

(English version)

**Question for written answer E-003983/25
to the Commission
Beatrice Timgren (ECR), Dick Erixon (ECR)
(10 October 2025)**

Subject: Review of the 2035 de facto ban on combustion engines

The EU's 2035 de facto ban on new cars with internal combustion engines was highly controversial even when adopted. Many warned that it ignored technological realities, underestimated social and economic costs, and would undermine the EU's industrial base. These warnings have since been proven correct.

Since 2022, energy prices have soared, supply chains have shifted and global competition — especially from China — has intensified. Major Member States, including Italy and Germany, now call for a re-examination of the 2035 target ⁽¹⁾. Manufacturers also warn that the 2035 target 'is no longer feasible', placing jobs, innovation and emission integrity at risk ⁽²⁾.

A realistic, technology-neutral approach is urgently needed — one that maintains economic competitiveness rather than accelerating deindustrialisation.

In the light of the above:

1. Will the Commission, by the end of this year, present a proposal to review or postpone the 2035 zero-emission target for new cars and vans, in the light of current economic and industrial realities, and if not, why not?
2. How will the Commission ensure genuine technological neutrality, allowing hybrid, hydrogen and synthetic-fuel solutions to compete on an equal footing?
3. Does the Commission acknowledge that safeguarding the EU's industrial competitiveness must be an integral part of any future revision of the EU's CO₂ standards for vehicles?

Submitted: 10.10.2025

**Answer given by Mr Hoekstra on behalf of the European Commission
(22 December 2025)**

The Commission has accelerated the review of the CO₂ standards for light-duty vehicles. The review will be based on a fact-based analysis, taking into account all relevant technological developments, including as regards plug-in hybrid technologies, sustainable and renewable fuels and the importance of an economically viable and socially fair transition towards zero-emission mobility.

The review will also carefully consider the competitiveness and innovation capacity of the EU automotive industry, in line with the Union's broader climate and industrial objectives.

An inclusive public consultation on the revision of the CO₂ standards for light-duty vehicles has been completed ⁽¹⁾. It gathered input from a broad range of stakeholders, including national administrations, industry, non-governmental organisations, consumers, and academia, to strengthen the evidence base for the review.

The feedback is now being analysed and will inform the ongoing work. However, the Commission cannot prejudge the outcome of the review.

¹ Hodgson R. and Genovese V., 'Italy, Germany join carmakers in call to rethink internal combustion engine ban', Euro News, 25 August 2024, <https://www.euronews.com/my-europe/2024/09/25/italy-germany-join-carmakers-in-call-to-rethink-internal-combustion-engine-ban>.

² Blenkinsop P. and Lewis M., 'EU auto groups press for change to "no longer feasible" car CO₂ emission targets', Reuters, 27 August 2025, <https://www.reuters.com/sustainability/boards-policy-regulation/eu-auto-groups-press-change-no-longer-feasible-car-co2-emission-targets-2025-08-27/>.

⁽¹⁾ Link to the public consultation: https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/14765-Revision-of-the-CO2-emission-standards-for-cars-and-vans/feedback_en?p_id=19981.