

【欧州】 【自動車】

Road/Railway - New legal instruments on environment for vehicles: Changes in the EU's BEV sales market and the imposition of definitive countervailing duties on new BEVs imported from China

Andrea Antolini Former Researcher JTTRI

【概要 : Summary】

The Battery electric vehicles (BEVs)' market share rose in recent years, driving the reduction of total CO₂ emissions from new passenger cars. However, the EU's 90% emissions reduction target in the transport sector to be achieved by 2050 would require a complete shift to zero-emission vehicles. BEVs are believed to play a crucial role in reaching this target. However, since the end of 2023, EV sales declined in the EU, largely due to the discontinuation of subsidies for BEV purchases in Europe's biggest market Germany. In 2024, BEV sales in Europe remained lower than in 2023; however, imports of new BEVs from China have continued to increase over recent years, adding competitive pressure on European automobile manufacturers.

In response, the European Commission initiated an anti-subsidy investigation on 4 October 2023, into BEV imports originating from China. The investigation found that China's BEV value chain benefits from unfair state subsidies. On 4 July 2024, the Commission announced the introduction of temporary countervailing duties on BEVs imported from China to the European market, which would be added on top of the

standard 10% import duty. The European Commission's proposal on imposing countervailing duties on imports of new BEVs from China obtained support from some EU Member States, but with notable opposition from Germany, due to concerns over possible retaliatory measures by China affecting German automakers in the Chinese market.

On 29 October 2024, the European Commission concluded its anti-subsidy investigation into BEV imports from China by imposing definite countervailing duties on these imports, affecting also non-Chinese BEV producers like Tesla, BMW, Volkswagen, and Mercedes-Benz.

However, countervailing duties on BEV imports from China could prove to be a double-edged sword, as it could harm EU automobile manufacturers, not only because of the import duties themselves but also due to possible retaliatory measures by the Chinese government in its own automotive market. Nevertheless, the European Commission believes that countervailing duties will help European BEV manufacturers to introduce more affordable BEV models into the EU's mass market and thereby help to further accelerate BEV adoption.

【記事 : Article】

1. The role of BEVs for reducing GHG emissions and the decline of German BEV market sales

Data from 2022 on newly registered passenger cars and vans suggests that the increasing number of EVs on European roads has become the main driver of CO₂ emissions reduction in the transport sector. However, road transport is still responsible for 76% of the transport sector's GHG emissions, and passenger car CO₂ emissions account for approximately 16% of the EU's total CO₂ emissions (European Commission n.d., EEA 2023a). To reduce the average CO₂ emissions from all newly registered passenger cars and vans, stricter CO₂ emission targets have been introduced, but current policies and measures are projected to reduce CO₂ emissions from road transport by 35% by 2050, representing a substantial gap, compared with the European Green Deal's target of a 90% GHG emission reduction by 2050 (EEA 2023c). In 2022, the total number of BEVs and plug-in hybrid electric vehicles (PHEVs) in the EU exceeded 2.6 million (23% of new registrations), with BEVs alone reaching a 13.45% share. A record of 275,277 new BEV registrations in December 2022 represented a year-on-year (YoY) increase of 51% (European Alternative Fuels Observatory 2023, Pontes 2023a). PHEVs experienced a 40% YoY increase (Pontes 2023a, Antolini 2023). The highest growth rates for BEVs were recorded between 2019 and 2020 (85.2%) and between 2020 and 2021 (77.5%) (Eurostat 2024). In 2023, the share of BEVs among new registrations reached 14.6% (Eurostat 2024).

2. Impact of discontinuation of subsidies on EV sales in the EU

The European BEV and PHEV market saw a 29% drop in December 2023 in a year-on-year (YoY) comparison, marking the steepest decline in a decade (Autovista24 2024c). According to Pontes,

two main factors contributed to this decline in BEV sales in the EU in 2024 (Pontes 2024b). The first factor was the end of subsidies for BEV purchases in Europe's largest automotive market, Germany, which pulled down overall EU EV sales figures (Pontes 2024b). This substantial decline in Germany's market was mainly triggered by the removal of subsidies for private BEV purchases, following a ruling by the German Federal Constitutional Court that forced the government to cut funds from its budget, including earmarked subsidies for private BEV purchases (BMW 2023, Autovista24 2024c, Antolini 2024a, 2024c). As Europe's largest market with a 20% share of all newly registered passenger cars in Europe, this change in Germany's subsidy policy for BEVs had a detrimental impact on the entire EU BEV market, which continued into 2024 (Autovista24 2024a, 2024b). EV sales in Germany dropped by 54.9% in January 2024 compared to December 2023, while sales of internal-combustion engine (ICE) vehicles rose as German automakers partially shifted back to ICE vehicle sales (King 2024, EEA 2024). In the first half of 2024, the decline in newly registered BEVs persisted in Germany, with a 16.4% decrease, while newly registered petrol passenger cars rose by 7.4%, and diesel passenger cars by 8.9% compared to the same period in 2023 (KBA 2024b). This trend underlines the impact of discontinuing government incentives on BEV adoption (Antolini 2024b, Autovista24 2024a, KBA 2024a).

The second factor influencing the decline was the announced introduction of countervailing duties on BEVs produced in China in July 2024, which spurred a brief sales surge in June 2024 and then led to a sharper decrease in sales afterward (Pontes 2024b).

However, the general decline in BEV sales in the EU and the specific decrease in Germany also correlate with an anomaly in the German market, with unusually high EV sales in August 2023, as BEV registrations surged before the expiration

of subsidies for company-owned EV purchases (European Alternative Fuels Observatory 2024). Additionally, the EU's overall automotive market experienced a decline in total new car registrations between August 2023 and August 2024 (European Alternative Fuels Observatory 2024). Regarding the overall sales of petrol and diesel vehicles in the EU, except in the German market, registrations of ICE passenger cars declined overall, indicating a gradually diminishing consumer preference for ICE vehicles, while hybrid electric vehicles continued to gain market share (European Alternative Fuels Observatory 2024).

3. Trends in the EV sales share in Europe and import growth from China

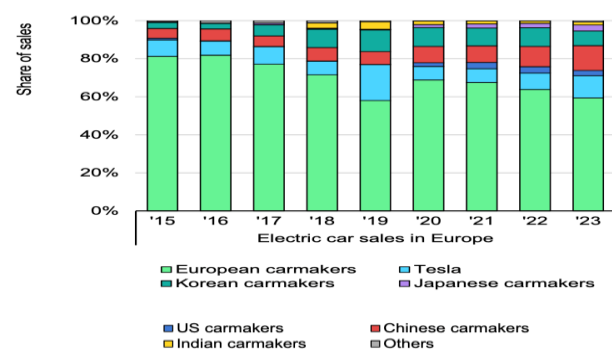
Since at least 2015, Chinese BEV manufacturers have made China the world's largest producer of EVs, with Chinese carmakers accounting for 35% of global EV sales (SWD(2024) 91 final). In 2022, BYD Auto Co., Ltd. achieved the highest market share in global EV sales at 18%, followed by US producer Tesla with a 13% share (IEA 2023). By 2023, BYD had expanded its share of the global electric car market to 20% with its BEV and PHEV models (IEA 2024). Within China, BYD became the top-selling car company, capturing 11% of all new registrations in the domestic market for 2023, surpassing Volkswagen, which had held the top spot for over 15 years (IEA 2024).

In 2023, Chinese auto exports rose by 60% compared to 2022, positioning China as the world's largest car exporter, despite facing import tariffs of 27% in the United States and 10% in the EU (IEA 2024). However, Chinese EV producers are suspected of receiving partial financing through government subsidies, which creates unfair competitive conditions for European EV producers given the relatively low import duties in the EU (Antolini 2024b). In fact, in 2023, European carmakers accounted for 60% of EV sales within Europe, a decline from over 80%

in 2015 (IEA 2024). Volkswagen, Stellantis, and BMW collectively held 45% of the European EV market in 2023 (IEA 2024). Stellantis, for instance, increased its market share from below 2% in 2015 to nearly 15% in 2023, while Volkswagen's share fell from 27% to 20% (IEA 2024). Renault-Nissan-Mitsubishi, which held nearly 40% of European EV sales in 2015, but dropped to just 7% in 2023, while Tesla retained its position as the top EV brand with a 12.1% share (IEA 2024, Autovista24 2024c, Pontes 2024a).

There also exists a distinct trend in the European EV market, known as the "EU premium," which has led to BEVs being sold primarily in the high-price segment, with prices rising rather than decreasing. In 2020, the average price of an EV in Europe was around €40,000 (excluding taxes), and by 2024, this average had risen to €45,000—a jump of 11% driven by the increased presence of large, premium EVs (Mathieu 2024). Mercedes-Benz and BMW saw the largest price increases (+55% and +50%), while Volvo Cars and Stellantis provided more affordable options with price decreases of 31% and 4%, respectively (Mathieu 2024). This trend partly explains the reluctance of larger groups of consumers in the EU to purchase BEVs, as there are few affordable BEV options available for the mass market, keeping EVs largely out of reach for the wider public.

Fig. 1: Share of EV sales in Europe, by company or country of headquarters, 2015–2023

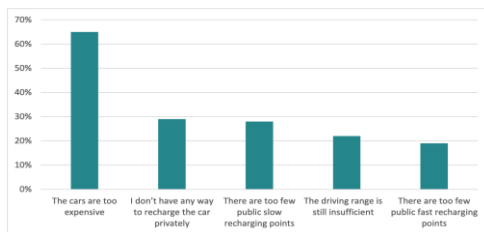


Source: (IEA (2024) (License: CC BY 4. 0)

At the same time, this creates an opportunity for lower-priced BEV imports from China to enter the EU's BEV market. Therefore, blaming Chinese imports of “cheap” BEVs tells only half the story, as European, and especially German, automobile manufacturers lack affordable BEV models for the mass market.

According to the EAF0 Consumer Monitor and Survey 2023, about 65% of respondents identified the high purchase price as the main disadvantage of BEVs (European Commission 2024g). The median price that all EU respondents would be willing to pay is €15,000 for a new or used ICE vehicle, whereas they would be prepared to pay up to €20,000 for a new or used BEV (European Commission 2024g).

Fig. 2: Top 5 identified disadvantages of BEVs in the EU (multiple answers were possible)



Source: EAF0 Consumer Monitor and Survey 2023 cited after European Commission 2024g).

Considering these results, a key reason for the sluggish growth of BEV sales in Europe is the lack of affordable models for the mass market (European Commission 2024g, Cingari 2024). Consequently, European BEV manufacturers should focus on offering models in a price range that appeals to a broader group of consumers, rather than concentrating solely on the premium BEV market (Cingari 2024, C(2024) 7490 final).

4. Countervailing duties on EV imports from China - a double-edged sword

The EU's target of achieving 100% zero-emission status for newly registered vehicles by 2035, along with comparatively low import duties of 10% on cars imported from China, has made the EU

automobile market an attractive target for Chinese EV sales (Liboreiro 2024a, European Commission 2023). In 2023, 19.5% of all EVs sold across the EU were manufactured in China (T&E 2024).

On 4 October 2023, the European Commission announced its decision to initiate an anti-subsidy investigation into imports of new BEVs from China (European Commission 2024g). This investigation revealed that the entire BEV value chain in China is heavily subsidized and that Chinese BEV imports posed a clearly foreseeable and imminent threat of injury to the EU's automobile industry (European Commission 2024a, 2024b). Consequently, on 4 July 2024, the Commission announced the imposition of temporary countervailing duties on new BEVs imported from China, which would be added on top of the standard import duty of 10% (Commission Implementing Regulation (EU) 2024/1866, European Commission 2024b, 2024g). On 20 August 2024, the European Commission published a draft decision on definitive countervailing duties for imports of new BEVs from China, with a slight reduction in the proposed duty rates (European Commission 2024c, 2024d, 2024f).

On 4 October 2024, the Commission's proposal to impose countervailing duties on imports of new BEVs from China received support from 10 EU Member States, including Bulgaria, Denmark, Estonia, France, Ireland, Italy, Lithuania, Latvia, the Netherlands, and Poland (representing 45.99% of the EU population), while 12 Member States abstained (31.36% of the EU population) (Euronews 2024, Liboreiro 2024b). Five Member States, including Germany, Hungary, Malta, Slovakia, and Slovenia (representing 22.65% of the EU population), voted against introducing the duties (Verhelst/von der Burchard 2024, Euronews 2024). Germany opposed the measure, arguing that it would not be “suitable for strengthening the competitiveness of the European automotive industry” and warned

that the German automotive sector could face retaliatory actions from China in its critical Chinese market (Brunetti 2024, Spiegel 2024). The German Association of the Automotive Industry (VDA), representing BMW, Mercedes-Benz, Volkswagen, and others, also cautioned that German automakers could be disproportionately impacted in the Chinese market (Oliver 2024, Martin 2024). In contrast, France, whose automobile manufacturers are less exposed to the Chinese market, supported the permanent duties (Liboreiro 2024a, Spiegel 2024).

Since the Member States' vote did not reach the threshold for a qualified majority, it was at the Commission's discretion to invoke its exclusive trade powers and to introduce countervailing duties (Cingari 2024).

On 29 October 2024, the COMMISSION IMPLEMENTING REGULATION (EU) 2024/2754 was formally adopted, imposing definitive countervailing duties on imports of new BEVs designed for passenger transport from China for a period of five years (European Commission 2024h, C(2024) 7490 final). While the provisional duties imposed on Chinese EV exports of 4 July 2024 will not be collected, the definitive countervailing duties include the following rates: BYD at 17.0%, Geely at 18.8%, and SAIC at 35.3% (European Commission 2024h). Other cooperating companies, such as Volkswagen, Mercedes-Benz, and BMW, are subject to a duty of 20.7%, while Tesla has an individually calculated rate of 7.8% (Katanich 2024). All other non-cooperating companies are subject to a duty rate of 35.3% (European Commission 2024b, 2024d, 2024f).

5. Conclusion and considerations

Increasing the BEV market share in the EU will be crucial for achieving the EU's green transition targets. At the same time, it makes the EU an attractive market for global EV producers. Currently, however, the high purchase prices of EVs in the EU – referred to as the “EU

premium” – are a key barrier to faster BEV market expansion in Europe. Given the systemic importance of the European automotive industry to the EU's economy, the Commission must take action to establish a level playing field for EU manufacturers competing with state-subsidized Chinese EV producers. While in the short term, European consumers may benefit from lower-priced BEV imports from China, the EU automotive sector could be negatively affected by the unfair practices of Chinese-based BEV producers.

To address this, the Commission is introducing countervailing duties on new BEV imports from China to create a level playing field between European and Chinese automobile manufacturers. However, Chinese manufacturers are already establishing production facilities in the EU and neighbouring countries with special trade agreements with the EU, which could allow them to bypass these import duties. Additionally, European manufacturers operating in China may face retaliatory measures, suggesting that countervailing duties could have unintended consequences.

The Commission also views these duties as an opportunity for European BEV manufacturers to shift their focus from high-end BEVs to more affordable models for the EU's mass market. Survey results indicate that a BEV priced around €20,000 would attract a larger group of consumers. However, it remains uncertain if or when European automakers will change their focus to prioritize the production of lower-cost BEVs for the mass market in response to these dynamics.

References

Antolini, Andrea (2023): Road/Railway - Environmentally friendly vehicles: Market trends of electric vehicles in the EU, manufacturer's market shares, price trends and subsidies for EV. In: https://www.jttri.or.jp/2023_topic_europe_09_04.pdf, 2023/10/12, accessed 23 October 2024

Antolini, Andrea (2024a): Road/Railway - New legal instruments on environment for vehicles: Possible implications of the EU' s introduction of provisional countervailing duties on EVs imported from China. In:

https://www.jttri.or.jp/topic_europe_2024Jul-01.pdf, 2024/07/18, accessed 23 October 2024

Antolini, Andrea (2024b): Common - Analysis of decarbonization policies for the transport sector in major European countries: German federal government abolishes subsidies for EV purchase, causing an increase of the CO₂ emission levels of newly registered passenger cars. In:

https://www.jttri.or.jp/topic_europe_2024Jun-01.pdf, 12 June 2024, accessed 23 October 2024

Antolini, Andrea (2024c): Common - Analysis of decarbonization policies for the transport sector in major European countries: German federal government abolishes subsidies for EV purchase, causing an increase of the CO₂ emission levels of newly registered passenger cars. In:

https://www.jttri.or.jp/topic_europe_2024Jun-01.pdf, 2024/06/12, accessed 23 October 2024

Autovista24 (2024a): EVs make up quarter of German new-car market in 2023. In:

<https://autovista24.autovistagroup.com/news/evs-makeup-quarter-of-german-new-car-market-2023/>, 14 February 2024, accessed 23 October 2024

Autovista24 (2024b): German new-car registrations plunged in December as EV bonus withdrawn early. In:

<https://autovista24.autovistagroup.com/news/german-new-car-registrations-plunged-december-ev-bonus-withdrawn-early/>, 05 January 2024, accessed 23 October 2024

Autovista24 (2024c): Record-breaking drop for European EV market in December. In:

<https://autovista24.autovistagroup.com/news/record-breaking-drop-for-european-ev-market-december/>, 20 February 2024, accessed 23 October 2024

BMW (Bundesministerium für Wirtschaft und Klimaschutz, BMWK) (2023): Umweltbonus endet mit Ablauf des 17. Dezember 2023. In: <https://www.bmwk.de/Redaktion/DE/Pressemitteilungen/2023/12/20231216-umweltbonus-endet-mit-ablauf-des-17-dezember-2023.html>, 16. 12. 2023, accessed 18 October 2024

Brunetti, Anna (2024): Germany' s Scholz last-minute orders on EV tariffs vote reflect new and old rifts in EU trade saga. In: <https://www.euractiv.com/section/economy-jobs/news/germanys-scholz-last-minute-orders-on-ev-tariffs-vote-reflect-new-and-old-rifts-in-eu-trade-saga/>, 04-10-2024, accessed 18 October 2024

C(2024) 7490 final: COMMISSION IMPLEMENTING REGULATION (EU) .../...of 29.10.2024, imposing a definitive countervailing duty on imports of new battery electric vehicles designed for the transport of persons originating in the People' s Republic of China. In: [https://ec.europa.eu/transparency/documents-register/detail?ref=C\(2024\)7490&lang=en](https://ec.europa.eu/transparency/documents-register/detail?ref=C(2024)7490&lang=en), 29.10.2024, accessed 5 November 2024

Cingari, Piero (2024): Why are European carmakers struggling in the electric vehicle market? In: <https://www.euronews.com/business/2024/09/11/why-are-european-automakers-struggling-in-the-electric-vehicle-market>, 11/09/2024, accessed 11 October 2024

Commission Implementing Regulation (EU) 2024/1866 of 3 July 2024 imposing a provisional countervailing duty on imports of new battery electric vehicles designed for the transport of persons originating in the People' s Republic of China. C/2024/4646. In: *OJ L*, 2024/1866, 4. 7. 2024, https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202401866, accessed 18 October 2024

EEA (European Environment Agency, EEA) (2023a): Average emissions from new cars and vans in Europe continue to fall, according to

- provisional data. In: <https://www.eea.europa.eu/en/newsroom/news/average-emissions-from-new-cars-and-vans>, 20 June 2023, accessed 23 October 2024
- EEA (European Environment Agency, EEA) (2023b): Average carbon dioxide emissions from new cars registered in Europe decreased by 12% in 2020, final data shows. In: <https://www.eea.europa.eu/highlights/average-carbon-dioxide-emissions-from/>, 07 Feb 2023, accessed 25 October 2024
- EEA, (European Environment Agency, EEA) (2023c): Trends and projections in Europe 2023. EEA Report 07/2023. In: <https://www.eea.europa.eu/publications/trends-and-projections-in-europe-2023>, 2023, accessed 25 October 2024
- EEA (2024): Average CO₂ emissions from new passenger cars and future targets. In: <https://www.eea.europa.eu/en/analysis/indicator/s/co2-performance-of-new-passenger>, 18 Mar 2024, accessed 18 October 2024
- Euronews (2024): Brussels breaks impasse after EU countries fail to agree on Chinese EV tariffs. In: <https://www.euronews.com/my-europe/2024/10/04/brussels-breaks-impasse-after-eu-countries-fail-to-agree-on-chinese-ev-tariffs1>, 04 October 2024, accessed 11 October 2024
- European Alternative Fuels Observatory (2023): 25% BEV Share in Europe! In: <https://alternative-fuels-observatory.ec.europa.eu/general-information/news/25-bev-share-europe>, 3 February 2023, accessed 18 October 2024
- European Alternative Fuels Observatory (2024): Dissecting the Drop: How Policy Changes Affect BEV Sales Data in the EU. In: <https://alternative-fuels-observatory.ec.europa.eu/general-information/news/dissecting-drop-how-policy-changes-affect-bev-sales-data>, 20 September 2024, accessed 18 October 2024
- European Commission (2023a): European Alternative Fuels Observatory. European Union (EU27) Summary. In: <https://alternative-fuels-observatory.ec.europa.eu/transport-mode/road/european-union-eu27>, 22 November 2023, accessed 25 October 2024
- European Commission (n.d.): CO₂ emission performance standards for cars and vans. In: https://climate.ec.europa.eu/eu-action/transport/road-transport-reducing-co2-emissions-vehicles/co2-emission-performance-standards-cars-and-vans_en, no date, accessed 18 October 2024
- European Commission (2024a): Commission investigation provisionally concludes that electric vehicle value chains in China benefit from unfair subsidies. In: https://ec.europa.eu/commission/presscorner/detail/en/ip_24_3231, 12 June 2024, accessed 18 October 2024
- European Commission (2024b): Questions and Answers on the pre-disclosure of duties on imports of subsidised electric cars from China*. In: https://ec.europa.eu/commission/presscorner/detail/en/QANDA_24_3232, 12 June 2024, accessed 18 October 2024
- European Commission (2024c): Commission imposes provisional countervailing duties on imports of battery electric vehicles from China while discussions with China continue. In: https://ec.europa.eu/commission/presscorner/detail/en/ip_24_3630, 4 July 2024, accessed 18 October 2024
- European Commission (2024d): Commission discloses to interested parties draft definitive findings of anti-subsidy investigation into imports of battery electric vehicles from China. In: https://ec.europa.eu/commission/presscorner/detail/en/ip_24_3630, 4 July 2024, accessed 18 October 2024

[ail/en/ip_24_4301](#), Aug 20, 2024, accessed 11 October 2024

European Commission (2024e): Commission proposal to impose tariffs on imports of battery electric vehicles from China obtains necessary support from EU Member States. In: https://ec.europa.eu/commission/presscorner/detail/en/statement_24_5041, Oct 4, 2024, accessed 18 October 2024

European Commission (2024f): Questions and Answers on the disclosure to interested parties of draft definitive findings of anti-subsidy investigation into imports of battery electric vehicles from China *. In: https://ec.europa.eu/commission/presscorner/detail/en/qanda_24_4302, Aug 20, 2024, Updated on 22/08/2024, accessed 11 October 2024

European Commission (2024g): Consumer Monitor 2023. EUROPEAN ALTERNATIVE FUELS OBSERVATORY. EUROPEAN AGGREGATED REPORT. In: https://alternative-fuels-observatory.ec.europa.eu/system/files/documents/2024-06/EU%20Aggregated%20Report%202023_0.pdf, June 2024, accessed 4 November 2024

European Commission (2024h): EU imposes duties on unfairly subsidised electric vehicles from China while discussions on price undertakings continue. In: https://ec.europa.eu/commission/presscorner/detail/en/ip_24_5589, 29 October 2024, accessed 4 November 2024

Eurostat (2024): Passenger cars in the EU. In: https://ec.europa.eu/eurostat/statistics-explained/index.php?title=Passenger_cars_in_the_EU#Overview:_car_numbers_grow_with_a_rapid_increase_in_electric_but_a_low_share_of_overall_alternative_fuels, July 2024, accessed 18 October 2024

IEA (International Energy Agency, IEA) (2023): Global EV Outlook 2023. Catching up with climate ambitions. Licence: CC BY 4.0. In: [https://www.iea.org/reports/global-ev-outlook-](https://www.iea.org/reports/global-ev-outlook-2023/corporate-strategy)

[2023/corporate-strategy](#), accessed 18 October 2024

IEA (International Energy Agency, IEA) (2024): Global EV Outlook 2024. Moving towards increased affordability. Licence: CC BY 4.0 In: <https://iea.blob.core.windows.net/assets/a9e3544b-0b12-4e15-b407-65f5c8ce1b5f/GlobalEVOutlook2024.pdf>, April 2024, accessed 18 October 2024

Katanich, Dolorez (2024): European tariffs on Chinese electric vehicles: All you need to know In: <https://www.euronews.com/business/2024/10/30/european-tariffs-on-chinese-electric-vehicles-all-you-need-to-know>, 30 October 2024, accessed 5 November 2024

KBA (Kraftfahrzeugbundesamt, KBA) (2024a): Fahrzeugzulassungen im Dezember 2023 - Jahresbilanz. In: https://www.kba.de/DE/Presse/Pressemitteilungen/Fahrzeugzulassungen/2024/pm01_2024_n_12_23_pm_komplett.html;jsessionid=5C34A3D29740F141582F555319578895.live21304?snn=3662144,

Pressemitteilung Nr. 01/2024, 04.01.2024, accessed 9 October 2024

KBA (Kraftfahrzeugbundesamt, KBA) (2024b): Fahrzeugzulassungen im Juni 2024 - Halbjahresbilanz Pressemitteilung Nr. 22/2024. In: https://www.kba.de/DE/Presse/Pressemitteilungen/Fahrzeugzulassungen/2024/pm22_2024_n_06_24_pm_komplett.html, Ausgabejahr 2024, 03.07.2024, accessed 23 October 2024

Liboreiro, Jorge (2024a): EU to slap extra tariffs on Chinese electric cars in a bid to close competition gap. In: <https://www.euronews.com/my-europe/2024/06/12/eu-to-slap-extra-tariffs-on-chinese-electric-cars-in-a-bid-to-close-competition-gap>, 12/06/2024, accessed 18 October 2024

Liboreiro, Jorge (2024b): Brussels breaks impasse after EU countries fail to agree on Chinese EV tariffs. In:

<https://www.euronews.com/my-europe/2024/10/04/brussels-breaks-impasse-after-eu-countries-fail-to-agree-on-chinese-ev-tariffs1>, 04/10/2024, accessed 11 October 2024

Martin, Nik (2024): EU increases tariffs on China's EV makers. In: <https://www.dw.com/en/eu-tariffs-put-further-pressure-on-chinas-ev-makers/a-69273527>, 06/12/2024, accessed 18 October 2024

Mathieu, Lucien (2024): What's wrong with electric car prices? In: <https://www.transportenvironment.org/articles/w-hats-wrong-with-electric-car-prices>, October 23, 2024, accessed 4 November 2024

Oliver, Matt (2024): BMW attacks EU tariffs on Chinese electric car imports. In: <https://www.msn.com/en-us/news/world/eu-lawmakers-push-for-petrol-car-lifeline-beyond-2035/ar-BB1pkIQT?ocid=sampleapp>, 3 July 2024, accessed 4 November 2024

Pontes, José (2023a): Open the Gates! 25% BEV Share in Europe! In: <https://cleantechnica.com/2023/02/02/open-the-gates-25-bev-share-in-europe/>, February 2023, accessed 23 October 2024

Pontes, José (2024a): Tesla Rules In Europe – Europe EV Sales Report. In: <https://cleantechnica.com/2024/04/03/tesla-rules-in-europe-europe-ev-sales-report-2/>, 4 March 2024, accessed 18 October 2024

Pontes, José (2024b): Europe EV Sales Report – After a Small Sales Rush in June, a Small Sales Hangover in July. In: <https://cleantechnica.com/2024/09/01/europe-ev-sales-report-after-a-small-sales-rush-in-june-a-small-sales-hangover-in-july/>, 2 September 2024, accessed 18 October 2024

SWD(2024) 91 final: Commission Staff Working Document on significant distortions in the economy of the Peoples Republic of China for the purposes of Trade defence investigations. SWD(2024) 91 final. In: <https://ec.europa.eu/transparency/documents->

[register/detail?ref=SWD\(2024\)91&lang=en](https://ec.europa.eu/transparency/documents-register/detail?ref=SWD(2024)91&lang=en), 10.4.2024, accessed 18 October 2024

T&E (Transport and Environment, T&E) (2024): How Europe can use tariffs as part of an industrial strategy. In: <https://www.transportenvironment.org/articles/how-europe-can-use-tariffs-as-part-of-an-industrial-strategy/>, March 27, 2024, accessed 18 October 2024

Verhelst, Koen/von der Burchard, Hans (2024): EU countries overcome German resistance to back duties on Chinese EVs. In: <https://www.politico.eu/article/eu-countries-clear-way-for-duties-on-chinese-evs/>, October 4, 2024, accessed 18 October 2024