

(English version)

**Question for written answer E-004581/25**  
**to the Commission**  
**Jordan Bardella (Pfe)**  
(17 November 2025)

*Subject:* Path towards electrification of the light commercial vehicle sector and viability of EU targets

The EU's current targets for electrification of the light commercial vehicle (LCV) sector seem out of touch with industrial, economic and territorial realities. Despite significant investments by European industry and a more than five-fold increase in the number of electric models in five years, demand remains marginal (roughly 9.5% of sales), a far cry from the 15-20% expected in 2025 and the 2030 target of 50%.

The purchase cost, operational constraints for tradespeople, micro-enterprises, SMEs and professional users, as well as insufficient charging infrastructure, call into question the viability of this approach. Many business and industrial players are also warning of the risks to competitiveness, to the future of their factories and to employment.

In view of the above, does the Commission intend to:

1. review the 2030 and 2035 targets for the LCV category;
2. adjust the timeline, regulatory thresholds and support measures (rollout of charging infrastructure and targeted support) to avoid undermining the European LCV industry and the employment it provides?

Submitted: 17.11.2025

**Answer given by Mr Hoekstra on behalf of the European Commission**  
(20 March 2026)

Light commercial vehicles are mostly purchased and used in a professional context, where there may be short-term barriers to the deployment of zero-emission vehicles <sup>(1)</sup>.

The Commission has proposed <sup>(2)</sup> to amend the 2030 CO<sub>2</sub> emission reduction target for vans manufacturers from 50% to 40%, compared to a 2021 reference value. It is also proposed to assess compliance over the entire period 2030 to 2032 instead of requiring that the targets are met each year.

With this, the Commission aims to relieve short-term compliance pressure for this vehicle segment, while maintaining a strong long-term signal to further invest in zero-emission technologies.

The Commission has also proposed that from 2035 onwards, manufacturers will need to comply with a 90% tailpipe emissions reduction target, while the remaining 10% emissions will need to be compensated through the greenhouse gas emissions savings from e-fuels and certain biofuels and from the use of low-carbon steel made in the Union.

This will allow for plug-in hybrids, range extenders, mild hybrids, and internal combustion engine vehicles to still play a role beyond 2035.

In the Automotive Omnibus <sup>(3)</sup>, the Commission has proposed simplification measures to remove regulatory obstacles for the uptake of electric vans.

Regulation (EU) 2023/1804 on the deployment of alternative fuels infrastructure <sup>(4)</sup> aims to ensure a sufficient level of publicly accessible recharging infrastructure across the EU.

The Commission will review the regulation (EU) 2023/1804 <sup>(5)</sup> by the end of 2026 and assess among others the appropriateness of the existing targets as well as price transparency aspects.

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<sup>(1)</sup> SWD(2025) 1058 final.

<sup>(2)</sup> COM(2025) 995 final.

<sup>(3)</sup> COM(2025) 993 final and COM(2025) 999 final.

<sup>(4)</sup> OJ L 234, 22.9.2023, p. 1.

<sup>(5)</sup> <https://eur-lex.europa.eu/eli/reg/2023/1804/oj/eng>.