

(English version)

**Question for written answer E-002503/24
to the Commission**

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(12 November 2024)

Subject: Question on penalties to be imposed on manufacturers from 2025 under the regulation on CO₂ emissions from light-duty vehicles

A spokesperson for Stellantis recently announced that the company will significantly reduce the production of vehicles with internal combustion engines ⁽¹⁾ in order to avoid incurring the penalties laid down in Regulation 2019/631 on new passenger cars and new light commercial vehicles (Article 8) from 2025.

This decision stems from the failure of electric vehicle sales to take off across Europe, falling well below the expected environmental estimates ⁽²⁾ and targets that the EU had set itself.

This situation leaves almost all manufacturers outside the limits and therefore liable for penalties ⁽³⁾, with possible fines of up to EUR 15 billion ⁽⁴⁾.

Can the Commission therefore answer the following questions:

1. In view of the stagnant situation in the electric car market, does the Commission not deem it necessary to revise the penalties laid down for manufacturers from 2025?
2. Does the Commission not consider, at the very least, that an overall review of the design of Regulation 2023/851 should be conducted before 2026

Submitted: 12.11.2024

Answer given by Mr Hoekstra on behalf of the European Commission

(7 January 2025)

The provisions on the excess emissions premiums for cars and vans manufacturers exceeding their CO₂ emission reduction targets are set out in Article 8 of Regulation (EU)2019/631 ⁽¹⁾.

These provisions are in place and have remained unchanged since 2009 for passenger cars and 2011 for vans. They require the Commission to calculate and impose an excess emissions premium on a manufacturer where its average specific emissions of CO₂ for a calendar year exceed its specific emissions target.

The Commission is aware that some vehicle manufacturers have expressed concerns over their ability to meet their emission target for 2025, in a context of enhanced global competition and a shrinking vehicle market.

At the same time, several other major European manufacturers have expressed confidence that they will meet their targets and have strongly opposed changes to the 2025 framework. Changing the rules would distort the level playing field and put those manufacturers at a competitive disadvantage.

It should be noted that electric cars are not the only way to reach the targets — hybrids and plug-in hybrids, improvements in conventional engines, as well as deploying smaller and more efficient vehicles can also contribute.

¹ <https://www.autonews.com/environmentemissions/stellantis-prepares-cut-ice-share-meet-co2-targets/>

² <https://www.acea.auto/pc-registrations/new-car-registrations-0-2-in-july-2024-battery-electric-12-1-market-share/>

³ https://www.repubblica.it/motori/2024/09/09/news/stretta_ue_sulle_emissioni_tra_i_big_solo_tesla_e_geely_non_rischiano_multe-423488375/

⁴ https://www.repubblica.it/motori/2024/09/07/news/norme_ue_sulle_emissioni_lallarme_di_de_meo_le_case_europee_rischiano_multe_per_15_miliardi_ecco_perche-423484533/

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

As provided for 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 due by end 2025, taking into account up-to-date information on the implementation of the regulation.

The President of the Commission will also convene a Strategic Dialogue on the Future of the Car Industry in Europe.
