

(English version)

**Question for written answer E-001580/24
to the Commission
Kosma Złotowski (ECR)
(2 September 2024)**

Subject: Negative consequences of implementing acts for Regulation (EU) 2023/1542 on Poland's battery production industry

A set of implementing acts will soon be introduced for the currently applicable Regulation (EU) 2023/1542. The new provisions aim, among other things, to take account of the carbon footprint of electric vehicle batteries. Decarbonising supply chains and monitoring the entire electric car production process cannot, however, take place in a way that discriminates against countries such as Poland, one of the world's biggest battery producers that, for historical and economic reasons, is only just starting its energy transition process.

1. Is the Commission aware that introducing provisions that do not take into account the differences between Member States resulting from historical and economic circumstances is antithetical to supporting solidarity between those countries, and, in the long term, may lead to negative consequences for the EU automotive industry's efforts to be independent and the EU's just energy transition?
2. Is it true that, under the planned new implementing acts, even if a production facility purchases 'clean energy' that is guaranteed to come from renewable energy sources, its situation will still not change if the energy mix of the country in which the facility is located is inadequate?
3. How does the Commission think the forthcoming implementing acts will affect the electromobility sector in terms of the allocation of investments, as well as in terms of job losses and the creation of new jobs in certain EU Member States?

Submitted: 2.9.2024

**Question for written answer E-001814/24
to the Commission
Michał Dworczyk (ECR)
(25 September 2024)**

Subject: Consequences of the unfair rules introduced by the Batteries Regulation

Europe's largest factory producing lithium-ion cells for electric cars is located in Poland. The LG Energy Solution Wrocław plant employs over 7 000 people with an annual production of 70 GWh. My country is currently one of the world's largest battery manufacturers, and the value of battery exports from Poland in the first quarter of 2024 exceeded PLN 12 billion.

Poland, for objective and historical reasons, has not yet completed the energy transition. Implementing a clean atomic energy programme requires time and financial resources. Meanwhile, as part of the pending implementing acts to the Batteries Regulation, the Commission plans to introduce a methodology for calculating the carbon footprint of batteries by taking into account CO₂ emissions in a country's energy mix. The proposed provisions favour Member States deriving their energy predominantly from renewable energy sources, at the expense of my region, which is a key link in the supply chain of essential components for electric vehicles. Moreover, Poland has already made huge investments in recycling ⁽¹⁾ on the road to building circularity.

1. Is the Commission deliberately introducing rules, under the guise of pro-environmental measures, which favour specific Member States at the expense of fair competition within the single market?
2. Is the Commission aware that Poland is an important link in the European supply chain for the battery sector, and that the introduction of the aforementioned rules threatens the destruction of this branch of the economy in my country and a decline in the competitiveness of the entire EU battery sector?

Submitted: 25.9.2024

**Joint answer given by Executive Vice-President Vestager on behalf of the European Commission
(31 October 2024)**

As required by Article 7(1) of Regulation (EU) 2023/1542 ⁽¹⁾, the Commission is currently developing a methodology for calculating and verifying the carbon footprint of electric vehicle batteries.

¹ <https://wysokienapiecie.pl/101824-recykling-baterii-litowo-jonowych-polska-liderem-ue/>
(¹) <https://eur-lex.europa.eu/eli/reg/2023/1542/oj>

After publication of a draft delegated act on the 'Have your say' portal on 30 April 2024 ⁽²⁾ and a dedicated meeting of the Member State expert group on 11 July 2024, the Commission is currently analysing the way forward for the adoption of the delegated act, taking into account the feedback received.

The development and implementation of the carbon footprint requirements for batteries is based on a stepwise approach in accordance with Article 7 of Regulation (EU) 2023/1542.

For the final step of setting maximum carbon footprint thresholds, the Commission will carry out an impact assessment, including an assessment of the economic impacts of this measure.

⁽²⁾ https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/13877-Batteries-for-electric-vehicles-carbon-footprint-methodology_en