

# #StopSUVs

## Key facts about the Paris SUV referendum

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### What is the Paris SUV referendum about?

- ▶ On 4 February, the City of Paris will hold a [public vote](#) in which citizens can decide on higher parking fees for SUVs
- ▶ It is proposed to triple parking fees for all diesel, petrol and hybrid cars > 1.6t, and all electric cars above 2t
- ▶ The fee would rise to from €6 to €18 per hour in central districts, and from €4 to €12 in other areas
- ▶ But would not apply to residents parking in their own neighbourhood
- ▶ The City of Paris held a similar vote on rental e-scooters last year, following which it became the first European capital to impose a ban

### What are SUVs?

SUV stands for 'Sports Utility Vehicle'. While there is no official definition, the term is used to [refer](#) to cars that are particularly large, heavy and have raised ground clearance. They often also have more powerful engines. SUVs now account for almost half (49%) of new cars sales in the EU.

### Why are SUVs a problem?

- ▶ **SUVs take up more space:** On average, SUVs are longer (+26cm), wider (+10cm) as well as heavier (+205kg) and more powerful (+26 horsepower) than a regular car, according to an analysis by [WWF France](#).
- ▶ **SUVs pollute more:** On average, SUVs [consume](#) around 20% more fuel than an average medium-size non-SUV car. They also emit more particles from brakes and tyres due to their weight.
- ▶ **SUVs are more dangerous:** A 10 cm increase in the height of vehicle fronts carries a 30% [higher risk](#) of fatalities in collisions with pedestrians and cyclists.
- ▶ **SUVs are more expensive** and primarily purchased by companies and more affluent citizens: The average retail price of an SUV is 59% [higher](#) than that of a hatchback in Europe.

### What should the authorities do?

- ▶ **City authorities** should set parking charges and tolls based on vehicle size and weight, so that large luxury SUVs and pick-ups pay more for using more space. For example, some authorities have already started to incorporate vehicle weight into car parking tariffs, such as in [Lyon](#) (France) and [Tübingen](#) (Germany).
- ▶ **At the national level**, governments should introduce tax incentives to encourage lighter and smaller vehicles that consume fewer resources. This sends a signal to motorists, but also to manufacturers to develop more affordable and efficient cars. Governments should also give city authorities access to the relevant databases so that local restrictions can be enforced.
- ▶ **At European level**, the Weights and Dimensions Directive needs to be reviewed. At present, cars can theoretically be as wide as lorries (2.55m). The European Parliament's Transport Committee will vote on this on 12 February.