



# SLOVENSKI STANDARD

## SIST EN 14892:2006

01-marec-2006

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HfUbgdcfIbY'gIcf]Ij Y'É' @ [ ]gh\_Uj 'a Ygh\ 'É'Ga Yfb]WUnUXc`c Ub'Y'ca Y'YbY[ U  
XcghcdUj 'a YghUgfYX]y U

Transport service - City logistics - Guideline for the definition of limited access to city centers

Transportdienstleistungen - City-Logistik - Leitfaden zur Bestimmung des begrenzten Zugangs zu Innenstädten  
**STANDARD PREVIEW**  
**(standards.iteh.ai)**

Services de transport - Logistique urbaine - Lignes directrices pour la définition de l'accès limité aux centres-villes  
SIST EN 14892:2006  
<https://standards.iteh.ai/catalog/standards/sist/9487919a-038a-46c5-be8c-263501ec578b/sist-en-14892-2006>

**Ta slovenski standard je istoveten z: EN 14892:2005**

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**ICS:**

03.100.10	Nabava. Dobava. Logistika	Purchasing. Procurement. Management of stock
03.220.20	Cestni transport	Road transport

**SIST EN 14892:2006**

**en**

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EUROPEAN STANDARD

EN 14892

NORME EUROPÉENNE

EUROPÄISCHE NORM

November 2005

ICS 03.100.10; 03.220.20

English Version

## Transport service - City logistics - Guideline for the definition of limited access to city centers

Services de transport - Logistique urbaine - Lignes directrices pour la définition de l'accès limité aux centres-villes

Transportdienstleistungen - City-Logistik - Leitfaden zur Bestimmung des begrenzten Zugangs zu Innenstädten

This European Standard was approved by CEN on 8 August 2005.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the Central Secretariat or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the Central Secretariat has the same status as the official versions.

CEN members are the national standards bodies of Austria, Belgium, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, Switzerland and United Kingdom.

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## Foreword

This European Standard (EN 14892:2005) has been prepared by Technical Committee CEN/TC 320 “Transport - Logistics and services”, the secretariat of which is held by DS.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by May 2006, and conflicting national standards shall be withdrawn at the latest by May 2006.

According to the CEN/CENELEC Internal Regulations, the national standards organisations of the following countries are bound to implement this European Standard: Austria, Belgium, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, Switzerland and United Kingdom.

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**EN 14892:2005 (E)****Introduction**

At the CEN Workshop on Intermodal and Interoperable Transport Standardisation on Freight Transport 1999-12-13/14 it was emphasised that the different kinds of limitations in different cities and countries were hampering transport planning resulting in problems for road transport companies when organising efficient freight transport in Europe.

Local authorities make local proposals and the information is available locally and regionally.

The workshop recommended that BT organise a European meeting on the subject: City Logistics. The task was delegated to TC 320 in the spring 2000 and a Task Group 3 was set up.

The CEN Workshop on Intermodal and Interoperable Transport in Europe: Part 2: Passenger Transport - 2001-11-28/29 made Recommendation 1 (2001-11-29): Recognising a number of problems within sustainable transport and congestions in cities; to facilitate access to cities; and in order to optimise investment in the transport system, the workshop recommended to start standardisation on basic requirements for the characteristics of the vehicle and their use to align road charging systems with the on going road-pricing activities in CEN/TC 278.

The background for this recommendation is that inhabitants and authorities in many countries are concerned by pollution from heavy traffic in town centers and especially in larger cities. Another reason is that the vehicles are taking over more space in the streets. Several authorities have already implemented restrictions for the access to city centers or are planning to do so.

Such restrictions have four types of stakeholders:

- Industry/Trade; <https://standards.iteh.ai/catalog/standards/sist/948799a-038a-46c5-be8c-263501ec578b/sist-en-14892-2006>
- Transport companies;
- Private individuals;
- Authorities.

As several companies – local or foreign - interact in such systems of restriction, it is important that all stakeholders are able to understand and interact within the local systems. The success of an open European market of transport is dependent on the limitation of restrictions to a certain framework with the same terminology and performance criteria.

COST 321 (Urban Goods Transport) describes in the final report different restriction systems and practical consequences. The European Commission promotes good practice in an ongoing work on city logistics and offers support to a diversified energy supply in transport.

The following EU Directives are referred to;

- sub-clause 4.2 Weight and dimensions of vehicle (Directive 92/53/EEC, Annex II, 96/53/EC and 97/27/EC);
- sub-clause 4.4.1 Engine (Directive 99/96/EC);
- sub-clause 4.4.2 Suspension (Directives 96/53/EC and 97/27/EC).

## 1 Scope

This European Standard describes possible restrictions for access to cities with city centers and shopping areas and other closed areas and provides guidelines for elements thereof with the aim as an interface between freight transport companies and local authorities to make transport planning and operations more efficient, to prevent bottlenecks in the area, and to protect the city environment.

This European Standard is a code of good practice and can be applied when efficient transport and protection of the environment presupposes restrictions.

## 2 Normative references

Not applicable.

## 3 Terms and definitions

For the purposes of this European Standard, the following terms and definitions apply.

### 3.1

#### City logistics

professional term for the management and control of the transport operations in larger cities with shopping areas. Others who need restrictions in order to have an efficient transport and protect the environment may also use this European Standard.

## 4 Content and structure

### 4.1 General recommendations

If limited restrictions are introduced and/or enforced in cities or other closed areas the limitations should be designed by using the following elements and restrictions:

- Weight and dimensions of vehicles;
- Time windows;
- Technical construction of vehicles:
  - Engine;
  - Suspension;
- Vehicle performance:
  - Capacity utilisation;
  - Noise;
- Payment systems:
  - Toll systems;
  - Parking tariffs;
- Advantages for special vehicles:
  - Special use of infrastructure e.g. bus lanes;
  - Special loading areas.

**EN 14892:2005 (E)****4.2 Weight and dimensions of vehicles**

If limited restrictions on the weight and dimensions of a vehicle are introduced and/or enforced in cities or other closed areas the limitations should be based on the following directives: Directive 92/53/EEC, Annex II, 96/53/EC and 97/27/EC.

**4.3 Time windows**

If limited restrictions on the time windows of vehicle in a specific area are introduced and/or enforced in cities or other closed areas the limitations should be as follows. Time for the start and the end of such a restriction should be defined in time units. In case of special situations as accidents, traffic jam etc. such time restrictions should not be in force.

Restriction should be measured in time calibrated by an official source, e.g. TV, radio, etc.

**4.4 Technical construction of vehicles****4.4.1 Engine**

If limited restrictions on engines are introduced and/or enforced in cities and other areas the limitation should refer to the EU regulations on engines EUR 2, 3, 4 etc. See directive 99/96/EC.

Special restrictions can be made for vehicles using alternative energy sources when defined by EU.

**4.4.2 Suspension**

If limited restrictions on suspension are introduced and/or enforced in cities and other areas the limitation should refer to either spring or air suspension. See directives 96/53/EC and 97/27/EC.

**4.5 Vehicle performance****4.5.1 Capacity utilisation**

If limited restrictions on the capacity utilisation of a vehicle are introduced and/or enforced in cities or other closed areas the limitations should be mentioned in example 1:

## a) Overall capacity utilisation

The restriction should be defined as a minimum utilisation of the vehicle payload measured either in weight, volume or floor capacity. It should always be a possibility to choose between weight and/or volume and/or floor capacity. The restriction will be in a minimum percentage measured as follows:

Minimum percentage =  $100 \times \text{Maximal payload on the specific route} / \text{Maximal payload of the vehicle}$

## b) Specific capacity utilisation

The restriction should be defined as a minimum utilisation of the vehicle payload measured either in weight, volume or floor capacity. It should always be a possibility to choose between weight and/or volume and/or floor capacity. The restriction will be in a minimum percentage measured as follows:

Minimum percentage =  $100 \times \text{Total payload delivered or collected in the restricted area} / \text{Maximum payload of the vehicle}$

Measurement of weight restrictions should be made either on a weighbridge or as the sum of sub-measurement of e.g. axles, units, collies, etc. Measurement of volume or floor capacity restriction should be measured with different kinds of equipment e.g. rule. This measurement equipment should be calibrated into a public system for weight and measurement.



For both a) and b) the vehicle owner should maintain a control and audit system for securing compliance with the restrictions. It should be possible for both public and private auditors to check.

#### 4.5.2 Noise

If limited restrictions on the noise emission of a vehicle are introduced and/or enforced in cities or other closed areas the limitations should be defined as noise-limit provided by measurements according to ISO 362 and ISO 5130.

Different threshold values shall be provided for daytime and night (including definitions of both terms by providing exact time data).

### 4.6 Payment systems

#### 4.6.1 Toll systems

If limited restrictions on the performance of a vehicle are introduced and/or enforced in cities or other closed areas it should be possible to introduce toll systems for vehicles with different toll for vehicles complying with the restrictions and higher toll for vehicles not complying with the restrictions. If toll systems are enforced specific tariffs should be disseminated following the recommendations in Clause 5.

#### 4.6.2 Parking tariffs

If limited restrictions on the performance of a vehicle are introduced and/or enforced in cities or other closed areas it should be possible to introduce parking tariff systems for vehicles with different tariffs for vehicles complying with the restrictions and higher toll for vehicles not complying with the restrictions. If such systems are enforced specific tariffs should be disseminated following the recommendations in Clause 5.

#### 4.7 Advantages for special vehicles

If limited restrictions on the performance of a vehicle are introduced and/or enforced in cities or other closed areas it should be possible to introduce systems of special advantages for vehicles complying with the rules. If such systems are enforced specific tariffs should be disseminated following the recommendations in Clause 5. Such advantages can be e.g. "Vehicles complying with the restrictions can have special rights to use specific kind of infrastructure i.e. bus lanes, special loading areas, etc.". If such systems are enforced specific tariffs should be disseminated following the recommendations in Clause 5.

## 5 Information to the public

Information of any restrictions should be given to the public by using the terms in Clause 4 of this European Standard. The area where the restrictions are in force should be well defined either in a map or by defining the borders by the name of the streets. The information should be disseminated in a declaration as proposed in Annex A .

The public should have access to the information through a minimum of two of following sources:

- Internet with reference to this European Standard in the search engines;
- IRU (International Road transport Union);
- National media.