

# The challenge of foreign vehicles' enforcement: example of the Brussels' LEZ

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# Enforcement in Brussels

- Enforcement through ANPR camera (+/- 180 placed on the entire territory)
- Plate number linked to information about 1/ characteristics of the vehicles 2/ vehicle's owner details
- Information comes from national vehicles registration database
- Information only available if car registered in Belgium
- No sticker
- Same enforcement system in Antwerp

# For each vehicle flashed, we know:

- The vehicle category (passenger car, van, truck, etc.)
- The country of origin

# Only for belgian vehicles we know:

- Fuel (diesel, petrol, etc.)
- Euro norm
- Name of owner
- Adress of owner, etc.

# Which means...

- Non-compliance fines (350 euro) so far sent to Belgian non-compliant vehicles' owners only
- Foreign vehicles are asked to register in order to provide the missing information themselves (150 euro fine if they don't)
- No EU action so bilateral agreements with FR and NL to fill information gap
- Brussels and other EU cities/regions pushing for EU-wide approach
- EU action for information sharing between Member States would benefit both public authorities and EU car drivers

# Foreign vehicles: two things we would ideally need to know to enforce the LEZ

## Vehicle's characteristics

Fuel, euro norme, date of 1st registration, etc.

In order to

**Check compliance with LEZ**

## Vehicle's owner details

Name, adress

In order to

**Send a fine**

Brussels could then send fines to non-compliant vehicles just like for Belgians drivers (possible for NL)

# Vehicles characteristics info

## Vehicle's characteristics

Fuel, euro norme, date of 1st registration, etc.

In order to

## Check compliance with LEZ

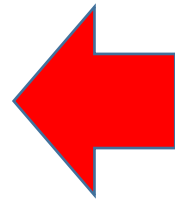


- Public information in some countries (e.g. NL, DK) – regular upload of database needed, more often for countries where cars can have different license plates along lifetime - heavy
- Would be sufficient to determine whether a vehicle is compliant with LEZ or not
- No more registration provided that

Through EU UVAR-hub connected with national databases?  
Still need to make sure fine is sent.

# Vehicles' owner details (FR and NL)

- Rare (FR and NL only)
- Fine can be sent directly
- But we don't know if vehicle compliant with LEZ or not
- Can send non-registration fines
- Pushes foreign vehicles' owners to register



## Vehicle's owner details

Name, adress

In order to

**Send a fine**

Helps enforcement but not sufficient (possible for FR and NL based on bilateral agreements)

# Conclusion

- Very difficult to enforce LEZ unless EU wide approach
- EU wide approach needed to exchange information about 1/ foreign vehicles characteristics 2/ foreign vehicles' owners
- Ideally: EU-wide exchange of information for both 1/ and 2/
- Minimum needed: EU-wide exchange of information for 1/ together with a system for enforcement by country of origin
- Clarification needed on new EETS Directive (provision on road charging)