

Question for written answer E-006273/2020
to the Commission
Rule 138
Marianne Vind (S&D)

Subject: The environmental credentials of plug-in hybrid electric vehicles

Plug-in hybrid electric vehicles (PHEVs) are seen as transition vehicles that can help us move towards a greener transport sector. The strength of PHEVs is that day-to-day driving can be done using electricity, and on longer trips fossil fuels can be used as a back-up.

New research shows, however, that PHEVs are being charged to a much lesser extent than first assumed. The International Council on Clean Transportation estimates that company cars and private cars run on electricity just 20-37% of the time.

It is a problem for the green transition that PHEVs are being promoted and supported as a green alternative when, unfortunately, that does not seem to be the case.

1. What is the Commission's assessment of the lifecycle emissions analysis of PHEVs compared with that of conventional cars and electric cars?
2. How does the Commission intend to ensure that our estimates of the emissions of PHEVs are correct?
3. How will the Commission ensure that the legislation reflects the science, so that PHEVs do not crowd out genuinely climate-friendly electric vehicles? In the long term, will it set concrete targets on when hybrid cars should be phased out or banned altogether?