

**Question for written answer E-002491/2024
to the Commission**
Rule 144
Anja Arndt (ESN)

Subject: Crisis in the automotive and supplier industry caused by the EU – Commission’s obligations

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 introduced for the first time the concept of zero-emission mobility in an EU legislative text. The term implies that there is a form of transport that is emission-free, although this is physically impossible. The term should instead be ‘zero-exhaust-emission’, since emissions are also produced during the manufacture, operation and disposal of e-cars. Effectively, this false claim, the threat of fines to car manufacturers for exceeding tailpipe emissions and the tightening of requirements by Regulation (EU) 2023/851, which provides for a de facto ban on internal combustion engines in new cars from 2035, has enshrined in law preferential treatment of electric cars over internal combustion cars. Article 7a of Regulation (EU) 2023/851 requires the Commission to present a life cycle methodology for measuring emissions from cars and vans by the end of 2025 and to establish that methodology by means of delegated acts. Article 15 of the same Regulation requires the Commission to carry out a review of the effectiveness of the Regulation in 2026 and to present a proposal to amend the Regulation.

1. In light of the precarious situation of the automotive and supplier industry, will the Commission prioritise these obligations and bring their implementation forward by a year?
2. Will the Commission continue to pursue the physically impossible concept of ‘zero-emission’ mobility, and if so, on the basis of what scientific arguments?

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