

(English version)

**Question for written answer E-002075/25
to the Commission
Anna Maria Cisint (Pfe), Silvia Sardone (Pfe), Isabella Tovaglieri (Pfe)
(22 May 2025)**

Subject: Flexibility measures to reduce CO₂ emissions among heavy-duty vehicles and the impact on freight transport companies

The main freight transport company organisations have great concern over heavy-duty vehicles being excluded from the amendment of the criteria for calculating penalties for failing to meet the CO₂ reduction targets. The costs associated with the green transition required by the European Commission are becoming increasingly burdensome and difficult to sustain, made worse by possible further restrictions on the composition of company fleets.

In view of the above:

1. Will the Commission propose introducing more flexibility in calculating heavy-duty vehicles' compliance with the CO₂ thresholds, as has been done for light vehicles?
2. Will it launch a structured dialogue with the freight transport and logistics sector to explore shared solutions that avoid harming the competitiveness of EU companies vis-à-vis non-EU companies?
3. Will it reconsider the ban on the registration of new endothermic-engined vehicles from 2035, while also looking into the possibility of suspending or reviewing the penalty system applied to date?

Submitted: 22.5.2025

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

The freight transport and logistics sector are important stakeholders for developing and implementing policies for decarbonising the road transport sector.

The Commission will continue the dialogue with them also in the future. Supply side regulations, such as the CO₂ standards for heavy-duty vehicles Regulation ⁽¹⁾, effectively provide this commercial sector with access to cost-efficient transport solutions achieving the greenhouse gas emission reductions objectives of the EU and thereby strengthening its international competitiveness.

The CO₂ Standards for heavy-duty vehicles Regulation requires a reduction of CO₂ emissions by 65% as from the reporting period 2035 and by 90% as from the reporting period 2040. They do not include any 'ban' of thermal engines.

Article 15 of the regulation requires a review by 31 December 2027 which will look at the effectiveness and impact of the regulation. It will *inter alia* assess the progress of the deployment of charging and refilling infrastructure and impact of infrastructure constraints in third countries on the operation of zero-emission vehicles registered in the EU, as well as its impact on employment, the effectiveness of retraining/upskilling measures of the workforce and the economic and social viability of the transition towards zero-emission mobility.

According to Article 15(1)(f) of the regulation, the review will also assess the level of the excess CO₂ emissions premium.

⁽¹⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A32024R1610>.