

(English version)

**Question for written answer E-001286/25
to the Commission
Afroditi Latinopoulou (Pfe)
(27 March 2025)**

Subject: Green Deal undermining the operational efficiency of police forces

The obsessive promotion of the Green Deal has led to the imposition of electric transport even in critical areas such as public safety, without any serious assessment of the operational efficiency of the new technologies. In Germany, according to the Police Trade Union (DPolG), patrol vehicles are being forced to abandon missions because they run out of battery power, while police officers are left stranded at charging stations instead of responding to incidents. Similar problems are also reported in the United Kingdom.

Nevertheless, the use of electric vehicles is already expanding to police forces in other Member States, such as Greece, the Netherlands, Italy and many others, without any unified European framework for assessing the risks involved in their use in emergency responses.

In light of this:

1. Does the Commission consider it acceptable to put citizens' safety at risk in order to achieve the objectives of the Green Deal?
2. Has any study been carried out on the operational consequences of imposing electric vehicles on Member States' security forces? If not, why not?
3. Does the Commission recognise that the generalised and unconsidered application of 'green' policies in key areas such as policing may undermine the effectiveness of the rule of law?

Submitted: 27.3.2025

**Answer given by Mr Brunner on behalf of the European Commission
(20 June 2025)**

1. The EU's net greenhouse gas emissions reduction target of at least 55% by 2030 compared to 1990 and the climate neutrality target by 2050, enshrined in the European Climate Law, require a swift decrease in emissions from all sectors. The regulation on CO₂ emission standards for new passenger cars and vans ⁽¹⁾ sets targets for the average emissions per manufacturer, which get stricter over time, up to a 100% emission reduction target for new vehicles registered in the EU from 2035 onwards. The regulation creates long-term certainty so that investments can be channelled in clean technologies, new value chains in the EU, recharging infrastructure, and the reskilling of users.

Over the past years, the efficiency and range of zero-emission vehicles has steadily improved — reaching an average of close to 350 km already in 2022 ⁽²⁾, and the availability of recharging and refuelling infrastructure has strongly increased. As the technology develops, further improvements of these aspects are expected in the coming years.

2. The Commission notes that the above-mentioned Regulation does not impose the use of any specific technology.
3. The EU is not competent to determine the specific working conditions and equipment used by law enforcement authorities, including the type of patrol cars they use. It is for the relevant national authorities to do so.

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

⁽²⁾ <https://alternative-fuels-observatory.ec.europa.eu/policymakers-and-public-authorities/electric-vehicle-model-statistics>.