

**Question for written answer E-004226/2026
to the Commission**
Rule 144
Jean-Paul Garraud (PfE)

Subject: Chinese hybrid vehicles: is the Commission really protecting the European automotive industry?

On 12 October 2026, the EU and China announced a preliminary agreement to limit imports of Chinese-made hybrid vehicles to 350 000 units per year from 2027, compared to around 800 000 expected in 2026. This ceiling could be raised by 6% each year until 2030¹.

While this agreement aims to curb Chinese imports, it comes at a time when European manufacturers are facing particularly costly regulatory and environmental constraints, particularly in view of the 2035 deadline.

Vehicles produced in the EU by Chinese manufacturers, however, could escape these quotas. This raises questions about the real effectiveness of the scheme as far as preserving European industry and jobs is concerned.

Can the Commission say:

1. On what economic and industrial impact studies it based its decision to set the annual quota at 350 000 vehicles and to gradually increase it until 2030?
2. What safeguards it intends to put in place to prevent Chinese manufacturers from circumventing these restrictions through assembly operations in the EU, without making a substantial contribution to European employment?
3. How it justifies maintaining particularly onerous environmental constraints for European manufacturers, while negotiating with China the conditions for its hybrid vehicles to access the European market?

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¹ <https://www.reuters.com/world/china/china-holds-intensive-talks-hybrid-ev-trade-with-eu-2026-10-12/>.