

EN
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Answer given by Mr Hoekstra
on behalf of the European Commission
(31.1.2025)

The revised CO₂ emission standards for new cars and vans¹ provide a clear framework for the transition to zero-emission vehicles, which is essential to deliver on the European Union's objective of becoming climate neutral by 2050. The agreed 2035 targets create certainty for manufacturers and investors on the road ahead, with sufficient lead time to plan for a fair transition. They support the EU industry's competitiveness, in a global vehicle electrification context.

The impacts of the revised CO₂ standards on employment and consumers have been analysed in the Commission's impact assessment². A small overall increase in employment was projected. Both first- and second-hand car users would benefit from a lower total cost of ownership over the vehicles' lifetime. This will be increasingly the case as more affordable zero-emission vehicles become available.

The Commission has set up a Social Climate Fund and will work with Member States on their Social Climate Plans to ensure that resources are spent to support the most affected vulnerable groups, such as households in energy or transport poverty. The forthcoming Clean Industrial Deal Communication and an Industrial Decarbonisation Accelerator Act will support companies by simplifying, investing and ensuring access to cheap, sustainable and secure energy supplies and raw materials.

In 2025, the Commission will prepare a progress report on the transition³. In 2026, the Commission will review the Regulation⁴, which will be an opportunity to assess how to best ensure a fair transition, also 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 of Regulation (EU) 2019/631.

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