

**Question for written answer E-003687/2022  
to the Commission**  
Rule 138  
**Massimiliano Salini (PPE)**

**Subject:** Relevance of the impact assessment for CO<sub>2</sub> standards for cars and vans

In September 2020 and July 2021, the Commission published impact assessments which were used in support of the proposed regulation on CO<sub>2</sub> standards for cars and vans. These documents predict that stringent targets would promote a beneficial economic impact both for consumers and second users. This prediction has been made using economic models based on energy and equipment prices that are different to the current ones and that are unlikely to reflect the unpredictability of the set of prices in the future.

For example, the impact assessment uses price assumptions for oil, gas and coal (and for batteries and photovoltaic panels) that lead to a scenario which does not correspond to reality, where the prices are currently higher (for example, for electricity).

If the prices used as the basis for the model within the impact assessment are no longer valid, the conclusion of the assessment itself is at risk of being distorted, and of doubts being cast on the presumed economic benefits deriving from the stringent targets.

In view of the above, has the Commission planned to run simulations using different sets of prices, including the currently exceptionally high prices for energy and feedstock (such as raw materials for batteries) and to publish the results in a transparent manner and on a regular basis?

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