Question for written answer E-003245/2026
to the Commission
Rule 144
Mathilde Androuët (PfE), Pierre Pimpie (PfE), France Jamet (PfE), Valérie Deloge (PfE), Laurent Castillo (PfE), Aleksandar Nikolic (PfE), Gilles Pennelle (PfE), Fabrice Leggeri (PfE), Julien Leonardelli (PfE), Catherine Griset (PfE), Marie Dauchy (PfE), Marie-Luce Brasier-Clain (PfE), Mélanie Disdier (PfE), André Rougé (PfE)

Subject: Putting an end to AdBlue-related fire engine breakdowns

Due to the EU emission standards for heavy-duty vehicles, many fire engines are using selective catalytic reduction systems that operate using AdBlue.

Several French departmental fire and rescue services have reported that their vehicles have lost power, broken down or been unable to restart, with the cause being connected to those systems. Such breakdowns can occur while they are responding to emergencies, including forest fires, directly compromising the effectiveness of emergency operations and the safety of firefighters and communities.

Since the purpose of emergency vehicles is to save lives, it is unacceptable that constraints resulting from EU regulations can slow down or prevent their emergency response.

1. Does the Commission intend to propose an explicit exemption for fire and rescue service vehicles, so that, when they are responding to an emergency, they cannot ever be slowed down, immobilised or prevented from restarting because of AdBlue?

2. Does it intend to exempt fire engines in general from such pollution control constraints when those constraints compromise the fire engines' ability to respond to emergencies?

Submitted: 10.8.2026