle test organizations like TÜV, DEKRA, or some websites. The LEZ city authorities and some cities also sell stickers over the internet. Additionally,

many hotels offer to order the stickers on behalf of their guests, provided they receive the required documents in advance. The German LEZ stickers can be purchased online for all vehicles in all countries for 12.50€, also in different languages, since foreign vehicles too are enforced. In the specific case of the European traveler, since the vehicle used is a Euro 3 Diesel a yellow sticker will be issued.

The travel then continues to Prague where no information on hypothetical access restriction scheme could be found. For that reason the Czech access restriction rules cannot be easily appraised.

Then, the European traveler returns to Germany and precisely to Berlin where he/she can drive around the city centre without any restrictions thank to the yellow emission sticker already bought for entering Munich city center.

Left the German city, the trip carries on toward Copenhagen where no access restriction is foreseen for cars and will end in the Swedish city of Malmö in which the restriction in place concerns heavy duty vehicles.

From this itinerary we can conclude that rules for accessing a limited traffic zone can vary notably from country to country and depend upon very different criteria (e.g. a purely temporary request against a personalized emission sticker on the basis of Euro class of the vehicle).



Figure 1 – City legs of Itinerary n.1

Itinerary n.2

Vehicle used	Euro 3 Diesel car	
City A	Lisbon (PT)	Limited Traffic Zone
City B	Valencia (ES)	No access restriction
City C	Barcelona (ES)	Limited Traffic Zone
City D	Toulouse (FR)	Point Based Access Restriction Scheme
City E	Nantes (FR)	Limited Traffic Zone
City F	Paris (FR)	No access restriction
City G	Gent (BE)	Limited Traffic Zone
City H	Bruges (BE)	No access restriction
City I	Rotterdam (NL)	No access restriction
City J	The Hague (NL)	Cordon Based Access Restriction Scheme
City K	Hannover (DE)	Low Emission Zone
City L	Dresden (DE)	No access restriction
City M	Krakow (PL)	Limited Traffic Zone

The second itinerary to be followed by the European tourist goes from West to East starting from the city of Lisbon (Portugal) where there is a Limited Traffic Zone in place enforced manually but unfortunately no online information is available to let the traveler plan her/his trip in advance. Then the trip continues toward the Spanish city of Valencia where no access restriction scheme is operating. Then the journey lays over the city of Barcelona where a Limited Traffic Zone is present. Unfortunately, no information on that is available online; for that reason the traveler should just try to gather information from other possible sources in order to avoid getting any fines during his stay there. From Barcelona the trip continues towards the French city of Toulouse. Again, also in this case no online information could be found and the traveler could find himself in some unexpected troubles with local traffic rules. Proceeding towards the city of Nantes, the traveler can find online some useful information about the Limited Traffic Zone, on condition that he is able to understand the national language, the only one being present on the website of main interest. The last city before leaving France is Paris, where no access restriction is in place. The journey goes on in Belgian city of Gent where an access restriction scheme is operating everyday from 11 a.m. to 6 p.m. as reported online. In the second Belgian city crossed by the traveler, Bruges, instead there is no access restriction scheme in place. Left Belgium, the trip goes on in The Netherlands, starting from the city of Rotterdam where no access restriction is operating for cars and then passing through the city of The Hague, where a pilot road charging scheme is in place but not involving foreign vehicles. Then the trip goes through the German city of Hannover where a Low Emission Zone is in place and a considerable amount of information is available online. Thanks to that, the traveler can early organize him/herself by buying online the yellow or green emission sticker and so being ready to circulate inside the restricted central area of the city. The city of Dresden is the following destination and here no access restriction is operating. Finally, the travel ends in the Polish city of Krakow where a Limited Traffic Zone is in place. Also in this case useful and exhaustive information can be found on the official city website where all single rules of the three traffic zones differing for the level of restrictions applied are explained in English.

In this second case the level of accessibility of information on ARS greatly varies from Western to Eastern countries as summarized in the following table.

Level of information on access restriction scheme rules on the web		
Lisbon (PT)	Limited Traffic Zone	☹
Valencia (ES)	No access restriction	—

Level of information on access restriction scheme rules on the web		
Barcelona (ES)	Limited Traffic Zone	☹
Toulouse (FR)	Point Based Access Restriction Scheme	☹
Nantes (FR)	Limited Traffic Zone	☹
Paris (FR)	No access restriction	—
Gent (BE)	Limited Traffic Zone	☺
Bruges (BE)	No access restriction	—
Rotterdam (NL)	No access restriction	—
The Hague (NL)	Cordon Based Access Restriction Scheme	☺
Hannover (DE)	Low Emission Zone	☺
Dresden (DE)	No access restriction	—
Krakow (PL)	Limited Traffic Zone	☺

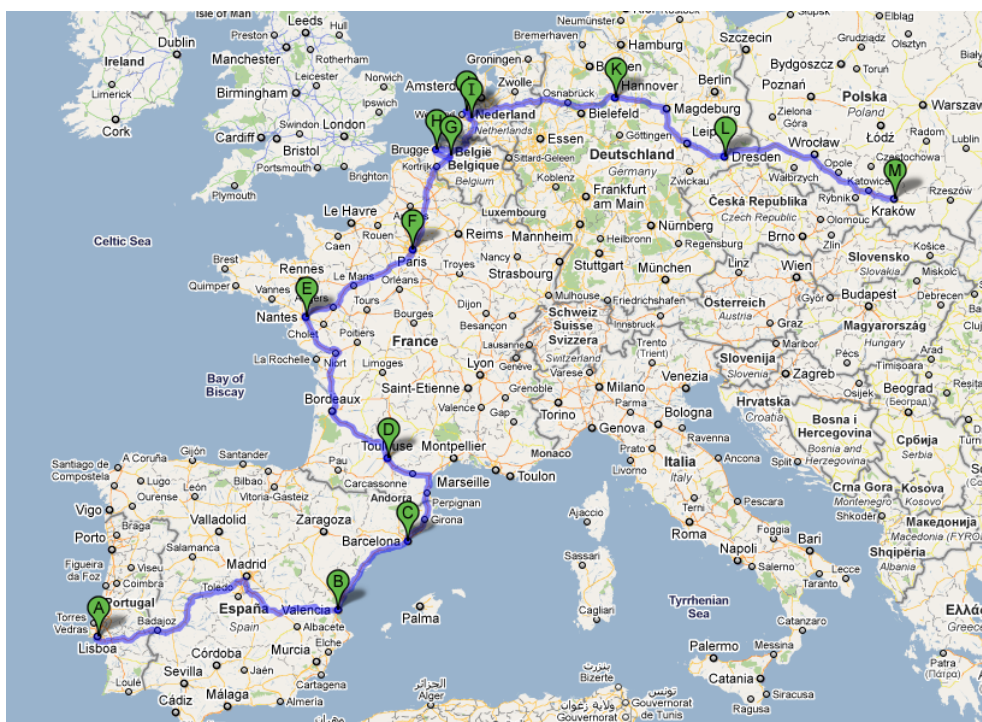


Figure 2 – City legs of Itinerary n.2

Following a similar approach, two additional itineraries have been described by making a comparison of the same road map gone through by car and by heavy duty vehicle; while the last one considers a trip made by a tourist bus.

Itinerary n.3

		Euro 3 Diesel car	HD V Euro 3 > 3.5 tons	Comments
City A	Bremen (DE)	No access restriction scheme	Low Emission Zone	From 1st January 2010 until 1st July 2011: <ul style="list-style-type: none"> ○ Diesel Euro 3(PM), Petrol Euro 1 / Yellow Sticker From 1st July 2011 onwards: <ul style="list-style-type: none"> ○ Diesel Euro 4(PM), Petrol Euro 1 / Green Sticker.
City B	Eindhoven (NL)	No access restriction scheme	Low Emission Zone	In place since the 1st July 2007. Until 1st July 2013: <ul style="list-style-type: none"> ○ Euro 3 with retrofit particulate trap and if not older than 8 years ○ Euro 4 and above allowed in After 1st July 2013: <ul style="list-style-type: none"> ○ Euro 4 and above allowed in
City C	Stuttgart (DE)	Low Emission Zone	Low Emission Zone	The standards for the LEZ in Stuttgart are different to the LEZs in the rest of Baden-Württemberg: From 1st July 2010 until 1st January 2012 <ul style="list-style-type: none"> ○ Diesel Euro 3(PM), Petrol Euro 1 / Yellow Sticker. From 1st January 2012 onwards <ul style="list-style-type: none"> ○ Diesel Euro 4(PM), Petrol Euro 1 / Green Sticker
City E	Ljubljana (SLO)	No access restriction scheme	Low Emission Zone	
City F	Pécs (HU)	No access restriction scheme	Low Emission Zone	Freight traffic is not allowed to enter the city centre without any exception.
City G	Sofia (BG)	No access restriction scheme	Low Emission Zone	In temperatures of over 35°C, there is a prohibition on lorries throughout the road and motorway network between 12h00 and 21h00. The exact dates

		Euro 3 Diesel car	HD V Euro 3 > 3.5 tons	Comments
				of the beginning and end of the restrictions will be announced in the media at least two days in advance.
City H	Athens (GR)	Limited Traffic Zone	Limited Traffic Zone	Number plate restrictions are in operation in Athens, where an "odds and evens" system operates ¹ .

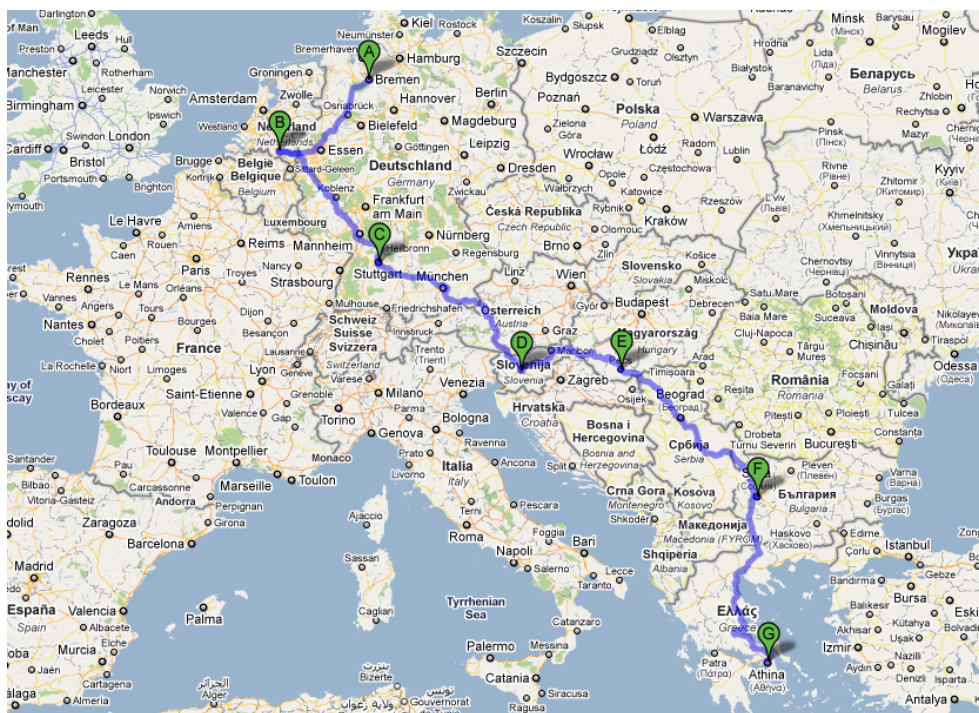


Figure 3 – City legs of Itinerary n.3

¹ Cars with odd number plates can enter on alternate days, and those with even numbers on the other days. Such scheme aims at reducing congestion and journey lengths.

Itinerary n.4

		Euro 3 Diesel car	HDV Euro 3	Comments
City A	Szczecinek (PL)	Area Licensed Based	No access restriction scheme	Access for cars is not permitted in the central area of the city. Only goods vehicles with special permit can enter the zone during time windows.
City B	Poznan (PL)	Low Emission Zone	Low Emission Zone	A LEZ is foreseen but not yet implemented.
City C	Debrecen (HU)	Low Emission Zone	No access restriction scheme	A LEZ is working 24/7 in the city centre but no information has been found about the Euro classes of vehicles allowed to enter the zone.
City D	Timisoara (RO)	No access restriction scheme	Low Emission Zone	Information are available only in local language.
City E	Craiova (RO)	Limited Traffic Zone	Limited Traffic Zone	The access restriction is characterized by time windows for freight while cars are not allowed to enter the zone.

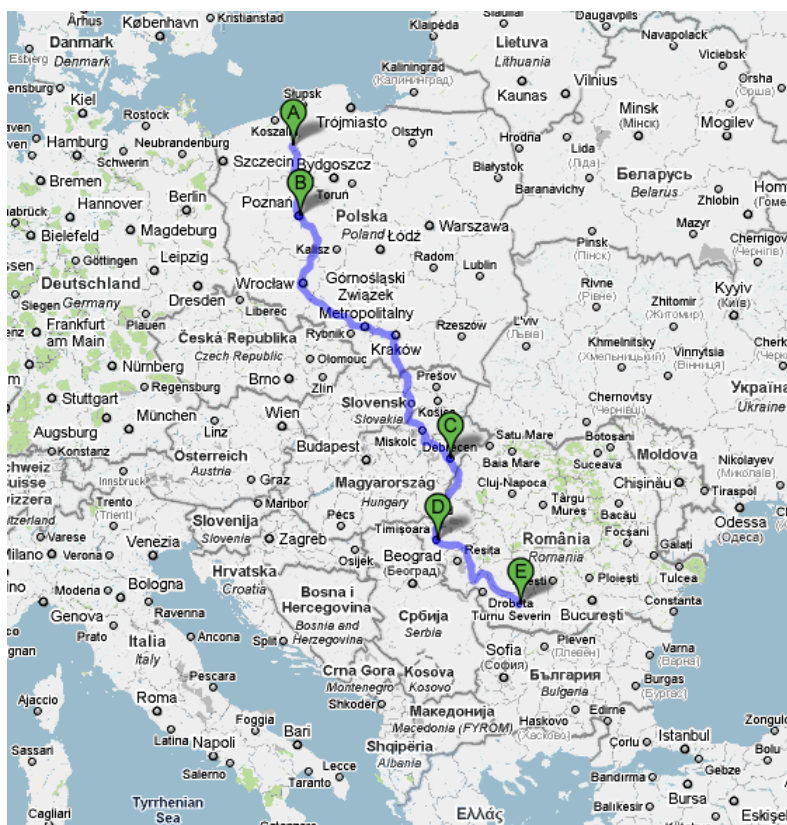


Figure 4 – City legs of Itinerary n.4

Itinerary n.5

This last itinerary aims at describing a typical tourist bus route that starts in the Italian capital of Rome, continues toward another Italian tourist destination, Florence, and then goes to Wien. From the Austrian country the itinerary of the touristic bus then goes on in the Eastern countries of Hungary and Poland by visiting Budapest and Prague respectively.

		Tourist Bus	Comments
City A	Rome (IT)	Limited Traffic Zone	To be accessed by buying a permit the price of which depends on Euro class of vehicle ² .
City B	Florence (IT)	Limited Traffic Zone	To be accessed by buying a permit the price of which depends on Euro class of vehicle ³ .
City C	Wien (AT)	Limited Traffic Zone	There are some specific zones for dropping-off and picking up passengers, for parking both free of charge around the inner centre or with payment if closer to the city centre ⁴ .
City D	Budapest (HU)		No information available.
City E	Prague (PL)		No information available.

² There is a discount in respect of the Euro class of vehicles, namely:

- 10% for Euro 4 vehicles until 31.12.2012
- 30% for Euro 5 vehicles until 31.12.2013
- 50% for electric, LPG or methane vehicles.

³

- Euro 5-4: 180 €/day
- Euro 3-2: 210 €/day
- Euro 1-0: 270 €/day
- Methane vehicles: 120 €/day
- Electric/Hybrid vehicles: 90 €/day

⁴ www.bus.wien.info

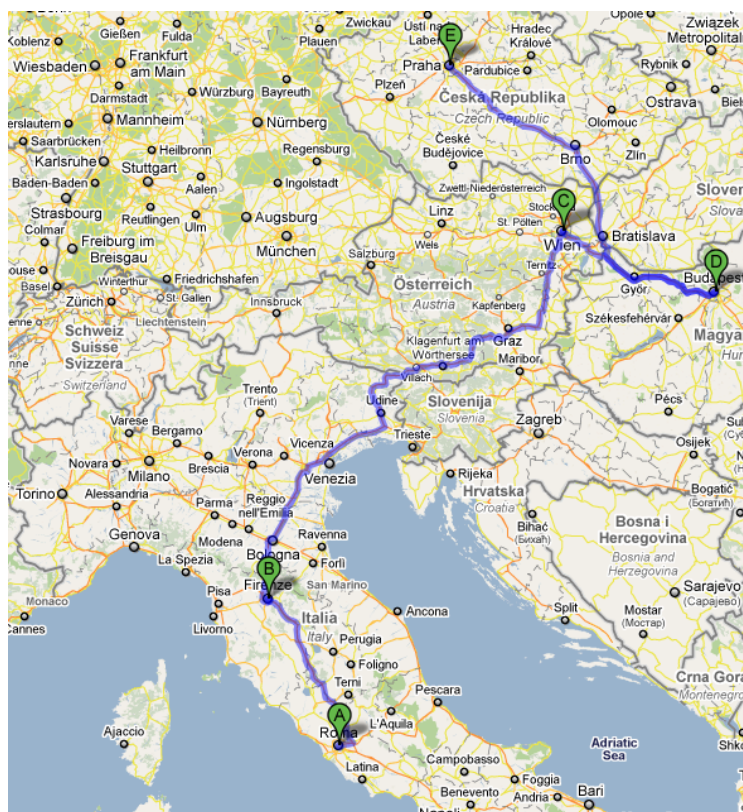


Figure 5 – City legs of Itinerary n.5