

(English version)

**Question for written answer E-001085/25
to the Commission**

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(13 March 2025)

Subject: CO₂ emission performance standards for cars and vans (Regulation (EU) 2019/631)

In order to help manufacturers meet their obligations under Article 4 of Regulation (EU) 2019/631 ⁽¹⁾, Article 6 allows manufacturers to form a pool. For each battery electric vehicle (BEV) sold in Europe, the manufacturer of the car can also sell the corresponding CO₂ allowance to their competitors.

As a consequence of the strict CO₂ limits in the current legislation, manufacturers can only keep producing and selling conventional cars in Europe if they have a certain amount of BEVs in their pool. This requirement favours foreign manufacturers, as a lack of raw materials in combination with high energy costs in Europe lead to BEVs being mainly produced outside Europe. The full extent of this is unknown to the public, as the central database set up in accordance with Article 7 of Regulation (EU) 2019/631 regrettably does not provide this vital information.

1. How many of these pooled BEVs are produced in Europe and by which countries and companies?
2. How many of these pooled BEVs are produced outside of Europe and by which countries and companies?
3. Can the Commission provide an estimate of how much European manufacturers have to pay their foreign competitors to comply with this EU legislation?

Submitted: 13.3.2025

Answer given by Mr Hoekstra on behalf of the European Commission
(1 July 2025)

The CO₂ emission standards for cars and vans Regulation ⁽¹⁾ sets average fleet emission reduction targets, driving a gradual transition towards zero-emission mobility, and giving time to the industry to adapt.

As strongly requested by the industry, the regulation provides the option for manufacturers that may not be able to comply with the targets on their own, to pool with other manufacturers.

Pooling is not mandatory under the regulation, but is one option as part of manufacturers' compliance strategy. When an agreement to form a pool is signed by the manufacturers involved, the appointed pool manager has to notify the Commission thereof.

The pooling agreements are private contracts between manufacturers and the Commission services are not informed about the detailed contents of those contracts, nor of any related financial arrangements.

The list of the pools established and their members is published each year by the Commission in the annual monitoring Decisions adopted under the regulation.

In the past few years, most of the pools solely consisted of connected undertakings ('closed' pools). The regulation does not, however, require manufacturers to report the specific place of production of individual vehicles put on the EU market.

In the Industrial Action Plan for the European automotive sector ⁽²⁾, the Commission sets out concrete measures to help secure global competitiveness of the European automotive industry and maintain a strong European production base.

The Plan notably highlights the need for a cost-competitive domestic battery cell production and supply chain and indicates that European content requirements on battery cells and components in electric vehicles sold in the EU are to be addressed in upcoming legislation.

¹ 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, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011, OJ L 111, 25.4.2019, p. 13, ELI: <http://data.europa.eu/eli/reg/2019/631/oj>.

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

⁽²⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:52025DC0095>.