

(English version)

**Question for written answer E-003658/25
to the Commission**

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(22 September 2025)

Subject: Reform of individual vehicle approval and the EU-US trade deal

According to analysed sales data, 7 000 massively over-sized US sport utility vehicles, the majority of them being Ram pickup trucks, were sold in the EU during 2024. They were imported and registered in the EU without meeting European safety, air pollution or emission standards under a loophole known as individual vehicle approval.

On 2 July 2025, the Commission presented draft delegated legislation to tighten the approval of individual vehicles in order to reduce the number of massively over-sized US sport utility vehicles and pickup trucks being registered in the EU that jeopardise meeting the EU's safety and emissions standards.

This Commission proposal could now be at risk following the EU-US joint statement on trade, which states that 'with respect to automobiles, the United States and the EU intend to accept and provide mutual recognition to each other's standards'.

In the light of the above:

1. Will the Commission assure Parliament that it will continue to progress with this reform?
2. As the EU-US trade deal would lower the sales price of Ram pickup trucks by an average of EUR 8 000 in the EU, can the Commission assure Parliament that the EU-US trade deal would not lead to an increase in the number of these excessively-sized cars in the EU?

Submitted: 22.9.2025

Answer given by Executive Vice-President Séjourné on behalf of the European Commission
(7 November 2025)

The Commission continues the technical discussions with the Member States and stakeholders on the revision of the EU requirements for individual vehicle approval in the respective expert group (Motor Vehicles Working Group). The last meeting of the group on this topic took place on 2 October 2025 with the next one to be scheduled in November.

The EU-US Joint Statement⁽¹⁾ declares the intention to reduce non-tariff barriers for cars, but the details on the specific conditions for possible mutual recognition of standards in the automotive sector are still to be discussed and agreed upon. The Commission's intention is to preserve regulatory autonomy regarding its own environmental and road safety-related vehicle standards.

As such, it is too premature to ascribe any specific impact to what has been agreed on automotive standards in the Joint Statement. In addition, the demand for Dodge-Ram pickup trucks depends on a variety of factors, with price being only one of them. Therefore, the Commission refrains from speculating on such impact at this stage.

⁽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.