

EN
E-001669/2024
Answer given by Mr Hoekstra
on behalf of the European Commission
(30.10.2024)

The 2025 CO₂ emission reduction targets for cars and vans were agreed by co-legislators and set in legislation in 2019¹, and they remained unchanged during the 2023 revision, providing manufacturers with sufficient time to develop compliance strategies.

The CO₂ standards are designed to drive a gradual transition towards zero-emission mobility, and the 2025 milestone does not require full electrification.

More affordable electric vehicles, which have been announced by several manufacturers for 2025, can support a faster uptake of the technology. Other technologies can also contribute to reaching the targets, such as hybrids, plug-in hybrids or improvements in conventional vehicles. In addition, deploying smaller and more efficient vehicles can also contribute to reaching the CO₂ targets.

The CO₂ standards allow for stepwise improvements of the fleet average CO₂ emissions. The previous standards were characterised by stagnating performances, followed by a significant reduction of CO₂ emissions in 2020, as soon as the more stringent targets started to apply.

Some manufacturers argue that it would create competitive distortion to change the rules after they have invested to comply with them. With the rise in global market demand for electric vehicles², it is necessary to continue driving investments in technologies, infrastructure, skills and development of new value chains, in order to strengthen the competitive position of EU industry in the global transition towards zero-emission mobility.

In this context, it appears premature to draw conclusions on companies' 2025 compliance situation at this stage.

¹ (Regulation (EU) 2019/631).

² Executive summary – Global EV (electric vehicle) outlook 2024: <https://www.iea.org/reports/global-ev-outlook-2024/executive-summary>