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To:

President of the European Commission Ursula von der Leyen

Cc:

Executive Vice-President Stéphane Séjourné

Executive Vice-President Teresa Ribera

Executive Vice-President Raffaele Fitto

Commissioner Apostolos Tzitzikostas

Brussels, 4 December 2025

Subject: Need to Avoid Mandatory Zero-Emission Vehicle Purchasing Targets in Forthcoming Road Transport Proposals

President von der Leyen,

The ECR Group wishes to set out our strong position regarding the forthcoming Commission review of the CO2 standards for cars and vans, scheduled for 10 December, and the parallel discussion on mandatory zero-emission vehicle (ZEV) purchasing targets for road transport operators.

Operators across the sector convey a consistent and unambiguous message: the transition to cleaner road transport can only succeed if it is grounded in economic viability and operational feasibility across all segments of the market. At present, significant technological and infrastructure constraints, particularly in heavy-duty and specialised transport, make universal mandates unworkable. In certain sectors, such as chemical transport, well-established safety requirements further limit the practicality of uniform ZEV obligations.

The road transport sector has repeatedly demonstrated its indispensable role within the Union: maintaining supply chains during crises, absorbing unprecedented cost pressures, and providing essential capabilities to support EU military mobility. Introducing compulsory purchasing quotas that overlook operational realities would risk destabilising a sector that Europe relies on heavily, while also weakening confidence in the EU's wider decarbonisation objectives.

Any fleet policy should remain technology-neutral and avoid de-facto exclusions of alternative fuels, hybrid solutions and combustion technologies capable of delivering emissions reductions. A successful transition requires enabling conditions that are not yet in place, including infrastructure deployment, cross-border charging and refuelling capacity, and adequate EU funding; otherwise, mandatory targets risk becoming prohibitions rather than workable pathways. For these reasons,

we urge the Commission not to propose mandatory ZEV purchasing targets. A more effective and credible approach lies in establishing the enabling conditions for a successful transition: robust charging and refuelling infrastructure, genuine technological neutrality, meaningful investment incentives, and stable, predictable regulation. These elements are essential to safeguarding thousands of SMEs and preserving critical transport capacity while advancing environmental goals.

A transition of this magnitude requires cooperation, technological readiness, and sound economic principles. We urge the Commission to proceed accordingly.

Yours sincerely,

ECR Co-Chair Nicola Procaccini
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