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Answer given by Mr Breton
on behalf of the European Commission
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The Commission recognises that the automotive industry is one of the sectors which are the most hit by the pandemic crisis and that it is also a strategic industry for Europe's future. The Commission firmly believes that to make the industry flourish, it must develop into an industrial leader in lower and zero-emission vehicles. Supporting and ensuring recovery of the automotive industry is enabled by the recent Next Generation EU proposal¹.

The Commission's CO₂ standards have been established by Regulation (EU) 2019/631. There will be no roll-back in these standards. Compliance with these targets depends on the average specific CO₂ emissions of a manufacturer's fleet of newly registered cars. According to recent registrations data², despite the overall fall in vehicle registrations in the first quarter of 2020, the share of zero emission vehicles and plug-in hybrids in EU rose to 6.8%, compared to 2.5% in the first quarter of 2019, so this is where consumer demand is still heading. A Commission proposal for the revision of Regulation (EU) 2019/631, as announced in the European Green Deal, is foreseen by June 2021.

There can equally be no roll back of the more stringent air pollutant emissions standards for combustion-engine vehicles to be adopted by the Commission by 2021 (Euro 7). The Commission is carrying out an evaluation of the Euro 6/VI vehicle emission standards³ and will assess to what extent these rules have contributed to the reduction of air pollutants emitted by road transport. The conclusions of this evaluation will feed into the Euro 7 impact assessment. Given the ambition of the European Green Deal, any action on air pollutant emission limits must consider the EU's objective of achieving climate neutrality by 2050.

¹ Communication COM(2020) 456 final

² <https://www.acea.be/press-releases/article/fuel-types-of-new-cars-petrol-52.3-diesel-29.9-electric-6.8-market-share-fi>

³ Regulation (EC) No 715/2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and its implementing Regulation (EU) 2017/1151 as well as Regulation (EC) No 595/2009 on type-approval of motor vehicles and engines with respect to emissions from heavy-duty vehicles (Euro VI) and its implementing Regulation (EU) No 582/2011