

**Question for written answer E-002989/2024  
to the Commission**  
Rule 144  
**Katri Kulmuni (Renew)**

Subject: Frost-resistance of the AdBlue system

On account of the EU rules on exhaust emissions (the 'Euro 6 Regulation'), most diesel cars use AdBlue, a urea solution that cannot withstand the weather conditions in the most northerly parts of Europe and starts freezing at -11 °C. This not only makes driving impossible in freezing conditions, but can also cause damage to vehicles and result in repair costs when the frozen urea solution cannot pass through the nozzles in the system. According to feedback from the transport industry, it is common for the system to freeze and cause a number of defects that require repairs.

The current state of affairs is also undermining the competitiveness of EU countries in northern Europe, as in Norway it is possible to purchase and use an additive that can withstand temperatures as low as -32 °C. Hauliers in the Nordic countries will be put at a particular disadvantage because of this, but all other users of diesel vehicles in Arctic areas of the EU will also suffer.

The AdBlue system's aim of reducing emissions is of course the right thing to do, but is not designed for Arctic conditions.

In view of the above, is the Commission taking steps to make the use of diesel cars possible also in the Arctic region of the EU, and to put the region's entrepreneurs on an equal footing with their Norwegian counterparts? Is it possible to provide for derogations from the current system in areas where temperatures often remain well below -11 °C for long periods in winter?

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