

(English version)

**Priority question for written answer P-002795/25
to the Commission**

Massimiliano Salini (PPE), Fulvio Martusciello (PPE), Caterina Chinnici (PPE), Salvatore De Meo (PPE), Marco Falcone (PPE), Letizia Moratti (PPE), Giusi Princi (PPE), Flavio Tosi (PPE)
(9 July 2025)

Subject: Revision of the CO₂ emission standards for cars and vans

On 7 July 2025, the Commission opened a public consultation on the revision of Regulation (EU) 2019/631⁽¹⁾ concerning CO₂ standards for cars and vans. The published document raises serious concerns, as several of its measures appear inadequate to effectively support the automotive sector, which is currently facing a profound crisis.

A key concern is the indicative timeline, as the proposal is expected in the second quarter of 2026, despite earlier Commission commitments to bring the revision forward to the end of 2025. The previously adopted amendment, granting a three-year flexibility period for manufacturers, should have been only temporary relief, not a structural solution to a regulatory framework that remains highly ideological.

Another major issue is the narrow interpretation of technological neutrality, which focuses solely on e-fuels while neglecting other renewable fuels, undermining the principle set out in Recital 11 of the regulation.

Additionally, the regulation applicable to heavy-duty vehicles⁽²⁾, revision of which is scheduled for 2027, sets even more unrealistic targets. This treatment disparity risks penalising an industry already under pressure where targeted measures are needed.

Does the Commission intend to bring forward the revision to the end of 2025, as previously anticipated, and align the revision timeline for heavy-duty vehicles with that of light-duty vehicles?

Submitted: 9.7.2025

Answer given by Mr Hoekstra on behalf of the European Commission
(20 August 2025)

As announced in the Industrial Action Plan for the European automotive sector⁽¹⁾, the Commission is accelerating work on the preparation of the review of the regulation setting CO₂ standards for cars and vans⁽²⁾.

The review will be based on a fact-based analysis, taking into account all relevant technological developments, and the importance of an economically viable and socially fair transition to zero-emission mobility.

In this context, on 7 July 2025, the Commission launched a public consultation and a call for evidence, which will be open until 10 October 2025.

The call for evidence recalls that getting to the 2035 climate neutrality targets will require a technology-neutral approach, in which e-fuels have a role to play.

The public consultation questionnaire, which covers the evaluation and impact assessment of the CO₂ standards and the parallel review of the Car labelling Directive⁽³⁾, includes questions on the role of sustainable renewable fuels and about additional flexibilities for target compliance.

The regulation on CO₂ standards for heavy-duty vehicles⁽⁴⁾ was recently revised and entered into force on 1 July 2024. The Commission acknowledges the need to work without delay on the enabling conditions, in particular as regards recharging and refuelling infrastructure and grids, and will focus its efforts on tackling these challenges.

¹ Regulation (EU) 2019/631 of 17 April 2019 setting CO₂ emission performance standards for new passenger cars and for new light commercial vehicles, OJ L 111, 25.4.2019, p. 13, ELI: <http://data.europa.eu/eli/reg/2019/631/oj>.

² Regulation (EU) 2019/1242 of 20 June 2019 setting CO₂ emission performance standards for new heavy-duty vehicles, OJ L 198, 25.7.2019, p. 202, ELI: <http://data.europa.eu/eli/reg/2019/1242/oj>.

⁽¹⁾ COM(2025)95 final.

⁽²⁾ <http://data.europa.eu/eli/reg/2019/631/oj>.

⁽³⁾ <http://data.europa.eu/eli/dir/1999/94/oj>.

⁽⁴⁾ <http://data.europa.eu/eli/reg/2019/1242/oj>.