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Answer given by Mr Šefčovič
on behalf of the European Commission
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The EU's countervailing duties are achieving the intended goal: to offset the impact of Chinese subsidies without closing the EU market. The European battery-electric vehicles market is demonstrating gradual, albeit slow, growth and sales of EU-made battery-electric vehicles have increased substantially since the imposition of definitive countervailing duties in October 2024.

In 2020, the market was still in the early stages of its transition from combustion engines to electric vehicles and Chinese presence was only starting to become significant, representing less than 4% of the market. By the time the definitive measures were imposed in October 2024, the size of the market had tripled and the volume of Chinese imports had been multiplied by almost 20, with battery-electric vehicles from China representing almost 23% of the EU market.

However, a comparison of volumes between the last 12 months (October 2024 to September 2025) since the imposition of provisional measures in July 2024 and the 12 months immediately before (July 2023 to June 2024), shows a decrease of roughly 15% in imports of battery electric vehicles from China. Despite this decline, Chinese products still account for a significant market share, at prices that remove the injurious effects of subsidisation.

The imported battery electric vehicles from China are subject to countervailing duties, which reflects the level of subsidisation established during the investigation. Therefore, the prices of those vehicles, once imported into the EU, take already account of the duties to countervail the unfair subsidisation found.

As an indicator of the effect of the measures in the EU, EU production has reversed trends since the imposition of the measures and is now growing.