

(English version)

**Question for written answer E-002770/25
to the Commission
Barbara Bonte (Pfe)
(8 July 2025)**

Subject: Chinese carmakers bypassing import duties

Chinese carmakers have been boosting their sales figures for years by exporting new cars as used cars. That way, they pay lower import duties. The Chinese Government is aware of these practices and encourages such trade.

According to the China Passenger Car Association, China exported a total of 6.41 million vehicles last year. According to estimates by Wang Meng, a consultant at the China Automobile Dealers Association, about 6% of these are new vehicles sold as used cars.

1. Is the Commission aware of these practices?
2. What concrete measures is the Commission taking to stop this form of cheap dumping?
3. What is the total amount of import duties not collected as a result of this practice?

Submitted: 8.7.2025

**Answer given by Mr Šefčovič on behalf of the European Commission
(3 September 2025)**

On 29 October 2024, the European Commission finalised its investigation into imports of battery electric vehicles (BEVs) from China, imposing definitive countervailing duties.

This decision, detailed in Commission Implementing Regulation (EU) 2024/2754 ⁽¹⁾, came after an investigation into alleged unfair subsidies provided to Chinese BEV manufacturers.

The Commission subsequently became aware of the practice of some importers attempting to circumvent that Implementing Regulation by (temporarily) registering new Chinese vehicles in third countries before importing them into the EU.

Considering that new vehicles were defined as vehicles which have never been registered before, vehicles temporarily registered outside the EU were then declared as used when imported in the EU.

To address the issue, the Commission promptly reacted by amending the Explanatory notes to the Combined Nomenclature of the European Union, (CNEN), which now provides a stricter definition of ‘used vehicles’ as vehicles permanently registered for more than 6 months or driven for more than 6 000 kilometers. The CNEN were published on 13 January 2025 (C/2025/330) ⁽²⁾.

The Commission regularly monitors the enforcement of existing measures relating to new battery electric vehicles for passengers from China, particularly in view of potential circumvention ⁽³⁾.

In this regard, public import statistics published by Eurostat show that the number of used electric cars imported from China did not increase after the countervailing duty was imposed on new vehicles.

In fact, the respective monthly figures have continued to stay in the area of just double-digit figures.

⁽¹⁾ https://eur-lex.europa.eu/eli/reg_impl/2024/2754/oj/eng.

⁽²⁾ <https://eur-lex.europa.eu/eli/C/2025/330/oj/eng>.

⁽³⁾ Specific information regarding suspicion of fraud or irregularities can be reported to the European Anti-Fraud Office (OLAF) at https://anti-fraud.ec.europa.eu/olaf-and-you/report-fraud_en.