

EN

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Answer given by Mr Tzitzikostas
on behalf of the European Commission
(9.4.2025)

The Ambient Air Quality Directive¹ obliges Member States to take measures to ensure that limits are not exceeded. The choice of the specific type of measure, e.g. low emission zones (LEZ), is the prerogative of the Member States under the subsidiarity principle. The Commission supports Member States with good practices such as the Civitas ReVeAL project² to prepare e.g. LEZs, including a toolkit for evaluating economic impacts.

The transition to clean road mobility is supported by the CO2 emission standards³ for new cars, vans and heavy-duty vehicles which sets progressively higher emission reduction targets. These standards provide long-term certainty and predictability for investors, while allowing sufficient lead time for a fair transition. As announced in the Industrial Action Plan for the automotive sector⁴ adopted on 5 March 2025, the Commission will accelerate work on the foreseen review of the Regulation. The review will be based on a fact-based analysis, taking relevant technological developments and the importance of an economically viable and socially fair transition towards zero-emission mobility into account.

Whereas the Commission oversees the allocation and management of funds to comply with EU Regulations and goals, it is for Member States to implement funds. They are responsible for management/control system for the use of funds which is based on a combination of detailed monitoring systems, control mechanisms, and stringent independent auditing processes. In addition, the Commission, along with the European Court of Auditors, regularly audits the management of EU funds in Member States.

¹ <https://eur-lex.europa.eu/eli/dir/2008/50/oj/eng>

² <https://civitas-reveal.eu/>

³ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32023R0851>

⁴ https://ec.europa.eu/commission/presscorner/detail/en/qanda_25_636