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Answer given by Executive Vice-President Mînzatu
on behalf of the European Commission
(20.12.2024)

The revised Regulation setting CO₂ emission performance standards for new passenger cars and vans was adopted in 2023¹, establishing a 100% CO₂ emission reduction target for new cars and vans registered from 2035 onwards. This clear framework creates certainty for manufacturers, suppliers and investors, with sufficient lead time to plan for a fair transition. The Regulation supports the EU industry's competitiveness, in view of the trends towards electrification observed in global markets.

The impacts of the revised standards on employment had been assessed in the impact assessment underlying the Commission's proposal². A small overall increase in employment along the value chain was projected, with positive impacts in the sectors supplying to the automotive sector and limited negative impacts in the automotive sector.

The Commission is aware of several studies assessing employment trends in the manufacturing sector. However, these studies do not specifically isolate the impact of the 100% emission reduction target for new cars and vans registered from 2035. Comprehensive investigations are planned, as the Regulation requires the Commission to prepare a progress report by 2025, notably covering impacts on employment³ based on recent studies. Building on that report, the Commission will review the Regulation in 2026⁴.

The current CO₂ standards' technology-neutral approach to emissions at the tailpipe will be extended, as stated in the political guidelines of the President of the Commission⁵, to ensure that e-fuels have a role to play through a targeted amendment of the Regulation as part of the foreseen review. This will be also an opportunity to assess how to ensure a fair transition, considering changing global circumstances.

¹ <http://data.europa.eu/eli/reg/2023/851/oj>

² Impact assessment accompanying Proposal for a Regulation of the European Parliament and of the Council amending Regulation (EU) 2019/631 as regards strengthening the CO₂ emission performance standards for new passenger cars and new light commercial vehicles in line with the Union's increased climate ambition.

³ Article 14a(f) of Regulation (EU) 2019/631 - ELI: <http://data.europa.eu/eli/reg/2019/631/2024-01-01>

⁴ Article 15 of Regulation (EU) 2019/631.

⁵ Political Guidelines for the Commission 2024–2029.