

(English version)

Question for written answer E-001405/26
to the Commission
Beatrice Timgren (ECR)
(8 April 2026)

Subject: Competitiveness implications of CO₂ standards for passenger cars and light commercial vehicles

The EU's regulatory framework for reducing CO₂ emissions in the automotive sector, notably Regulation (EU) 2019/631 as amended by Regulation (EU) 2023/851 ⁽¹⁾, sets increasingly stringent targets for the share of zero-emission vehicles in new car sales.

At the same time, market developments indicate that demand for electric vehicles in several Member States remains below the levels required to meet these targets. This occurs in a context of insufficient charging infrastructure, high energy prices in Europe and increasing global competition, notably from China and the United States.

In this context, the Commission has presented an initiative to amend the existing framework as part of its Automotive Package ⁽²⁾ of December 2025.

Against this background:

1. How does the Commission intend to ensure that the current targets remain achievable in practice, beyond the adjustments proposed in the Automotive Package of December 2025?
2. Has the Commission assessed the risk that manufacturers may be forced to reduce overall vehicle sales, and what would be the implications for employment and investment in the EU?
3. How does the Commission ensure that the framework, including its proposed revision, does not undermine the global competitiveness of the European automotive industry, including in the light of differing national energy mixes?

Submitted: 8.4.2026

Answer given by Mr Hoekstra on behalf of the European Commission
(2 June 2026)

The Commission's Automotive Package, including the proposal amending the CO₂ emission standards for cars and vans ⁽¹⁾, sets a framework to help achieve the decarbonisation objectives established in the European Climate Law ⁽²⁾ and ensure the EU's strategic independence and energy security.

It maintains a strong signal for investing in zero-emission technologies, while providing vehicle manufacturers with more flexibility to meet their targets. The impact assessment ⁽³⁾ supporting the proposal identified marginal impacts on total employment compared to the baseline.

Sales of zero-emission cars continue to increase: 19.4% of new cars registered in the EU in the first quarter of 2026 were battery-electric. Many global markets show a similar or even faster transition.

In this context, the proposed revision of the CO₂ emission standards will support continued investment of the EU industry in the transition, which in turn safeguards its competitiveness.

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

The Commission is aware of the challenges faced by the European automotive industry and remains committed to supporting its competitiveness and maintain a strong European production base, as shown by the Industrial Action Plan for the European automotive sector ⁽⁴⁾ and the proposed Industrial Accelerator Act.

¹ [https://oeil.europarl.europa.eu/oeil/en/procedure-file?reference=2023/2731\(DEA\)](https://oeil.europarl.europa.eu/oeil/en/procedure-file?reference=2023/2731(DEA)).

² https://transport.ec.europa.eu/transport-themes/action-plan-future-automotive-sector/automotive-package_en.

⁽¹⁾ COM(2025)995 final.

⁽²⁾ <http://data.europa.eu/eli/reg/2021/1119/oj>.

⁽³⁾ SWD(2025)1058 final : <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52025SC1058>.

⁽⁴⁾ COM(2025)95 final.

The Commission also adopted the Clean Industrial Deal state aid Framework ⁽⁵⁾, providing Member States with a toolkit to support strategic industries, including the manufacturing of electric vehicle equipment.

⁽⁵⁾ <http://data.europa.eu/eli/C/2025/3602/oj>.