

(English version)

**Question for written answer E-003505/25
to the Commission**

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(10 September 2025)

Subject: EU-US trade agreement and cars

In early July 2025, the Commission presented draft delegated legislation to tighten the approval of individual vehicles ⁽¹⁾ in order to reduce the number of excessively sized sport utility vehicles and pickup trucks being registered in the EU that jeopardise meeting the EU's safety and emissions standards.

According to the recently published EU-US joint statement on trade, 'with respect to automobiles, the United States and the EU intend to accept and provide mutual recognition to each other's standards'.

Can the Commission clarify the following:

1. Does the Commission acknowledge that the stated intention to accept US standards directly contravenes democratically agreed EU law?
2. Can the Commission compare EU and US standards for new cars with respect to safety, air pollutants and climate emissions, particularly in terms of safeguarding vulnerable road users and achieving near-zero emissions in road transport by 2050?
3. Does the Commission accept that applying lower standards to cars imported from the US will incentivise EU-based car manufacturers to shift production to the US, and if so, what reduction in EU car manufacturing and related jobs does the Commission anticipate as a result?

Submitted: 10.9.2025

Answer given by Mr Šefčovič on behalf of the European Commission
(7 November 2025)

On 27 July 2025 Commission President and United States (US) President reached a political agreement on tariffs and trade. This agreement delivers confidence and predictability for EU-based firms. It also avoids the likely alternative of a harmful further tariff escalation. The outcome of this political agreement has since been confirmed and further deepened via a EU-US Joint Statement published on 21 August 2025 ⁽¹⁾.

On standards, the EU and US agreed to enhance technical cooperation between EU and US respective standards development organisations. The goal is to identify and develop standards for the transatlantic marketplace in key sectors of mutual interest, with a view to making trade across the Atlantic easier. This will be operationalised in discussions with the US as part of the implementation of the Joint Statement.

The Commission will carefully assess and compare the relevant US standards for vehicle safety and emissions with the EU requirements. A preliminary assessment shows that there are areas where standards are comparable, in particular where the EU and US have adopted United Nations Global Technical Regulations ⁽²⁾. In other areas, in particular the protection of vulnerable road users, the EU and US follow different approaches.

At the present state of implementation of the Joint Statement, the economic impact cannot yet be modelled.

¹ Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1, ELI: <http://data.europa.eu/eli/reg/2018/858/oj>).

⁽¹⁾ https://policy.trade.ec.europa.eu/news/joint-statement-united-states-european-union-framework-agreement-reciprocal-fair-and-balanced-trade-2025-08-21_en.

⁽²⁾ <https://unece.org/transport/standards/transport/vehicle-regulations-wp29/global-technical-regulations-gtrs>.