

(English version)

Question for written answer E-003174/25
to the Commission
Elena Donazzan (ECR)
(4 August 2025)

Subject: Continuing crisis in the automotive sector in Europe

The crisis severely affecting the automotive sector in Europe shows no signs of subsiding. Demand remains stagnant, consumers are not buying electric vehicles, and manufacturers are being forced to manufacture them to comply with regulatory requirements that are increasingly detached from reality. For example, Stellantis reduced production by 33.6% in the first half of 2025 as compared to 2024. Year-end production in Italy is estimated at just 440 000 vehicles, with plants working at under 30% capacity, a long way off the 70% considered to be economically viable.

This has been compounded by new commercial problems: the maintaining of US tariffs on steel and aluminium at 50%, along with new tariffs on copper, are severely affecting the competitiveness of the industry. Furthermore, plant closures are being announced across Europe.

In light of the above, can the Commission answer the following questions:

1. Will it maintain the ban on the sale of endothermic vehicles as from 2035, despite this collapse in the market?
2. Will it review the legislation to ensure genuine technological neutrality?
3. What urgent measures is it considering to support the production, employment and industrial competitiveness of the European automotive industry?

Submitted: 4.8.2025

Answer given by Mr Hoekstra on behalf of the European Commission
(23 September 2025)

The Commission is accelerating work on the preparation of the review of the carbon dioxide (CO₂) standards for cars and vans, which will be fact-based, taking into account all relevant technological developments, and the importance of an economically viable and socially fair transition to zero-emission mobility. Since 7 July 2025, a public consultation ⁽¹⁾ on the review is ongoing.

As mentioned in the Political Guidelines for the Commission 2024-2029 ⁽²⁾, the 2035 climate neutrality target for cars creates predictability for investors and manufacturers.

Getting there will require a technology-neutral approach, in which e-fuels have a role to play through a targeted amendment of the regulation as part of the foreseen review.

The Industrial Action Plan for the European automotive sector ⁽³⁾ sets out measures to ensure the competitiveness of the industry in the transition to clean mobility and connected and autonomous vehicles.

This includes measures to stimulate demand for zero-emission vehicles, to boost international market access and ensure a level playing field.

⁽¹⁾ https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/14765-Revision-of-the-CO2-emission-standards-for-cars-and-vans_en.

⁽²⁾ https://commission.europa.eu/document/download/e6cd4328-673c-4e7a-8683-f63ffb2cf648_en?filename=Political%20Guidelines%202024-2029_EN.pdf.

⁽³⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:52025DC0095>.