The challenge of foreign vehicles’ enforcement: example of the Brussels’ LEZ

Louise Duprez, Bruxelles Environnement
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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 registrered 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
• Address 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

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)