

Question for written answer E-004213/2025
to the Commission
Rule 144
César Luena (S&D)

Subject: The actual impact of the emissions of plug-in hybrids and their compatibility with the EU's climate targets

A Transport & Environment analysis¹ of data collected by the European Environment Agency on 127 000 plug-in hybrid electric vehicles (PHEVs) concluded that the CO2 emissions of most PHEV models are 19 % higher than those of petrol or diesel cars and up to five times higher than their official emissions. Even when driven in electric mode, PHEVs consume an average of three litres of petrol per 100 km and emit 68 g CO2/km.

Despite this data, some Member States have advocated continuing to allow PHEVs beyond 2035, referring to 'technological neutrality'.

In light of the above:

1. Does the Commission consider that continuing to classify PHEVs as 'low-emission vehicles' is consistent with the climate objectives of the European Green Deal and with the phasing out of combustion engines by 2035?
2. Does it intend to review the methodology for measuring emissions given the discrepancies identified between official and actual emissions?
3. Does it not consider that advocating for 'technological neutrality' despite evidence of actual emissions harms the EU's credibility as a global climate leader?

Submitted: 27.10.2025

¹ Transport & Environment, *Smoke screen: the growing PHEV emissions scandal*, 2025, https://www.transportenvironment.org/uploads/files/2025_10_PHEV_smoke_screen_report.pdf.