

EN
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Answer given by Mr Hoekstra
on behalf of the European Commission
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The revised Regulation¹ on CO₂ emission standards for new cars and vans registered in the EU was adopted in 2023. It sets progressive emission reduction targets, with a 100% reduction target from 2035. It provides certainty for manufacturers and investors on the transition to zero-emission vehicles, which is essential to deliver on the EU objective of becoming climate neutral by 2050, and to support the EU's industrial competitiveness in view of the global zero-emission mobility market trends.

The 2025 targets do not require that new vehicles registered be electric vehicles. While putting more affordable electric vehicle models on the market can help manufacturers to meet their targets, other technologies, such as plug-in hybrids and efficiency improvements for conventional vehicles can also contribute.

Following a thorough anti-subsidy investigation, the Commission concluded in 2024 that the battery electric vehicle (BEV) value chain in China benefits from unfair subsidisation, which is causing a threat of injury to EU BEV producers. Therefore, the Commission has imposed countervailing duties on BEVs from China.

In 2025, the Commission will prepare a progress report on the transition to zero-emission mobility². In 2026, the Commission will review the effectiveness and impact of the Regulation³.

The Commission will develop a Clean Industrial Deal, within the first 100 days of the mandate of the new Commission, as well as an EU industrial action plan for the automotive sector. The President of the Commission has announced a Strategic Dialogue on the Future of the Car Industry in Europe under her leadership with a view to swiftly proposing and implementing measures the sector urgently needs.

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

² Article 14a of Regulation (EU) 2019/631.

³ Article 15 of Regulation (EU) 2019/631.