

(English version)

**Question for written answer E-002491/24
to the Commission
Anja Arndt (ESN)
(11 November 2024)**

Subject: Crisis in the automotive and supplier industry caused by the EU — Commission's obligations

Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO₂ emission performance standards for new passenger cars and for new light commercial vehicles introduced for the first time the concept of zero-emission mobility in an EU legislative text. The term implies that there is a form of transport that is emission-free, although this is physically impossible. The term should instead be 'zero-exhaust-emission', since emissions are also produced during the manufacture, operation and disposal of e-cars. Effectively, this false claim, the threat of fines to car manufacturers for exceeding tailpipe emissions and the tightening of requirements by Regulation (EU) 2023/851, which provides for a de facto ban on internal combustion engines in new cars from 2035, has enshrined in law preferential treatment of electric cars over internal combustion cars. Article 7a of Regulation (EU) 2023/851 requires the Commission to present a life cycle methodology for measuring emissions from cars and vans by the end of 2025 and to establish that methodology by means of delegated acts. Article 15 of the same Regulation requires the Commission to carry out a review of the effectiveness of the regulation in 2026 and to present a proposal to amend the regulation.

1. In light of the precarious situation of the automotive and supplier industry, will the Commission prioritise these obligations and bring their implementation forward by a year?
2. Will the Commission continue to pursue the physically impossible concept of 'zero-emission' mobility, and if so, on the basis of what scientific arguments?

Submitted: 11.11.2024

**Answer given by Mr Hoekstra on behalf of the European Commission
(18 December 2024)**

According to Article 14a of Regulation (EU) 2019/631 ⁽¹⁾, by 31 December 2025, the Commission shall submit reports on the progress towards zero-emission road mobility and on the analysis to identify funding gaps in ensuring a just transition in the automotive supply chain. These reports will include up-to-date information on the broad range of topics listed under that Article.

The Commission will develop a methodology for the assessment and reporting of the life-cycle CO₂ emissions of cars and vans, with a view of publishing a report to the European Parliament and to the Council and adopting a delegated act by end 2025.

As foreseen in Article 15 of the regulation, the Commission will review the effectiveness and impact of the regulation in 2026. This review will build on the progress report, taking into account the most recent information on the implementation of the regulation.

The regulation aims to reduce the 'specific emissions of CO₂' of new passenger cars and vans.

These are defined in its Article 3(1)(h) as emissions determined at the vehicle's tailpipe during type-approval in accordance with Regulation (EC) No 715/2007 ⁽²⁾ and its implementing Regulations.

The emission targets for a vehicle manufacturer apply to the average specific emissions of CO₂ of its vehicles. This approach has been in place since the first EU CO₂ emission standards for cars were adopted in 2009.

⁽¹⁾ <http://data.europa.eu/eli/reg/2019/631/2024-01-01>

⁽²⁾ OJ L 171, 29.6.2007, p. 1.