

(English version)

**Priority question for written answer P-000439/25
to the Commission**

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(31 January 2025)

Subject: Proportionality and economic impact of restrictions on motorcycle traffic in the European Union

The EU Emissions Directives regulate emission reductions for newly registered vehicles, leaving it to the discretion of Member States to apply measures affecting vehicles on the road.

The motorcycle industry generates EUR 21.4 billion of annual GDP and supports 389 000 jobs.

A motorcycle travels on average 2 700 km per year — while a car travels 11 300 km — and motorcycles contribute less to total emissions. In addition, motorcycles play a positive role in reducing urban traffic, making it easier to get around in densely populated cities.

Remember also that a significant proportion of urban pollution is caused by wear and tear of brakes, tyres and asphalt, which are not directly linked to the vehicle emission category.

In the light of the above:

1. Does the Commission believe that specific traffic bans for certain categories of motorcycle are compliant with the principles of proportionality, non-discrimination and harmonisation enshrined in EU law?
2. Has the Commission collected, or does it intend to collect, data on the economic and social impacts of similar restrictive measures on a strategic industry like the motorcycle industry?
3. Does the Commission consider it compatible with the principles of legal certainty and proportionality to impose retroactive restrictions on vehicles already complying with the rules in force at the time of their registration?

Submitted: 31.1.2025

Answer given by Mr Tzitzikostas on behalf of the European Commission
(21 March 2025)

1. The implementation of urban vehicle access regulations is a matter that falls under national or local competence. However, where local traffic restrictions are introduced, they must be proportionate and non-discriminatory.
 2. Considering the national competence, the Commission does not currently see the need to collect data on the subject.
 3. While all vehicles are compliant with existing rules at the time of their first registration, evolving environmental and public health challenges justify the need for updated regulations. These measures do not apply retroactively, rather, they apply as of their entry into force to the existing vehicle fleet. When establishing such measures, Member States must ensure that such measures are applied transparently and non-discriminatorily and that they are proportional to the environmental objective sought.
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