

Question for written answer E-001824/2019
to the Commission
Rule 130
Gabriele Preuß (S&D)

Subject: Car bans

As a result of the EU's air quality limits, regions and cities have established LEZs (low emission zones), which diesel or petrol cars are not allowed to enter. While there is no evidence that car bans have a significant impact on human health, these measures have social consequences for citizens on low incomes. The absence of an EU wide, or even national, approach obliges foreign drivers to register for each city's LEZ. In LEZs such as Brussels, drivers are not made aware of the rules, and commit an offence punishable by a EUR 350 fine for not registering. Enforcement via ANPR (automatic name plate recognition) cameras creates a new level of surveillance and criminalisation of car drivers, and raises serious privacy concerns.

1. Does the Commission believe car bans in LEZs are effective in achieving air quality targets? On what independent scientific evidence does it base its findings?
2. In the view of the Commission, is pre-registration of citizens to access a city or a region compatible with the principle of free movement?
3. Are Member States entitled to permanently ban the circulation of 'old cars' (certain Euro categories) within a city, a region or within an entire Member State, if these cars fulfil the requirements of Directive 2014/45/EU on periodic roadworthiness tests for motor vehicles?