

(English version)

**Priority question for written answer P-000402/25
to the Commission
Matthias Ecke (S&D)
(29 January 2025)**

Subject: Processes leading to fines for car manufacturers exceeding emissions targets

In light of the challenging situation faced by the European automotive industry and the upcoming Strategic Dialogue on its future, discussions have increasingly turned to potential fines for manufacturers. Regulation (EU) 2019/631 on CO₂ emission performance standards establishes penalties for manufacturers whose average specific CO₂ emissions exceed their designated targets (Article 8). Although Article 8 defines various terms and calculation formulas, it does not outline the procedural steps. Article 9, however, specifies the publication date for a list detailing each manufacturer's emissions targets and actual emissions.

1. Clarification on the process and timelines: Could the Commission provide a detailed explanation of the process? Specifically, when are manufacturers required to submit their emissions data, and what are the subsequent steps and timelines within the Commission leading to the final assessment of fines?
2. Steps following fine calculation: In cases where the Commission determines that a fine is necessary, what procedural steps and timelines follow this decision? Do manufacturers have an opportunity to respond or contest the assessment, and when do the fines become final and payable?

Submitted: 29.1.2025

**Answer given by Mr Hoekstra on behalf of the European Commission
(24 February 2025)**

The procedure for the Commission's annual assessment of the CO₂ emission performance of car and van manufacturers, including their compliance with the emission targets set out in Regulation (EU) 2019/631 ⁽¹⁾, is outlined in Articles 7 and 9 of that regulation and in Chapter 2 of Regulation (EU) 2021/392 ⁽²⁾.

The Commission calculates the average CO₂ emissions and CO₂ emission targets for each manufacturer based on the vehicle registration data, which Member States submit to the European Environment Agency each year by 28 February, in respect of the preceding calendar year.

The Commission shares those provisional findings with the manufacturers, who then have three months to notify any errors.

Subsequently, the Commission is required to adopt a decision setting out the final CO₂ emission performance of all cars and vans manufacturers for the monitoring year concerned, by 31 October of the following year. That Decision is notified to the manufacturers and published in the Official Journal.

Manufacturers not meeting their CO₂ emissions target in a given calendar year are obliged to pay an excess emissions premium, which is calculated following the formula set out in Article 8(2) of Regulation (EU) 2019/631 and using the data set out in the Commission Decision on the CO₂ emission performance for that year.

The premium amounts to EUR 95 multiplied by the excess emissions (number of g/km by which the target was exceeded) and by the number of newly registered vehicles of the manufacturer in that calendar year.

Manufacturers that are due to pay a premium receive a 'Letter of advice of recovery' and have the opportunity to raise any comment. After that period, the Commission issues a debit note, payable by the manufacturer within 45 days after receipt.

⁽¹⁾ Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO₂ emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (OJ L 111, 25.4.2019, p. 13).

⁽²⁾ Commission Implementing Regulation (EU) 2021/392 of 4 March 2021 on the monitoring and reporting of data relating to CO₂ emissions from passenger cars and light commercial vehicles pursuant to Regulation (EU) 2019/631 of the European Parliament and of the Council and repealing Commission Implementing Regulations (EU) No 1014/2010, (EU) No 293/2012, (EU) 2017/1152 and (EU) 2017/1153 (OJ L 77, 5.3.2021, p. 8).