

**Priority question for written answer P-007030/2020  
to the Commission**  
Rule 138  
**Sylvia Limmer (ID)**

Subject: 'Zero-emission' III – 2020 OECD study on fine particulate matter and e-cars

On 7 December 2020 the OECD published its study entitled Non-exhaust Particulate Emissions from Road Transport<sup>1</sup>.

The study claims that policy has so far been concerned almost exclusively with exhaust emissions and hardly at all with non-exhaust emissions originating from tyre abrasion, the braking process, road asphalt and dirt on the road surface. Independently of the disastrous energy and environmental performance of e-cars in terms of their manufacture, operation and disposal (which the study does not discuss), the authors explain the possible increase in fine particulate matter from e-cars in towns and cities. Accordingly, e-cars are possibly responsible for more non-exhaust fine particulate matter emissions, on account of their high battery weight, than conventional vehicles.

1. In the light of this situation, why does the Commission stubbornly maintain its 'zero-emission' definition for e-cars, thereby encouraging the criticism that it is becoming a lobbying organisation for e-cars, acting unscientifically and using planned-economy methods to ruin a whole industrial sector along with its millions of jobs?
2. In the wake of the ban on cars powered by internal combustion engines in German cities, will the Commission now support a ban on e-cars?
3. Does the Commission basically consider a planned-economy policy which operates by imposing bans to be more expedient than a social market economy policy?

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<sup>1</sup> OECD (2020), Non-exhaust Particulate Emissions from Road Transport: An Ignored Environmental Policy Challenge, <https://doi.org/10.1787/4a4dc6ca-en>