

(English version)

**Question for written answer E-000541/26
to the Commission
Sophia Kircher (PPE)
(10 February 2026)**

Subject: EU rules to make access permits available to people with reduced mobility, including in other EU countries

In recent years, numerous municipalities and cities in the European Union have restricted motor vehicle access to certain areas — for instance, limited traffic areas such as *zona a traffico limitato* in Italy. Many Member States have exemptions for people with disabilities so they can enter and park in those areas. Obtaining such exemptions is often not without challenges, however, particularly for EU citizens in a different Member State.

In practice, applications for exemptions fail as a result of: a lack of information about responsibilities and procedures; language barriers; additional conditions that are in part linked to nationality or national digital identity schemes. The situation raises questions as to whether coordinated EU action — while respecting Member States' competences — would be possible and useful so as to ensure people have access to these exemptions all over the EU.

1. Does the Commission intend to consider steps to remedy this situation — in the form of guidelines, recommendations or increased coordination among Member States, for instance?
2. Can Directive (EU) 2024/2841 establishing the European Disability Card and the European Parking Card for persons with disabilities play a role here?
3. Does the Commission see any opportunities within the framework of Directive (EU) 2024/2841 to make recognition of those driving and parking cards more straightforward in traffic-restricted areas?

Submitted: 10.2.2026

**Answer given by Ms Lahbib on behalf of the European Commission
(26 March 2026)**

Member States and local authorities are free to adopt urban vehicle access regulations to fulfil their obligations under Directive 2008/50/EC ⁽¹⁾.

This complies with the principle of subsidiarity, which ensures that decisions are taken closely to the citizen, with continuous review of whether action at EU level is justified in the light of the possibilities available at national, regional or local level.

Different verification and enforcement schemes in European cities are a result of different conditions in specific urban areas and different capacities of local administrations in terms of budget, staffing and technical adaptability.

Nevertheless, to safeguard the freedom of movement of persons with disabilities, Directive (EU) 2024/2841 ⁽²⁾ establishes the European Parking Card for persons with disabilities.

It ensures that when holders of that card travel to or visit another Member State for a short stay or mobility programme, they are granted equal access to parking conditions and facilities reserved for persons with disabilities in that Member State ⁽³⁾, including access to certain areas by motor vehicle where permitted.

However, the directive does not harmonise parking conditions reserved for persons with disabilities and does not affect Member States' competence to grant special conditions or preferential treatment.

The Commission remains committed to promoting the rights to free movement of persons with disabilities. By 5 June 2029, it will carry out an assessment of any remaining gaps relating to the free movement of persons with disabilities, which it will consider when deciding whether further action at EU level is required ⁽⁴⁾.

⁽¹⁾ Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air for Europe (OJ L 152, 11.6.2008, p. 1, ELI: <http://data.europa.eu/eli/dir/2008/50/oj>).

⁽²⁾ Directive (EU) 2024/2841 of the European Parliament and of the Council of 23 October 2024 establishing the European Disability Card and the European Parking Card for persons with disabilities (OJ L, 2024/2841, 14.11.2024, ELI: <http://data.europa.eu/eli/dir/2024/2841/oj>).

⁽³⁾ Directive (EU) 2024/2841, Articles 6, 3(6).

⁽⁴⁾ Directive (EU) 2024/2841, Article 20.