

(English version)

**Question for written answer E-002846/24
to the Commission
Elsi Katainen (Renew)
(10 December 2024)**

Subject: Problems caused by AdBlue in cold conditions

A urea solution (reagent) registered under the brand name AdBlue is used to achieve Euro 6 exhaust emission limits for diesel engines.

The solution starts to freeze at -11°C. At very low temperatures, the exhaust-cleaning system is prone to failure and this can lead to costly repairs. Under the Euro 6 standard, the system must be able to melt the reagent inside a vehicle that has been stationary for one week at a temperature of -15°C. In the far north, however, temperatures can drop below -30°C for several weeks.

In its written answer of 27 May 2024 to Question P-001106/2024 ⁽¹⁾, the Commission stated that it is not planning to do any standardisation work on reagents and that it is not aware of low-temperature conditions leading to the need to repair Euro 6-compliant vehicles.

Is the Commission now aware of the problems caused by AdBlue, and what view does the Commission take of the possibility of a derogation to allow a more frost-resistant solution to be sold under certain conditions for a certain period of the year, as is the case with winter diesel?

Submitted: 10.12.2024

**Question for written answer E-002989/24
to the Commission
Katri Kulmuni (Renew)
(17 December 2024)**

Subject: Frost-resistance of the AdBlue system

On account of the EU rules on exhaust emissions (the 'Euro 6 Regulation'), most diesel cars use AdBlue, a urea solution that cannot withstand the weather conditions in the most northerly parts of Europe and starts freezing at -11 °C. This not only makes driving impossible in freezing conditions, but can also cause damage to vehicles and result in repair costs when the frozen urea solution cannot pass through the nozzles in the system. According to feedback from the transport industry, it is common for the system to freeze and cause a number of defects that require repairs.

The current state of affairs is also undermining the competitiveness of EU countries in northern Europe, as in Norway it is possible to purchase and use an additive that can withstand temperatures as low as -32 °C. Hauliers in the Nordic countries will be put at a particular disadvantage because of this, but all other users of diesel vehicles in Arctic areas of the EU will also suffer.

The AdBlue system's aim of reducing emissions is of course the right thing to do, but is not designed for Arctic conditions.

In view of the above, is the Commission taking steps to make the use of diesel cars possible also in the Arctic region of the EU, and to put the region's entrepreneurs on an equal footing with their Norwegian counterparts? Is it possible to provide for derogations from the current system in areas where temperatures often remain well below -11 °C for long periods in winter?

Submitted: 17.12.2024

**Joint answer given by Executive Vice-President Séjourné on behalf of the European Commission
(18 March 2025)**

The Commission is aware of the problem of using reagents in extremely cold temperatures. The Commission has been informed about the results of a survey conducted by the Finnish Transport and Logistics Association SKAL on this topic.

The Commission sees various possible solutions to alleviate these difficulties, such as the industry-led development of a new standard for increased frost resistance to improve the performance of reagents in extremely cold conditions or the use of reagents with a lower freezing point.

¹ https://www.europarl.europa.eu/doceo/document/P-9-2024-001106-ASW_EN.html

The specific requirements for reagents, especially the physical properties, are not regulated by EU law, which would allow the use of alternative reagents with a lower freezing point in colder weather conditions, provided that manufacturers would admit such a reagent for the use.
