

(English version)

**Question for written answer E-003511/25
to the Commission
Erik Kaliňák (NI)
(10 September 2025)**

Subject: Withdrawal from the ban on the sale of cars with internal combustion engines

The ban on the sale of cars with internal combustion engines from 2035, which the Commission is stubbornly pushing for, is irresponsible and poses a significant threat to the EU's economic stability. The EU does not have the necessary infrastructure in place for electromobility. The lack of a sufficient number of charging stations and the vulnerability of the networks make the plan to completely replace internal combustion engines utopian and harmful.

In addition, the ban on the sale of cars with internal combustion engines has been a significant factor in placing the automotive sector, which is crucial for millions of jobs in the EU, at risk of massive layoffs, which could lead to an economic crisis and social unrest.

Last but not least, the ban restricts the freedom of EU citizens to choose the car that suits them best and expressly forces them to buy expensive electric cars, ignoring the fact that not all households will actually be able to afford an electric car.

In light of the above, I would like to ask the Commission:

1. How does the Commission intend to ensure that adequate infrastructure for electric cars is in place throughout the EU by 2035 in order to prevent economic damage?
2. What specific steps does the Commission plan to take to protect jobs in the automotive industry from the impact of the ban on internal combustion engines?
3. Is the Commission considering withdrawing from the ban on internal combustion engines by 2035, given its economic risks and the lack of preparedness?

Submitted: 10.9.2025

**Answer given by Mr Hoekstra on behalf of the European Commission
(29 October 2025)**

The regulation on the deployment of alternative fuels infrastructure ⁽¹⁾ sets deployment targets for public recharging points, which take into account the number of electric vehicles on the road, as well as targets for fast recharging infrastructure along the Trans-European Transport Network (TEN-T).

The Commission acknowledges the significant impact on automotive employment in the EU of recent production and demand shifts in the global economy, economic shocks and geopolitical uncertainties.

The Industrial Action Plan for the European automotive sector ⁽²⁾ has set out decisive action to help the automotive industry, its workers and Member States navigate these employment challenges and maintain a strong production base in Europe.

In particular, the Commission has proposed amendments to the European Globalisation Fund for Displaced Workers (EGF) and the European Social Fund Plus (ESF+) regulations, which are under examination by co-legislators. The Commission is also setting up a European Fair Transition Observatory to strengthen the evidence base on employment and social aspects of the green transition.

The Commission has accelerated work on the preparation of the review of the regulation setting CO₂ emission standards for cars and vans ⁽³⁾. Between 7 July and 10 October 2025, the Commission published a Call for Evidence and a Public Consultation ⁽⁴⁾.

Next, the Commission will conduct an impact assessment and prepare a proposal for adoption under the ordinary legislative procedure.

⁽¹⁾ <http://data.europa.eu/eli/reg/2023/1804/oj>.

⁽²⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:52025DC0095>.

⁽³⁾ <http://data.europa.eu/eli/reg/2019/631/oj>.

⁽⁴⁾ https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/14765-Revision-of-the-CO2-emission-standards-for-cars-and-vans_en.