(English version)

Question for written answer E-000094/26
to the Commission
Anja Arndt (ESN)
(13 January 2026)

Subject: Commission commitment to bring forward a life-cycle measurement methodology for CO_2 emissions from cars and vans by the end of 2025

The Commission pledged, on a number of occasions, to come up with a life-cycle measurement methodology for CO_2 emissions from cars and vans and to publish it by 31 December 2025.

Recital 33 of Regulation (EU) 2023/851 of 19 April 2023 amending Regulation 2019/631 as regards strengthening the CO_2 emission performance standards for new passenger cars and new light commercial vehicles reads as follows:

‘(33) It is important to assess the full life-cycle CO_2 emissions of light-duty vehicles at Union level. To that end, the Commission should develop a methodology for the assessment and the consistent data reporting of the full life-cycle CO_2 emissions of light-duty vehicles that are placed on the Union market.’

Article 7a(1) of Regulation (EU) 2023/851 reads:

‘The Commission shall by 31 December 2025 publish a report setting out a methodology for the assessment and the consistent data reporting of the full life-cycle CO_2 emissions of passenger cars and light commercial vehicles that are placed on the Union market. The Commission shall submit that report to the European Parliament and to the Council.’

Why has the Commission not yet submitted the life-cycle measurement methodology to Parliament, and when will this be done?

Submitted: 13.1.2026

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

In line with its mandate under Article 7a of Regulation (EU) 2019/631 ([1]), the Commission has worked since the beginning of 2024 on a draft delegated act laying down a methodology for the assessment and consistent data reporting of the full life-cycle CO_2 emissions of passenger cars and light commercial vehicles.

Two extensive stakeholder workshops were organised on 11 December 2024 and 2 July 2025, gathering input from representatives of the vehicle, vehicle parts, fuels, and recycling industries, as well as Member States, non-governmental organisations, and academia.

Developing a life-cycle CO_2 emissions assessment methodology is a highly complex endeavour, as demonstrated by past experience in other regulatory contexts.

This is particularly true for products such as passenger cars and light commercial vehicles, with very high complexity in materials and parts used, and global value chains.

The methodology under preparation pursuant to Article 7a of Regulation (EU) 2019/631 is intended to account for emissions across the full life cycle of a vehicle, starting with raw material acquisition and pre-processing, followed by the production of vehicle parts and components, vehicle assembly, the use phase, the fuels and electricity cycle, and end-of-life treatment.

In addition, several elements of the methodology are linked on substance to elements falling under other EU legislation in preparation. This will need to be taken into account for regulatory consistency.

The draft methodological framework will be subject to a public consultation process on the ‘Have your Say’ website before its finalisation.

([1]) https://eur-lex.europa.eu/eli/reg/2019/631/oj/eng.