

**Question for written answer E-001345/2025
to the Commission**
Rule 144
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Subject: Regulation EU 631/2019

The automotive industry is struggling to meet CO₂ targets as interest in electric vehicles (EVs) is declining in the absence of government support. Manufacturers also face challenges in producing small EVs profitably, as regulations fail to consider actual operational emissions.

Carmakers favour larger vehicles, which are more profitable and increase CO₂ limits due to the weight-based emissions calculation, contributing to higher emissions overall. Spreading fines over several years does not resolve this issue, as the limits are based on unrealistic assumptions.

To effectively reduce CO₂ emissions, regulations must:

- abandon the weight-based emission calculation;
- account for actual EV operational emissions, considering electricity consumption and the energy mix. For plug-in hybrid vehicles, emissions should reflect both combustion and electricity use.

It is actual CO₂ emissions, not recalculated values, that contribute to global warming. In the light of this:

1. Why persist with the weight-based calculation, given its negative impact since 2020?
2. Why exclude actual EV operational emissions from the CO₂ limits?

The Commission should adopt a more realistic methodology based on 2024 data and set progressively stricter CO₂ limits.

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