

(English version)

Question for written answer E-001345/25
to the Commission
Tomáš Zdechovský (PPE)
(2 April 2025)

Subject: Regulation EU 631/2019

The automotive industry is struggling to meet CO₂ targets as interest in electric vehicles (EVs) is declining in the absence of government support. Manufacturers also face challenges in producing small EVs profitably, as regulations fail to consider actual operational emissions.

Carmakers favour larger vehicles, which are more profitable and increase CO₂ limits due to the weight-based emissions calculation, contributing to higher emissions overall. Spreading fines over several years does not resolve this issue, as the limits are based on unrealistic assumptions.

To effectively reduce CO₂ emissions, regulations must:

- abandon the weight-based emission calculation;
- account for actual EV operational emissions, considering electricity consumption and the energy mix. For plug-in hybrid vehicles, emissions should reflect both combustion and electricity use.

It is actual CO₂ emissions, not recalculated values, that contribute to global warming. In the light of this:

1. Why persist with the weight-based calculation, given its negative impact since 2020?
2. Why exclude actual EV operational emissions from the CO₂ limits?

The Commission should adopt a more realistic methodology based on 2024 data and set progressively stricter CO₂ limits.

Submitted: 2.4.2025

Answer given by Mr Hoekstra on behalf of the European Commission
(11 June 2025)

Delivering on the EU's climate targets ⁽¹⁾ requires a swift decrease in greenhouse gas emissions from all sectors, including transport.

The CO₂ emission standards Regulation ⁽²⁾ sets targets to reduce emissions for new cars and vans, which creates long-term predictability for manufacturers and investors, while giving industry the necessary lead-time to adapt.

This supports competitiveness, as EU manufacturers are strongly investing in zero-emission technologies and a strong home market is a crucial enabler for them to regain leadership in this area.

From 2025, the limit value curve used for calculating car manufacturers' specific targets has changed, taking into account recent developments in the relationship between the mass and CO₂ emissions of new cars, including due to the increased uptake of battery electric vehicles.

The CO₂ targets apply to vehicles' tailpipe emissions. This ensures that manufacturers implement innovative technologies, which reduce emissions of the vehicles when driven on the road.

Emissions from other lifecycle stages of vehicles are regulated under separate pieces of EU legislation ⁽³⁾. By end 2025, the Commission is required to adopt a methodology for assessing and reporting life-cycle CO₂ emissions of vehicles.

From June 2026, manufacturers may submit to the Commission life-cycle CO₂ emissions data for their vehicles, calculated according to that methodology.

⁽¹⁾ Enshrined in the European Climate Law — <http://data.europa.eu/eli/reg/2021/1119/oj>.

⁽²⁾ <https://eur-lex.europa.eu/eli/reg/2023/851/oj/eng>.

⁽³⁾ Such as the EU Emission Trading System Directive — <http://data.europa.eu/eli/dir/2003/87/2024-03-01> and the Renewable Energy Directive — <http://data.europa.eu/eli/dir/2018/2001/2024-07-16>.