2026/2614

24.11.2026

COMMISSION IMPLEMENTING REGULATION (EU) 2026/2614

of 23 November 2026

imposing a provisional safeguard measure with regard to imports of certain new hybrid vehicles designed for the transport of persons

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2015/478 of the European Parliament and of the Council of 11 March 2015 on common rules for imports ([1]), and in particular Articles 5 and 7 thereof,

Having regard to Regulation (EU) 2015/755 of the European Parliament and of the Council of 29 April 2015 on common rules for imports from certain third countries ([2]), and in particular Articles 3 and 4 thereof,

Having regard to the Agreement on the European Economic Area ([3]), and in particular Article 113(3), second paragraph, thereof

Whereas:

1. BACKGROUND

(1) On 30 October 2026, the European Commission ('the Commission') initiated on its own initiative a safeguard investigation with regard to imports into the Union of new hybrid vehicles designed for the transport of persons ('hybrids') pursuant to Article 5 of Regulation (EU) 2015/478 and Article 3 of Regulation (EU) 2015/755 ('the basic regulations'). It published a Notice of Initiation in the *Official Journal of the European Union* ([4]) ('the Notice of Initiation').

(2) The initiation followed an in-depth analysis of the information available to the Commission from public market intelligence sources and the Union industry. In view of the sensitivity of the hybrids sector, its strategic importance to the Union economy in terms of innovation, electrification and employment, and the existence of sufficient evidence showing that imports of hybrids threaten to cause serious injury to the Union industry, the Commission decided, in these special circumstances and in accordance with the basic regulations, to initiate the investigation without having received a written request from a Member State.

(3) The information available to the Commission further indicated that imports were entering the Union at an accelerating pace, and at prices significantly below those of the Union industry. In light of the fragile situation of the Union industry, the existence of significant global production capacities and the attractiveness of the Union market, this surge in imports has prompted the Commission to assess whether critical circumstances exist requiring the introduction without delay of provisional measures in order to prevent serious injury that would be difficult to remedy.

(4) The need to act without delay required the Commission to carry out its analysis on the basis of the information available at this stage. This does not prejudge the consideration of further information to be obtained during the investigation. In particular, questionnaire replies from Union producers, importers and dealers, written submissions and any information submitted in the exercise of the rights of defence will be duly examined by the Commission during the investigation. Interested parties will also have the opportunity to request hearings, in accordance with Section 3.4 of the Notice of Initiation.

([1]) OJ L 83, 27.3.2015, p. 16, ELI: http://data.europa.eu/eli/reg/2015/478/oj.
([2]) OJ L 123, 19.5.2015, p. 33, ELI: http://data.europa.eu/eli/reg/2015/755/oj.
([3]) OJ L 1, 3.1.1994, p. 3, ELI: http://data.europa.eu/eli/agree_internation/1994/1/oj.
([4]) Notice of initiation of a safeguard investigation concerning imports of certain new hybrid vehicles for the transport of persons (OJ C, C/2026/5780, 30.10.2026, ELI: http://data.europa.eu/eli/C/2026/5780/oj).

2. PRODUCT CONCERNED AND LIKE OR DIRECTLY COMPETING PRODUCTS

(5) The product concerned as defined in the Notice of Initiation is certain new hybrid vehicles, principally designed for the transport of nine or less persons, including the driver, with both internal combustion piston engine and one or more electric motor[s], as motors for propulsion, regardless of the number of wheels set in motion, whether capable or not of being charged by plugging to an external source of electric power, currently falling under CN codes ex 8703 40 10, ex 8703 50 00, ex 8703 60 10, and ex 8703 70 00 (TARIC code 8703 40 10 10, 8703 40 10 90, 8703 50 00 10, 8703 60 10 10, 8703 60 10 90, 8703 70 00 10).

(6) The product concerned consists of two types: new hybrid electric vehicles (HEVs) and new plug-in hybrid electric vehicles (PHEVs). PHEVs have an internal combustion piston engine and one or more battery-powered electric motors. The combustion engine supports the electric motor, and the battery is recharged externally, by connecting to the grid. HEVs are powered by an internal combustion piston engine but also have a battery-powered electric motor that serves to complement the conventional engine. Their electricity is generated internally from regenerative braking and the internal combustion engine ([5]). HEVs include so called mild hybrid electric vehicles (MHEVs), which are vehicles equipped with a battery that assists the internal combustion engine in propelling the vehicle to improve fuel economy.

(7) Vehicles with an electric power source that is used only for non-propulsion functions, L-category vehicles according to Regulation (EU) No 168/2013 of the European Parliament and of the Council ([6]), and motorcycles are excluded from the investigation.

(8) The Commission provisionally determined that the product produced by the Union producers, referred to as the 'like product', is like or directly competing with the product concerned. Both the domestic and the imported product possess the same fundamental physical and technical characteristics. Both incorporate an internal combustion engine combined with an electric motor and battery system. While individual models may differ in terms of performance, equipment or design, such differences do not alter their fundamental nature as HEVs or PHEVs. Both the domestic and imported product serve identical purposes, they are used for the transport of persons and thus have the same end-use. In addition, both are offered through similar or identical sales channels to customers who may acquire them from both domestic and foreign suppliers. Accordingly, there exists a significant level of competition between the product concerned and the one produced by the Union producers.

3. THE UNION PRODUCERS

(9) Based on market intelligence, the Union producers of the like product include manufacturers operating under various brands. ACEA (the European Automobile Manufacturers' Association) represents a number of these Union producers.

(10) In the Notice of Initiation, Union producers have been requested to cooperate with the Commission in the investigation.

4. INCREASE IN IMPORTS

(11) Based on the information from Eurostat, the Commission has carried out a preliminary analysis of the evolution of imports of the product concerned over the period 2023-2025 and the first half of 2026. In order to ensure comparability with previous full-year periods, the Commission also analysed the most recent 12-month period comprising the last six months of 2025 and the first six months of 2026 (the 'MRP' or 'most recent period').

(12) In its assessment of import evolution, the Commission did not take into account the import volumes from certain countries that should be excluded from the scope of the provisional measures, in particular: the European Economic Area (EEA) countries, Kenya, and Ukraine. On account of the close integration of markets with EEA members and the low import volumes from these countries, the Commission considers that the products under assessment originating in Norway, Iceland, and Liechtenstein should be excluded from the application of this

([5]) https://www.acea.auto/fact/electric-vehicles/.

([6]) Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52, ELI: http://data.europa.eu/eli/reg/2013/168/oj).

Regulation. Imports from Kenya are excluded based on the bilateral agreement ([7]) ([8]), and Ukraine is excluded based on the suspension of the basic safeguard regulation ([9]). No imports from Kenya were reported during the period considered, and the imports from Norway, Iceland, Liechtenstein and Ukraine represented together less than 0,01 % of the total EU imports of the product concerned.

(13) The total imports of the product concerned developed as follows:

Table 1

All imports in pieces (yearly)

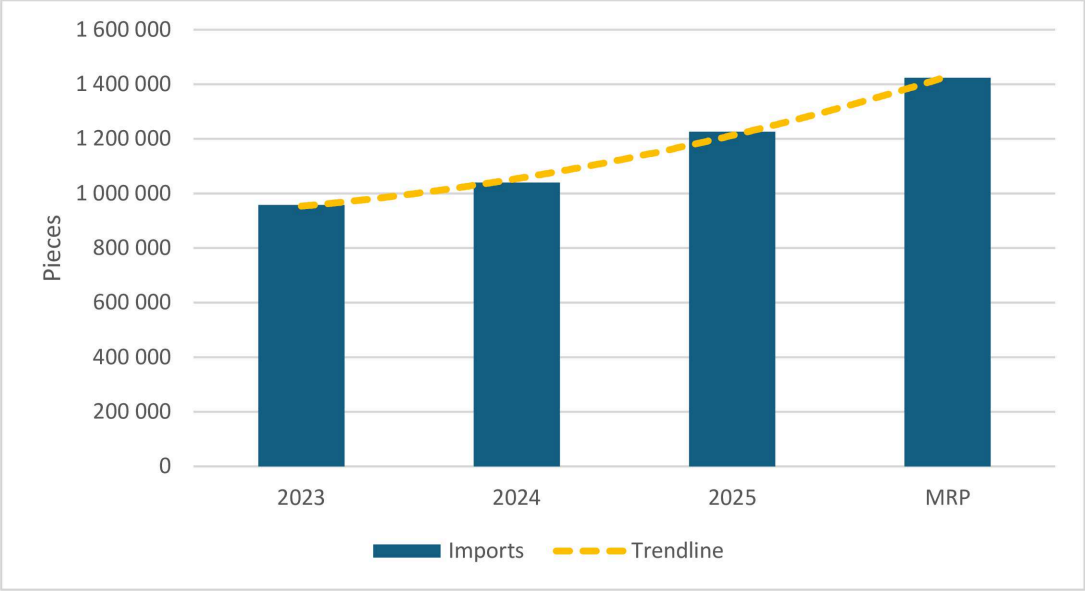
	2023	2024	2025	MRP
Imports in pieces	957 965	1 040 457	1 225 813	1 423 691
Index (2023 = 100)	*100*	*109*	*128*	*149*

Source: Eurostat – Eurostat data was extracted from CN codes 8703 40 10, 8703 50 00, 8703 60 10 and 8703 70 00.

(14) In overall terms, imports of the product concerned increased by 9 % in 2024 as compared with 2023, before surging in 2025 (+ 28 %) and the MRP (+ 49 %). Data for the first half of 2026 confirms that the product concerned is likely to continue to be imported in substantially increased quantities. The product concerned is thus imported in increased quantities within the meaning of the basic safeguard regulations.

Graph 1

All imports in pieces (yearly)



([7]) Agreement on the European Economic Area.

([8]) Economic Partnership Agreement between the European Union of the one part and the Republic of Kenya, member of the East African Community, of the other part (OJ L, 2024/1648, 1.7.2024, ELI: http://data.europa.eu/eli/agree_internation/2024/1648/oj).

([9]) Regulation (EU) 2025/1153 of the European Parliament and of the Council of 5 June 2025 suspending certain provisions of Regulation (EU) 2015/478 as regards imports of Ukrainian products into the Union (OJ L, 2025/1153, 5.6.2025, ELI: http://data.europa.eu/eli/reg/2025/1153/oj).

(15) Table 2 breaks down imports by country of origin. The People's Republic of China ('China') is currently the largest exporter of new hybrid vehicles to the Union, with imports from China surging from 2024 onwards. Import statistics indicate that imports from China increased by almost 1 000 % in the MRP compared to 2023. Chinese imports, together with Morocco and Serbia, are the fastest growing sources of imports of new hybrid vehicles. Imports from Türkiye and Mexico also increased steadily. By contrast, imports from other origins have either remained relatively stable or declined.

Table 2

All imports in pieces per origin (yearly)

	2023	2024	2025	MRP
China	46 001	106 542	302 403	486 582
Index (2023 = 100)	*100*	*232*	*657*	*1 058*
Japan	268 611	305 240	269 459	256 898
Index (2023 = 100)	*100*	*114*	*100*	*96*
Türkiye	177 074	185 194	199 182	207 454
Index (2023 = 100)	*100*	*105*	*112*	*117*
United Kingdom	225 101	193 914	166 200	147 058
Index (2023 = 100)	*100*	*86*	*74*	*65*
South Korea	104 668	124 741	107 104	99 081
Index (2023 = 100)	*100*	*119*	*102*	*95*
Mexico	57 264	50 973	54 802	63 980
Index (2023 = 100)	*100*	*89*	*96*	*112*
Morocco	18	26 815	37 771	61 259
Index (2023 = 100)	*100*	*148 972*	*209 839*	*340 328*
Serbia	2	17	30 515	41 537
Index (2023 = 100)	*100*	*850*	*1 525 750*	*2 076 850*
South Africa	14 313	5 138	28 757	31 467
Index (2023 = 100)	*100*	*36*	*201*	*220*
United States	64 488	41 586	29 142	27 674
Index (2023 = 100)	*100*	*64*	*45*	*43*
All others	425	297	478	701
Index (2023 = 100)	*100*	*70*	*112*	*165*

Source: Eurostat.

(16) Table 3 shows imports on a quarterly basis from Q3 of 2025 to Q2 of 2026. Imports increased steadily each quarter, indicating that the growth was consistent throughout the MRP, with imports rising in each successive quarter, pointing to a sustained upward trend rather than a one-time increase.

Table 3

All imports in pieces (quarterly)

	2025 Q3	2025 Q4	2026 Q1	2026 Q2
Imports in pieces	319 256	355 287	367 428	381 720
Index (2025 Q3 = 100)	*100*	*111*	*115*	*120*

Source: Eurostat.

(17) Table 4 indicates the imports by country of origin on a quarterly basis during the MRP (from Q3 of 2025 to Q2 of 2026). Imports from China increased consistently throughout the MRP, rising in each successive quarter. Imports from Morocco increased steadily during the first three quarters of the MRP, this upward trend is not sustained in the fourth quarter. Nevertheless, imports remained 112 % higher in the fourth quarter than in the first quarter of the MRP. Imports from Türkiye increased sharply in the second quarter of the MRP, before declining in the subsequent quarter, although volumes remained higher than in the first quarter. Imports from other origins either remained relatively stable or declined in the MRP.

Table 4

All imports in pieces per origin (quarterly)

	2025 Q3	2025 Q4	2026 Q1	2026 Q2
China	92 999	98 139	124 696	170 748
Index (2025 Q3 = 100)	*100*	*106*	*134*	*184*
Japan	65 851	69 754	61 460	59 833
Index (2025 Q3 = 100)	*100*	*106*	*93*	*91*
Türkiye	38 664	69 114	50 240	49 436
Index (2025 Q3 = 100)	*100*	*179*	*130*	*128*
United Kingdom	40 015	36 161	40 444	30 438
Index (2025 Q3 =100)	*100*	*90*	*101*	*76*
South Korea	28 136	21 320	26 620	23 005
Index (2025 Q3 = 100)	*100*	*76*	*95*	*82*
Mexico	16 814	15 242	15 538	16 386
Index (2025 Q3 = 100)	*100*	*91*	*92*	*97*
Morocco	6 329	14 394	27 135	13 401
Index (2025 Q3 = 100)	*100*	*227*	*429*	*212*
Serbia	10 721	16 330	9 547	4 939
Index (2025 Q3 = 100)	*100*	*152*	*89*	*46*
South Africa	9 483	8 839	5 323	7 822
Index (2025 Q3 = 100)	*100*	*93*	*56*	*82*
United States	10 120	5 825	6 244	5 485
Index (2025 Q3 = 100)	*100*	*58*	*62*	*54*
All others	124	169	181	227
Index (2025 Q3 = 100)	*100*	*136*	*146*	*183*

Source: Eurostat.

(18) Table 5 shows the monthly evolution of imports from all third countries in 2025 and 2026. The data up to July 2026 confirm that imports were higher in each month than in the corresponding month of the previous year. In 2025, imports followed an upward trend, increasing by an average of 4,64 % every month. In 2026, this trend became more pronounced, with an average monthly increase of 9,33 %. Comparing the import volume of the first 7 months of 2025 with the same period in 2026, imports increased by 39,5 %.

Table 5

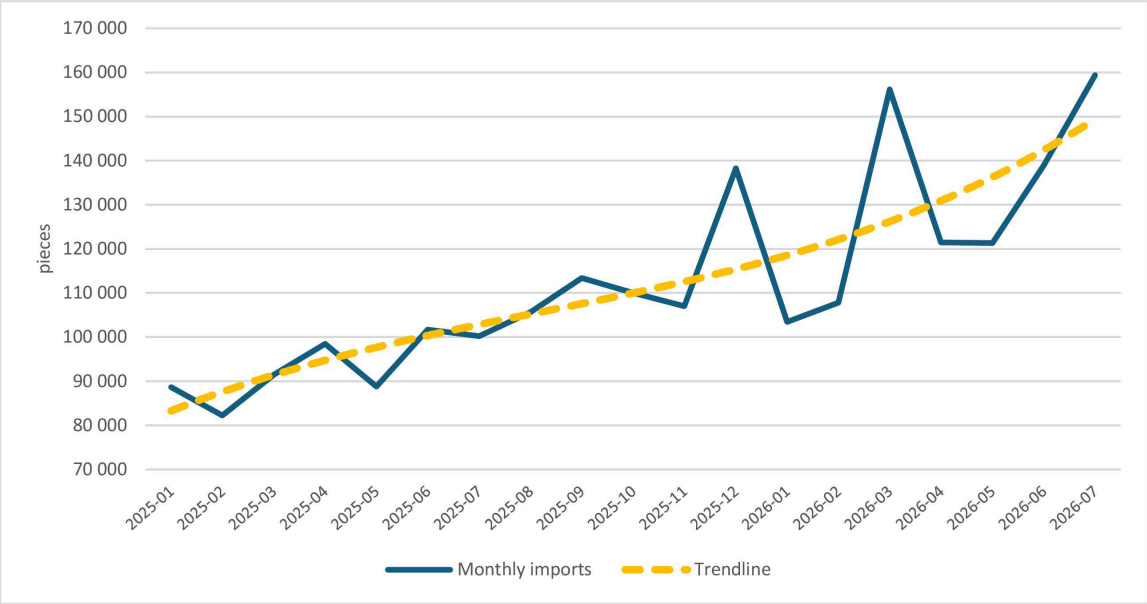
All imports in pieces (monthly)

Month / Year	2025	2026
January	88 670	103 429
February	82 225	107 816
March	91 489	156 183
April	98 453	121 459
May	88 769	121 334
June	101 664	138 927
July	100 224	159 388
August	105 656	
September	113 376	
October	110 024	
November	107 002	
December	138 261	
Source: Eurostat.		

(19) As illustrated in Graph 2 below, both the monthly import curve and the corresponding polynomial trendline show a clear change in slope from the end of 2025 onwards, becoming substantially steeper.

Graph 2

Evolution of monthly imports in years 2025 and 2026



5. **UNFORESEEN DEVELOPMENTS**

(20) The Commission preliminarily concluded that the increase in imports is the result of unforeseen developments that find its source in a number of factors causing imbalances in the international trade of the product concerned.

(21) First, the global automotive industry has been characterised by rapidly growing electric-vehicle production, including the product concerned, and manufacturing capacity, particularly in China, where this rapid capacity expansion has been supported by industrial policies, five-year plans, and other government support programmes ([10]). This could not reasonably have been anticipated at the time of the relevant WTO tariff negotiations or at the time that the EU agreed to China's accession to the WTO ([11]). A Mobility Global forecast of general plant capacity in China, Türkiye, Korea, Japan and the UK estimates that the upward trend in capacity will continue between 2026 and 2033, driven primarily by the capacity expansions in China (Table 16).

(22) At the same time, major export markets are closing as a result of increasing trade-restrictive practices affecting electric vehicles, and also the product concerned. In particular, the United States applies significant import barriers, including Section 301 duties of 100 % on PHEVs manufactured in China in addition to MFN duties of 2,5 %, as well as local content-related requirements, and 25 % Section 232 duties on imports from all other origins. Other major markets, including Canada and Türkiye, also maintain substantial tariff barriers. Canada maintains a quota on electric passenger cars from China, including certain hybrid vehicles, of 49 000 vehicles per year at a most-favoured-nation tariff rate of 6,1 %. Türkiye currently maintains additional customs duty of 40 % on passenger cars originating in China, including certain PHEVs. By contrast, the Union market remains comparatively open (10 % MFN). These trade-restrictive measures, that make the Union an attractive export destination, could not reasonably have been anticipated at the time of the relevant WTO tariff negotiations.

(23) Following the anti-subsidy investigation into battery electric vehicles (BEVs) from China, the Union introduced additional duties in the form of countervailing measures. Provisional measures entered into force on 4 July 2024, and definitive measures on 30 October 2024. The countervailing duties range from 17 % for BYD to 35,3 % for SAIC and other non-cooperating producers. As a result, the Union market for Chinese electric vehicle exports became more restricted. Prior to the imposition of measures, imports of BEVs into the Union followed a clear and significant upward trend, increasing year-on-year (see Table 6).

Table 6

Imports of BEVs originating from China into the Union

	2020	2021	2022	2023	2024	2025
Imports of BEVs in pieces	21 243	134 952	256 712	413 071	438 396	430 721
Index (2020 = 100)	*100*	*635*	*1 208*	*1 945*	*2 064*	*2 028*
Δ% vs previous year		535	90	61	6	- 2

Source: Eurostat and Member States Customs data.

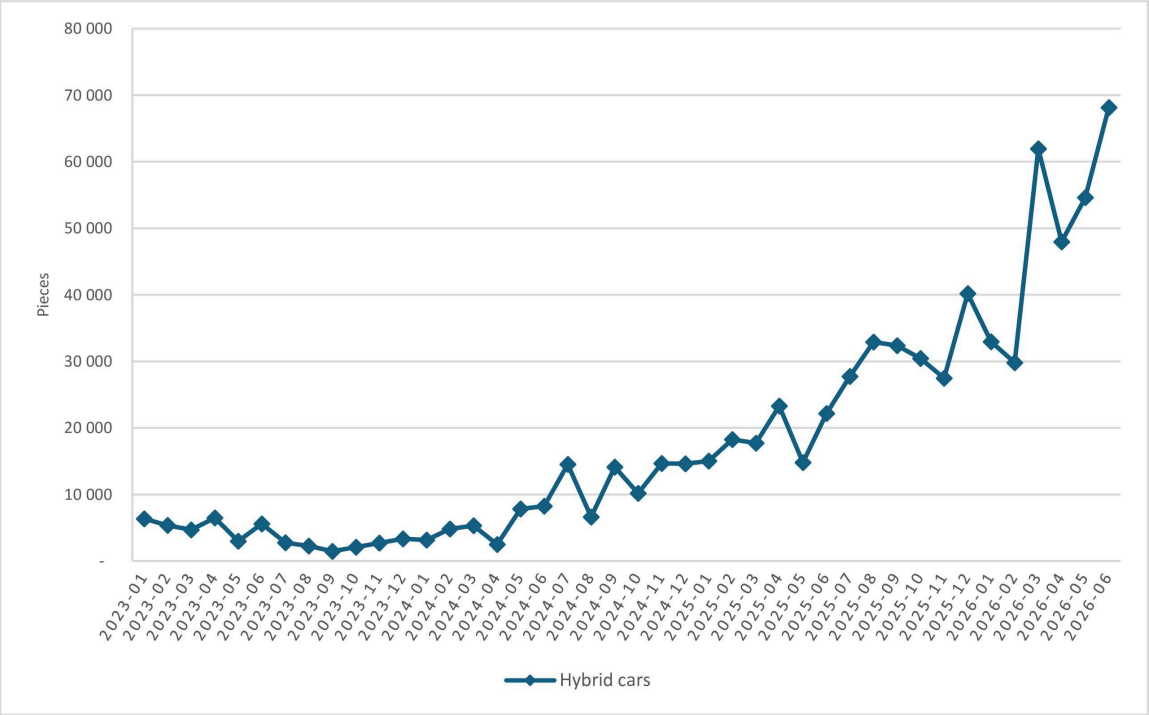
(24) After measures entered into force, this upward trend came to a halt and imports flattened out, while imports of new hybrid vehicles began to surge. The contrasting trends are visible in Graph 3, indicating a clear shift in the pattern of imports from BEVs towards new hybrid vehicles.

([10]) Government policies, five-year plans and support programmes for New Energy Vehicles (NEVs), which include PHEVs, are extensively discussed in Sections 3.1 and 3.2 of 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 (OJ L, 2024/1866, 4.7.2024, ELI: http://data.europa.eu/eli/reg_impl/2024/1866/oj) and Commission Implementing Regulation (EU) 2024/2754 of 29 October 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 (OJ L, 2024/2754, 29.10.2024, ELI: http://data.europa.eu/eli/reg_impl/2024/2754/oj).

([11]) As confirmed by the panel United States – Safeguard Measure on Imports of Crystalline Silicon Photovoltaic Products – Report of the Panel.

Graph 3

Evolution of imports of hybrids from China



(25) This rapid shift was made possible by the high degree of flexibility within the production systems of manufacturers ([12]). Many operate production lines are capable of producing different powertrains, meaning that expanding the production of hybrid vehicles does not necessarily require the development of new manufacturing facilities. As a result, manufacturers can switch to hybrid production relatively easily. While the countervailing measures were intended to relief the Union industry from unfair competition due to the government support programs for BEVs in China, they also created an incentive for Chinese manufacturers to expand exports of hybrid vehicles that were not subject to additional duties.

(26) In light of these circumstances, the Commission provisionally concluded that these unforeseen developments have not only led to, but will also continue to drive a substantial increase in imports of hybrid vehicles into the Union.

6. OBLIGATIONS WHOSE EFFECT RESULTED IN THE INCREASE IN IMPORTS

(27) The Commission preliminarily concluded that the increase in imports of the product concerned is the result of obligations undertaken by the European Union under the GATT 1994, in particular the tariff concessions granted on the relevant tariff lines in past rounds of multilateral trade negotiations.

(28) The product concerned comprises several tariff lines and on all of these tariff lines, the European Union has the tariff commitments of 10 % ad valorem.

(29) These concessions are currently inscribed in Part I, Section II of the European Union's Schedule of Concessions and Commitments, certified as Schedule EU CLXXIII – European Union on 1 December 2016 ([13]), as amended.

([12]) See for example https://www.globaltimes.cn/page/202608/1369156.shtml and https://www.morningstar.com/news/pr-newswire/20260830cn36586/global-times-how-full-chain-innovation-new-production-models-power-the-rise-of-chinese-car-brands.

([13]) WTO doc. WT/Let/1220.

(30) As a result of these concessions inscribed in the European Union's Schedule of Concessions and Commitments, annexed to the GATT and incorporated pursuant to Article II:7 of the GATT 1994 and as a result of other parts of the GATT 1994, the European Union has obligations incurred under the GATT 1994 notably as follows: Article XI:1, prohibiting non-tariff restrictions on the importation of the product concerned, and, importantly, Article II:1(a) and Article II:1(b), first and second sentences, of the GATT 1994. Under Article II:1(b), first sentence, the EU is not allowed, absent an applicable exception, to impose ordinary customs duties on the product concerned in excess of those set forth and provided in the relevant part of the EU's Schedule of Concessions and Commitments. Furthermore, the EU's applied import tariff on the product concerned, also known as the most-favoured-nation tariffs, at the time of the investigation, was at the maximum levels allowed under the tariff commitments indicated above.

(31) The product concerned was being imported in increased quantities as a result of the above obligations undertaken under the GATT 1994 ([14]), because those obligations, combined with the European Union's tariff concessions, enhanced and secured the conditions of market access for imports of new hybrid vehicles to the Union market. The above-mentioned tariff commitments also give no leeway for the European Union to increase ordinary customs duties. This simultaneously explains how the obligations in question resulted in the increase in imports that threaten to cause serious injury.

(32) The GATT obligations specified simultaneously prevented the EU from increasing the applied import duties on the product at issue. These were, thus, the European Union's 'obligations of the GATT 1994 [which] constrain[ed] its ability to prevent or remedy injury from an increase in imports'. Concomitantly, the European Union 'suspend[ed] those obligations as a result' of its safeguard measure

7. THREAT OF SERIOUS INJURY

7.1. Situation of the Union producers

(33) In order to assess whether there is serious injury or a threat of serious injury to the Union producers of the product concerned, the Commission, in line with Article 9 of Regulation (EU) 2015/478 and Article 6 of Regulation (EU) 2015/755, has examined the trends of consumption, production, capacity utilisation, sales, market share, prices, profitability, employment and exports of the product concerned for the years 2023 to the MRP ('the period considered').

(34) Production, production capacity and capacity utilisation developed as follows:

Table 7

Production, production capacity and capacity utilisation

	2023	2024	2025	MRP
Production (in pieces)	4 065 576	4 712 178	5 562 965	5 667 859
Index (2023 = 100)	*100*	*116*	*137*	*139*
Production capacity (in pieces)	6 420 013	7 583 462	9 000 898	9 317 209
Index (2023 = 100)	*100*	*118*	*140*	*145*
Capacity utilisation (%)	63	62	62	61
Index (2023 = 100)	*100*	*98*	*98*	*96*

Source: Mobility Global.

(35) Production and production capacity of the Union industry increased over the period considered. However, the pace of this increase slowed towards the end of the period considered, as the increase in the MRP was less pronounced than in previous years. At the same time, despite the increasing production in recent years, capacity utilisation remained low, averaging only around 62 % over the last four years.

([14]) Article XI:1, Article II:1(a) and II:1(b), first and second sentences, of the GATT 1994.

(36) Union consumption, which is based on the number of registrations of the product concerned reported by the European Automobile Manufacturers' Association ('ACEA'), developed as follows:

Table 8

The Union consumption, domestic sales and market share

	2023	2024	2025	MRP
Consumption (in pieces)	3 530 443	4 047 806	4 749 212	5 113 654
Index (2023 = 100)	*100*	*115*	*135*	*145*
Domestic sales (in pieces)	2 572 451	3 007 313	3 523 010	3 689 630
Index (2023 = 100)	*100*	*117*	*137*	*143*
Market share EU producers (%)	73	74	74	72
Index (2023 = 100)	*100*	*102*	*102*	*99*
Market share of imports (%)	27	26	26	28
Index (2023 = 100)	*100*	*96*	*96*	*104*

Source: Mobility Global and ACEA.

(37) Union consumption increased steadily over the period considered, rising by 45 % during the MRP compared with 2023. This indicates that the market for hybrids is a fast-growing market in the European Union. Domestic sales of the Union producers also increased over the same period. The Union producers initially benefitted from the continued growth in consumption, but this positive trend came to a halt in the MRP. While Union consumption continued increasing, the market share of the Union producers decreased by 2 percentage points between 2025 and the MRP. In a growing market, Union producers would normally be expected to at least maintain their market share. The decrease in market share between 2025 and the MRP meant that this decline occurred during the first six months of 2026. While full-year data for 2026 is not yet available, a continuation of the trend observed in the first six months, as could already be observed by a record number of units imported in July 2026, would result in a market share decline exceeding 2 percentage points over the full year.

(38) The Commission continued with performing a detailed analysis to assess the level of prices of the imported new hybrid electric vehicles as compared to the prices of those produced in the EU.

(39) Given the wide variety of models of new hybrid electric vehicles imported into the Union, and to ensure that the analysis is based on comparable models, a price comparison was performed for four categories ([15]). The four categories selected for the comparison correspond to the categories B, B-SUV, C-SUV and D-SUV, and account for significant and representative volumes of imported vehicles to the Union. These models are both produced by the Union producers and imported into the Union, allowing the prices of models produced in the Union and imported to be directly compared.

([15]) Passenger vehicles can be divided into standard European vehicle classification segments, which group cars and sport utility vehicles (SUVs) according to their size, exterior dimensions and intended market use. See also https://alternative-fuels-observatory.ec.europa.eu/general-information/vehicle-types.

(40) The Commission carried out the price analysis based on the data from Marklines ([16]), an automotive industry portal. The Commission analysed the price offers to consumers (excluding discounts agreed between the parties) from the main importing companies for models produced in the exporting countries, as well as for comparable models manufactured by the Union industry. The price offers were assessed per model types for the basic version. All price offers examined relate to the first half of 2026 and therefore reflect the most recent period.

Table 9

All third country import prices and EU prices difference

Product	Imported quantities (in units)	Average import price (in EUR)	Average EU price (in EUR)	Price difference (in EUR)	Total price difference (in EUR)	Hypothetical turnover (in EUR)	Price difference (in %)
B	30 475	19 748	24 396	4 648	141 644 318	743 473 678	19,1
SUV B	35 165	19 282	27 065	7 784	273 710 609	951 753 459	28,8
SUV C	100 352	30 107	39 004	8 897	892 820 758	3 914 099 859	22,8
SUV D	37 604	46 777	48 124	1 347	50 655 362	1 809 649 582	2,8
Total	203 596				1 358 831 046	7 418 976 578	18,3

Source: Eurostat and Marklines, Product: Basic model for year 2026.

(41) The Commission performed the price analysis on 25 imported models and 29 models manufactured by the Union industry within the four categories, covering over 200 000 imported pieces. The price comparisons showed a significant price difference between the import prices from all exporting countries and the Union industry's prices. The import prices are around 18 % lower than the Union producers' prices.

(42) These price comparisons provide explanation on how the increased penetration of the Union market by the exported models has been possible at the expense of the Union industry.

(43) In terms of profitability, profitability was assessed on the basis of data covering a major proportion of Union producers of hybrid vehicles, weighted to account for differences in sales volumes. The indexed data set out in Tables 10 and 11 show a continuous deterioration in the profitability of the Union industry over the period considered.

Table 10

Evolution of profitability (yearly)

	2023	2024	2025	MRP
Profitability (2023 = 100)	*100*	*51*	*41*	*43*

Source: Union producers, data weighted to account for differences in sales volumes.

([16]) https://www.marklines.com/.

Table 11

Evolution of profitability (quarterly)

	2025 Q3	2025 Q4	2026 Q1	2026 Q2
Profitability (2025 Q3 = 100)	*100*	*90*	*34*	*57*

Source: Union producers, data weighted to account for differences in sales volumes.

(44) On a yearly basis, profitability declined by 57 % between 2023 and the MRP. As a result, in the MRP, the Union industry on average only reached two-thirds of the minimum profit which would normally be needed to ensure the long-term financial viability of their hybrid vehicles business. Quarterly data confirm that this negative trend continued and intensified in the MRP. This indicates a significant weakening of the Union industry's financial performance, both over the longer term and in the most recent quarters. While full-year data for 2026 are not yet available, a continuation of the trend observed in the first six months would point to a further deterioration in profitability over the course of 2026.

(45) In terms of employment, employment figures from ACEA do not contain a breakdown by powertrain technology. However, employment-intensity studies provide an indication of the workforce required to manufacture different types of vehicles ([17]).

(46) A Syndex analysis ([18]) estimates that the production of a mild-hybrid vehicle requires approximately 17,2 full-time-equivalent (FTE) jobs per 1 000 vehicles, compared with 17,4 FTEs for a plug-in hybrid vehicle. These estimates are specific to France and do not separately account for HEVs, although MHEVs are included within the broader HEV category.

(47) Given that the estimated employment intensity is broadly similar for MHEVs and PHEVs, at 17,2 and 17,4 FTEs per 1 000 vehicles respectively, an average employment intensity of 17,3 FTEs per 1 000 vehicles is used as a proxy for estimating employment associated with the production of new hybrid vehicles.

(48) While the underlying employment estimates are country-specific, they provide a reasonable basis for extrapolating employment figures across the European Union. The automotive sector in the Union relies on broadly comparable manufacturing processes and technologies.

(49) Applying this employment index to the hybrid vehicle production figures presented in Table 12 results in the following estimated FTEs associated with new hybrid vehicle production:

Table 12

Employment

	2023	2024	2025	MRP
Employment	27 837	28 474	33 622	33 816
Index (2023 = 100)	*100*	*102*	*121*	*121*

Source: Syndex.

([17]) Galgóczi, B. (Ed.), *On the Way to Electromobility – a Green(er) But More Unequal Future?*, ETUI, 2023.
([18]) See study above.

(50) Exports developed as follows:

Table 13

Exports

	2023	2024	2025	MRP
Exports sales in volume (pieces)	893 507	847 220	938 164	925 635
Index (2023 = 100)	*100*	*95*	*105*	*104*
Export price (EUR per piece)	35 929	35 615	36 986	34 096
Index (2023 = 100)	*100*	*99*	*103*	*95*

Source: Eurostat.

(51) Exports of the Union producers remained relatively stable over the period considered, with the exception of 2025. Export prices declined in 2023, and increased slightly thereafter, before declining again during the MRP.

7.2. **Threat of serious injury**

(52) The Commission provisionally concluded that the situation of the Union industry does currently not yet point to the existence of serious injury caused by the increasing imports. Nevertheless, the Commission considered that the industry is in a fragile situation and that there is a threat of serious injury, in view of the declining economic indicators presented in Section 7.1, the significant and accelerating increase in low-priced imports, the planned restructurings within the Union industry, and the significant available global production capacity.

Declining economic indicators

(53) The previous analysis showed that, in the most recent period, the Union producers came under increasing pressure in terms of market share, capacity utilisation, profitability and prices. Despite a significant increase in the Union consumption, Union producers saw their market share decline by 2 percentage points ([19]) between 2025 and the MRP, and the capacity utilisation remained persistently low, between 61 % and 63 % throughout the period considered. The low utilisation rates of the plants translated in higher fixed costs for the Union producers in a situation where the Union producers reasonably expected to increase the production outputs and to decrease the fixed cost of production. The loss of market share is particularly concerning at a time when Union manufacturers are required to make substantial investments in the development of new models and technologies as part of the transition towards electrification.

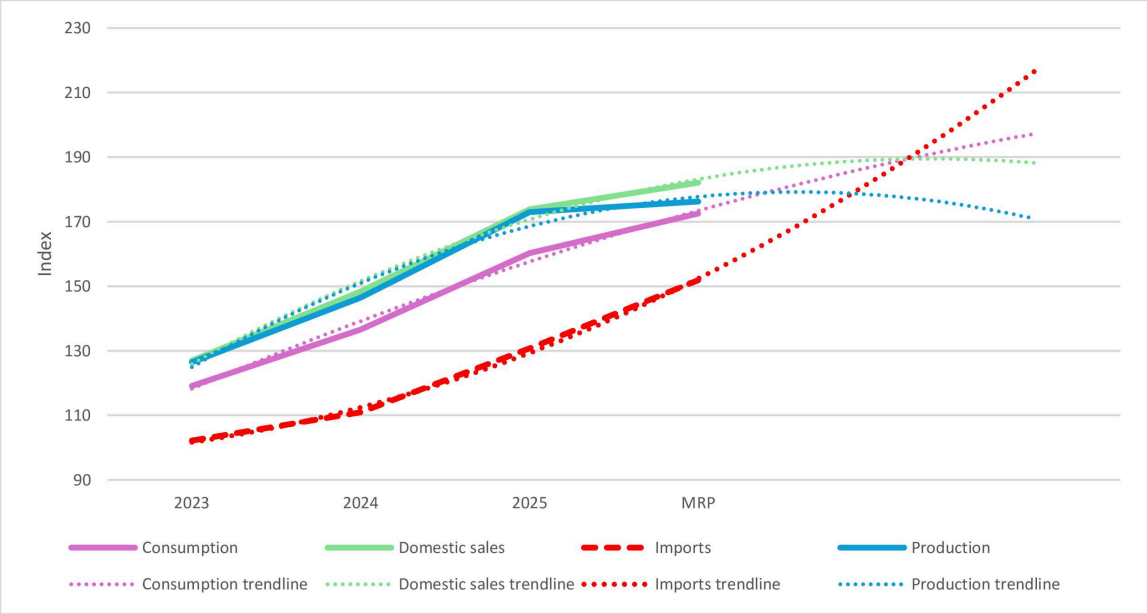
(54) At the same time, the imports surged, with import prices averaging 18 % below those of the Union industry and the Union industry's profitability deteriorated continuously over the period considered. This cumulative evidence underscored that the Union industry was unable to benefit from the market growth, as low-priced imports aggressively captured incremental demand to the direct detriment of the domestic producers' economic performance.

(55) In the graph below, the evolution of the performance indicators of the Union industry was compared with the increase in imports. Each indicator also included a projected trendline for the next two years, which illustrated the slowing down of the growth of the economic indicators between 2025 and MRP, whereas imports continued at the same rate.

([19]) While full-year data for 2026 is not yet available, a continuation of the trend observed in the first six months, as could already be observed by a record number of units imported in July 2026, would result in a market share decline exceeding 2 percentage points in merely 1 year.

Graph 4

Overview of trends in consumption, production, sales and imports



(56) This was especially concerning in a context where the Union industry should achieve high sales volumes and a sustainable capacity utilisation rate ([20]), since this market is characterised by high fixed costs and substantive investment requirements necessary to remain competitive. Taken together, these indicators point to a deterioration in the economic situation of the Union industry in the very near future. Combined with the rate of increase in imports, as further set out below, these developments could place the industry in an increasingly vulnerable position in the absence of measures.

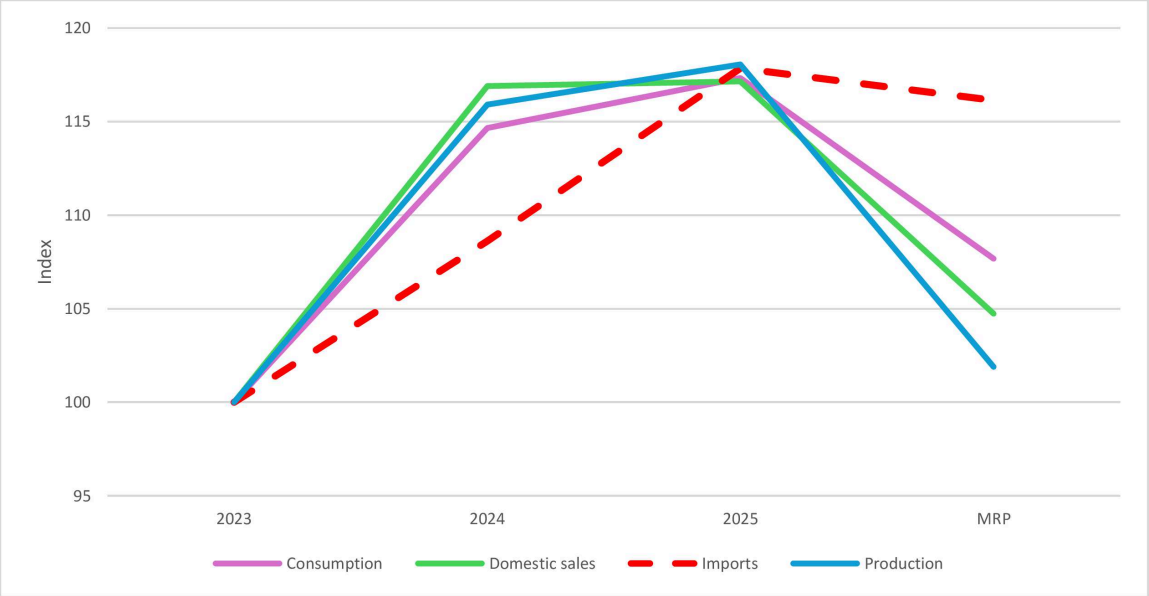
The rate of the increase of low-priced imports is significant

(57) The evolution of import volumes (Table 1) over the period considered revealed that imports did not only increase, but also at an accelerated pace. While Union consumption expanded significantly between 2025 and the MRP by 364 442 vehicles, over half of this incremental demand, specifically 54 %, was absorbed by imports originating from third countries. Given that these third countries constituted 28 % of the Union market share, it was evident that the recent growth in market consumption has been predominantly captured and supplied by imported products rather than the domestic industry. Additionally, in the most recent period, imports entered the market at prices significantly below Union producers' prices. Besides the fact that the price difference identified in Section 7.1 exercised significant pressure on the economic situation of the Union industry, whose profits are already in a fragile situation, this price difference is also likely to increase demand for additional imports.

([20]) Several Union producers have announced restructuring programs aimed at reducing capacity in order to achieve more sustainable capacity utilisation rates. See also the section 'Planned restructurings'.

Graph 5

Yearly increase rate of certain indicators



(58) The graph above shows the annual growth rate indices for consumption, production, domestic sales and imports. Over the first three years, consumption, production and domestic sales grew at an average rate of just under 20 %. However, during the MRP period, the growth fell sharply to single-digit levels. Imports increased at a much slower pace initially, but by 2025 they had caught up with the other indicators. In the MRP, the growth rate of imports exceeded that of the other indicators.

(59) Import statistics per origin (Table 2) showed that this surge was driven notably, but not only, by imports originating in China. Data on historical import shares indicated that Chinese imports initially gained market share at the expense of other third countries. However, in the MRP Chinese imports started gaining market share at the expense of the Union industry. This trend is only expected to continue, with low-priced imports projected to increase further. According to Mobility Global, China produced approximately 7 million hybrid vehicles in 2025, and its production capacity is estimated to be double its production. As shown in Table 14, production is expected to continue increasing.

Table 14

Chinese hybrid production

	2025	2026	2027	2028	2029	2030
Production in units	7 018 283	7 405 680	8 164 272	8 663 254	8 673 776	8 645 676
Index (2025 = 100)	*100*	*106*	*116*	*123*	*124*	*123*

Source: Mobility Global. Figures for 2025 and H1 2026 reflect actual production, figures for H2 2026-2030 represent Mobility Global forecasts.

(60) This expansion is taking place despite weakening domestic demand, with reported vehicle sales declining by around 20 % year-on-year, including a 26 % decline in PHEV sales ([21]). As a result of the falling demand, the excess capacity and intense domestic competition, Chinese producers are increasingly relying on export markets. As shown in Table 15, in 2025 China's exports increased by almost 500 % compared to 2022. China exported approximately 1,125 million hybrid passenger cars, of which 27 % were destined for the Union. This represented an increase of 7 percentage points compared to 2024, when 20 % of China's hybrid passenger car exports were directed to the Union.

([21]) https://www.carbonbrief.org/chart-a-record-two-thirds-of-car-sales-in-china-are-now-electric-vehicles.

Table 15

Total worldwide imports of hybrid vehicles from China

	2023	2024	2025
Worldwide imports from China (in pieces)	191 912	526 312	1 124 177
Index (2023 = 100)	*100*	*274*	*586*

Source: GTA.

(61) At the same time, and as explained in Section 5, the availability of alternative export destinations appeared limited. By contrast, the Union market remained comparatively open, and, from the perspective of Chinese exporters facing weak domestic demand and excess capacity, was and is therefore an attractive export destination.

(62) In view of the significant and rapidly increased imports into the Union, the price difference of these imports, as well as the high import barriers in other relevant export markets, there is a likelihood of substantially increased imports into the Union. This continued surge of low-priced imports is likely to put further pressure on Union producers' prices and erode their sales, market share, profitability and return on investment. In turn, this would weaken the Union industry's ability to maintain production, preserve employment and finance the substantial investments needed for innovation and the transition to electrification. The available evidence therefore supported the conclusion that the rising volume of low-priced imports threatened to cause serious injury to the Union industry.

Planned restructurings

(63) Based on a preliminary analysis of the European Restructuring Monitor (ERM) ([22]) and complementary company and media reporting, there appeared to have been an intensification of restructuring activity among automotive producers in the Union since 2024. The analysis below focuses on the major Union automotive producers.

(64) In December 2024, a Union producer committed to reducing its workforce by more than 35 000 employees across its German locations by 2030 ([23]). This figure was subsequently revised upwards in March 2026, with the company expecting around 50 000 jobs to be eliminated across the Group in the EU by 2030 ([24]).

(65) In September 2026, the Union producer approved plans to cut a further 50 000 jobs globally. This brings the total number of positions the producer plans to eliminate by 2030 to approximately 100 000, comprising around 50 000 jobs confirmed across the Union and an additional 50 000 positions worldwide, roughly half of the latter in Germany ([25]). Although these job cuts are broad in scope and do not specifically target HEV or PHEV production, the future production of hybrid vehicles is nevertheless under increasing pressure as a result of these large-scale restructuring announcements as to ensure capacity reduction. For example, the September 2026 announcement indicated that the Union producer could not currently guarantee future production allocations for the Hannover (12 900 employees), Emden (7 700 employees), Zwickau (8 000 employees) and Audi Neckarsulm (15 500 employees) plants after 2030, in the face of surging import competition ([26]). Both the Hannover and Neckarsulm

([22]) The European Restructuring Monitor (ERM) tracks large-scale job changes and restructuring announcements by automotive manufacturers across the European Union, recording announced restructuring cases affecting at least 100 jobs, or 10 % of employment in larger firms.

([23]) https://www.volkswagen-group.com/en/press-releases/agreement-reached-volkswagen-ag-positions-itself-competitively-for-the-future-18911.

([24]) https://annualreport2025.volkswagen-group.com/to-our-shareholders/letter-to-our-shareholders.html.

([25]) https://www.volkswagen-group.com/en/future-plan-the-next-phase-of-transformation-20510?utm_source=chatgpt.com.

([26]) https://www.semafor.com/article/09/04/2026/volkswagen-announces-record-job-cuts-amid-china-pressure and https://www.businesstimes.com.sg/companies-markets/volkswagen-plans-slash-50000-more-jobs-amid-dire-need-reduce-costs.

plants are involved in the production of new hybrid vehicles, highlighting the threat to employment linked to new hybrid vehicle production at these sites. In addition, several production lines in the Union are also sufficiently flexible to manufacture vehicles with different powertrains, meaning that closure of any such plant will have consequences for future potential production of HEVs and PHEVs.

(66) The Commission observed that another Union producer of hybrid vehicles aims to improve capacity utilisation to 80 % by 2030 by restructuring and reducing European production capacity by 800 000 units ([27]). As part of this restructuring, the Union producer plans to end vehicle production at Poissy (France) by the end of 2028 at the earliest. This will include the production of hybrid vehicles. The site is instead expected to be repurposed for activities including parts production, vehicle reconditioning, recycling, 3D printing and other industrial activities.

(67) This indicates that while demand for electrified vehicles is increasing, the market growth is predominantly captured by imported hybrids and the Union producers are planning to reduce production capacity rather than being able to fully benefit from this market growth. The expected continuation of the surge in low-priced imports will further aggravate the pressure on Union producers.

(68) The Commission observed additional large-scale restructuring announcements, which are directly linked to the increased global pressure and aggressive pricing in the automotive sector, and will likely impact the future production of hybrid vehicles. For instance, another automotive producer announced a comprehensive new long-term strategy and restructuring addressing intense global competition, development costs and rising pressures from fast-moving Chinese manufacturers ([28]). This Union producer plans to cut between 15 % to 20 % of its global engineering workforce ([29]) and targets the reduction in technical, research, and administrative engineering positions globally, however impacting significantly operations in France and Spain, to lower electrified vehicle development costs.

(69) Additionally, the Commission noted announcements from another Union hybrid vehicle producer regarding a global workforce reduction of nearly 8 000 employees through 2027 ([30]), with the majority of cuts concentrated in Germany. The company pointed to eroding profitability and severe market headwinds as the core catalysts for the reorganisation.

(70) Furthermore, another Union producer has undertaken structural downsizing and cost-containment strategies to preserve profitability. Amid declining high-end vehicle demand and intense pricing pressures in China, the resulting strain on global revenues has necessitated scaled-back operations, reduced production targets, and a comprehensive re-evaluation of the company's cost architecture ([31]).

Significant available global capacities

(71) Table 16 presents a Mobility Global forecast of general plant capacity in the major global markets, namely China, Türkiye, Korea, Japan and the UK. The forecast indicates that the upward trend in capacity is expected to continue between 2025 and 2033, driven primarily by the capacity expansions in China. The utilisation of these plants is estimated to drop below 50 % after 2025, reflecting a significant and concerning degree of spare capacity. This is driven in particular by China, where capacity utilisation is estimated to be as low as 43 %. As a result, estimated excess capacity across these global markets may reach as much as 50 million vehicles, a level equivalent to actual production. While these figures are not specific to hybrid vehicles, they provide relevant context for assessing the conditions in which the hybrid vehicles segment operates. This is particularly relevant given the flexibility of automotive production, with manufacturers able to produce vehicles with different powertrains on the same production lines. As a result, developments in overall automotive production and capacity are relevant to the assessment of the capacity environment faced by the hybrid vehicles segment.

([27]) https://www.stellantis.com/en/company/our-strategy.
([28]) https://www.renaultgroup.com/groupe/notre-strategie/.
([29]) https://www.thechemicalengineer.com/news/renault-to-slash-20-of-engineering-jobs.
([30]) https://motorillustrated.com/an-overview-of-the-job-cuts-made-by-european-automakers-over-the-last-year-and-a-half/190369.
([31]) https://www.automotiveworld.com/topics/software-defined-vehicle/mercedes-benz-boss-warns-china-price-wars-here-to-stay/.

Table 16

Forecast of general plant capacity in the major global markets

China, Japan, Korea, Türkiye, UK											
Indicator/Year	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Total production (in 1 000 pieces)	43 988	44 022	47 112	45 297	45 172	45 093	45 455	45 996	46 261	46 839	47 124
Index	*100*	*100*	*107*	*103*	*103*	*103*	*103*	*105*	*105*	*106*	*107*
Total capacity (in 1 000 pieces)	83 884	88 072	92 077	94 684	95 179	94 847	95 624	95 283	95 447	95 626	96 127
Index	*100*	*105*	*110*	*113*	*113*	*113*	*114*	*114*	*114*	*114*	*115*
Capacity utilisation (in %)	52	50	51	48	47	48	48	48	48	49	49

Source: Mobility Global.

(72) Hence, based on a preliminary analysis of the automotive world market, there is sufficiently freely available capacity on the part of the exporters with further expansions planned, which, given the low import prices and the attractiveness of the Union market for new hybrid vehicles, are likely to be increasingly directed to the Union market.

Stocks

(73) The level of stocks of hybrids in the Union is a relevant indicator for future pressure on the Union industry exercised by imported products as these quantities are intended for sale on the Union market.

(74) At this stage, the analysis focuses in particular on China, as it appears that the surge in imports is driven notably, but not only, by imports originating in China. In order to estimate the stock levels in the Union of the product concerned, export statistics from China to the Union for the period 2023 to 2025 were examined. The difference between the exports reported by China and the imports recorded by the Union can be considered to represent vehicles awaiting customs clearance in the Union. Given that shipping vehicles from China to the Union may take several months, data relating to the ongoing year has not been taken into account.

Table 17

Comparison Chinese export statistics and EU import statistics

	2023	2024	2025
Chinese exports to EU (in pieces)	47 644	114 197	356 037
EU imports from China (in pieces)	46 001	106 542	302 403
Difference (in pieces)	1 643	7 655	53 634

Source: Chinese export statistics and Eurostat.

(75) The difference between exports and imports was negligible in 2023, increased slightly in 2024, and rose significantly in 2025, reaching approximately 53 000 vehicles. While some of these vehicles may have been customs cleared in 2026, the magnitude of the difference observed in 2025 remains significantly higher than in the three preceding years. This indicates that stocks are increasingly accumulating and are therefore adding to the pressure exerted by imports on the Union industry.

7.3. **Conclusion**

(76) Considering the above, the Commission preliminarily concluded that the Union producers were in a vulnerable situation and faced a threat of serious injury, as evidenced by the declining economic indicators presented in Section 7.1, the significant and accelerating increase in low-priced imports, the planned restructurings within the Union industry, the significantly available global production capacities and the increasingly present stocks in the Union market.

8. CAUSATION

(77) The Commission examined whether the increased imports caused the threat of serious injury to the Union producers. In addition, the Commission also examined whether other known factors could at the same time have contributed to the threat of serious injury to the Union producers as to call into question the presence of a causal link between the threat of serious injury suffered by the Union industry and the increased imports.

8.1. Increased imports

(78) The Commission has made a preliminary determination that there was a causal link between the increased imports of the product concerned and the threat of serious injury suffered by the Union producers. The causal link between the surge in imports and the fragile economic situation of the Union industry was demonstrated by the developments observed in the most recent period.

(79) Although Union consumption and Union sales increased during the period considered, the most recent period stands out as the first in which market growth was captured predominantly by imports rather than by the Union industry. As imports aggressively expanded their presence in the Union market during this period, the Union industry experienced a deterioration in its economic indicators, including a loss of market share, significant price pressure, increasingly fragile profitability and the need for further restructuring.

(80) Monthly data for the most recent period indicate that imports are entering the Union market at an accelerating pace. Furthermore, exporters have sufficiently freely available capacity, with further expansions planned. Given the attractiveness of the Union market for hybrids in terms of price, the import trend observed in the most recent period is expected to continue and even further accelerate.

(81) Given the already fragile profitability of the Union industry, coupled with the high fixed costs and substantial investments required to remain competitive in this market, the continuation of the accelerating import trend will undoubtedly further deteriorate the industry's economic situation (as it did in the most recent period) and is likely to cause serious injury to Union producers in the very near future.

(82) The Commission therefore preliminarily concluded that there was a causal link between the increase in imports and the threat of serious injury suffered by Union producers.

8.2. Other known factors

(83) To ensure that the threat of serious injury is not attributed to factors other than increased imports, the Commission has carried out a preliminary analysis to determine whether other factors may have contributed to the threat of serious injury suffered by the Union producers and to distinguish the effects of those factors from the effects of increased imports, with a view to preliminarily establishing the existence of a genuine and substantial relationship of cause and effect.

(84) While high energy prices are an important factor in the production of hybrid vehicles, the actual threat of serious injury stems from the pressure exercised on the EU prices by the surge of low-priced imports. Indeed, energy prices are generally higher in the Union than in some other parts of the world. Under normal market conditions, manufacturers can reflect cost increases in their sales prices in order to maintain reasonable profits. However, the product concerned enters the Union on average at prices 18 % lower than Union prices and exercises pressure which prevented the Union producers from increasing their sales price to cover for the energy price. It is thus not the increasing energy costs as such, but, due to the increased imports, the Union producers' inability to accurately reflect these cost increases in their sales prices, that a threat of serious injury exists.

(85) As regards the export performance of the Union producers, it has been largely stable over the period considered with the exception of 2024, in which exports decreased. Given this stability, the Commission provisionally considered that the export performance did not contribute to the threat of serious injury.

(86) As regards consumer demand, registrations of hybrid vehicles in the EU have been growing consistently since 2023. In addition, according to Global Mobility, registrations are expected to continue increasing until 2029.

Table 18

Evolution of registrations of new hybrid vehicles in the EU (with forecast)

	2023	2024	2025	2026	2027	2028	2029	2030
Registrations (in 1 000 pieces)	3 530	4 048	4 749	5 552	6 056	6 359	6 430	6 173
Index (2023 = 100)	*100*	*115*	*135*	*157*	*172*	*180*	*182*	*175*

Source: Mobility Global and ACEA. Figures for 2026-2030 represent a Mobility Global forecast.

(87) Not only are the number of registrations growing, the share of hybrid vehicles in the total registrations has grown from 33 % in 2023 to 46 % in the MRP.

Table 19

Share of new hybrid vehicles in total registrations in the EU

	2023	2024	2025	MRP
Share hybrid vehicles in total EU registrations (in %)	33	38	44	46
Index (2023 = 100)	*100*	*115*	*133*	*139*

Source: Mobility Global and ACEA.

(88) Therefore, the Commission preliminary determined that Union demand for hybrids is increasing and thus not contributing to the threat of serious injury.

(89) As regards the regulatory environment relating to the reduction of CO_2 emissions, this cannot be considered as a cause of the threat of serious injury. On the contrary, the applicable and proposed regulatory developments have improved the outlook for hybrid vehicle producers. While the Union has set ambitious CO_2 reduction targets for new passenger cars and vans, these measures do not amount to an immediate prohibition on hybrid technologies. Rather, the transition framework has been structured over time and has recently evolved in a manner that is less restrictive for hybrid producers than previously anticipated. In particular, the policy pathway has shifted from expectations of a more accelerated full battery-electric transition by 2030 towards a more gradual approach towards 2035, and the proposal of a 90 % CO_2 reduction benchmark instead of a full ban of non-BEV vehicles leaves scope for the continued presence of hybrid vehicles. Accordingly, the Commission considers that the regulatory environment cannot currently be characterised as threatening to cause serious injury to Union hybrid producers.

(90) Consequently, the Commission has not provisionally identified any other factors that would attenuate the causal link between the increase in imports and the threat of serious injury to the Union producers.

8.3. **Conclusion**

(91) For the above reasons, the Commission provisionally concluded that there was a causal link between the significant increase of imports and the threat of serious injury suffered by the Union industry. Other factors may have contributed to the threat of serious injury suffered by Union producers, but these factors did not attenuate the causal link.

9. **UNION INTEREST**

(92) The Commission examined whether it would be in the Union interest to adopt provisional measures. The analysis of the Union interest was based on an appraisal of all the various interests involved, including those of the Union producers, importers and users.

(93) The climate neutrality objective is at the heart of the European Green Deal, and is a legally binding objective set out in the Climate Law. To reach its climate neutrality goal by 2050 ([32]), the EU is taking action to reduce emissions from cars as road transport accounts for one fifth of the EU's CO_2 emissions ([33]). The EU aims to cut emissions from cars by 55 % and from vans by 50 % by 2030, compared with 2021, in order to reach the goal of zero emissions from new cars and vans by 2035 ([34]). Therefore, the sale of new petrol or diesel cars is (for the moment) banned from 2035 ([35]).

(94) However, during the current period of transition between combustion engine cars and fully electric cars, hybrid cars are a frequently used and sought after alternative for consumers as they already contribute to emission reduction but do not have the disadvantage of lower driving range as many fully electric cars.

(95) The same applies to the car manufacturers, who also use hybrid cars as transitional models between the combustion engine and fully electric cars to spread costs and as a 'lab' for research and innovation to pave the way to state of the art fully electric cars.

(96) Therefore, losing hybrids production in the Union would leave consumers with few alternatives, as the market share of Chinese imports is already erasing the market shares of other suppliers such as Japan or Korea, and during the MRP Chinese imports also began to gain market share at the expense of the Union industry.

(97) Furthermore, this market is characterised by high fixed costs and substantive investments requirements necessary to remain competitive. A viable and profitable car industry in the Union is essential to ensure the necessary investments in research and development to produce fully electric cars by 2035 in the Union. It would not be in the Union interest to let the EU's green transition be driven solely by foreign players.

(98) In addition, the Commission considers that a provisional safeguard measure in the form outlined below in Section 12 would strike an appropriate balance between the interests of Union producers and downstream users. Taking into account the importance of the hybrid vehicle sector to the Union economy, in particular in terms of innovation, electrification and employment, the Commission's preliminary assessment was that the imposition of measures on hybrid vehicles would be in the Union interest.

10. **CRITICAL CIRCUMSTANCES**

(99) In accordance with Article 7, paragraph 1, letter (a) of Regulation (EU) 2015/478, the Commission examined whether critical circumstances existed where delay would cause damage which would be difficult to repair. To this end, the Commission assessed the situation of the Union producers, the developments in imports in the most recent period and the likelihood that imports would increase further in the immediate future.

(100) As explained in Section 7, despite significant growth in Union consumption, the Union producers lost market share during the most recent period, while their profitability declined substantially, reaching only around two-thirds of the minimum profit normally required to ensure the long-term financial viability of their hybrids business. At the same time, imports entered the Union at prices on average 18 % below those of the Union industry. The Union producers therefore faced increasing competitive pressure at a time when their capacity to absorb further deterioration in their economic situation is already limited.

([32]) Reducing carbon emissions: EU targets and policies | Topics | European Parliament.
([33]) CO_2 emissions from cars: facts and figures (infographics) | Topics | European Parliament.
([34]) Reducing car emissions: new CO_2 targets for cars and vans explained | Topics | European Parliament.
([35]) However, in December 2025, the Commission presented a proposal for a review of the CO_2 emission standards for cars and vans. According to the proposal, from 2035 onwards, instead of a reduction of 100 %, carmakers will need to comply with a 90 % tailpipe emissions reduction target, while the remaining 10 % emissions will need to be compensated through the use of low-carbon steel made in the Union, or from e-fuels and biofuels. This will allow for plug-in hybrids (PHEVs), range extenders, mild hybrids, and internal combustion engine vehicles to still play a role beyond 2035, in addition to full electric vehicles (EVs). See also https://climate.ec.europa.eu/areas-action/transport-decarbonisation/road-transport/cars-and-vans_en.

(101) Monthly data confirmed that the surge in low-priced imports continued, notably, but not only, for imports originating in China. Chinese imports have entered the Union at an accelerated pace, in particular in the second half of the MRP, and gained further market share at the expense of the Union industry as well as other traditional suppliers to the Union market. At the same time, domestic demand in China is declining year on year, while production in China is expected to continue increasing, although capacity utilisation is estimated to be as low as 43 %. This combination of excess capacity, weakening domestic demand and intense domestic competition creates a strong incentive for Chinese producers to seek out export markets in the imminent future. The increasing use of trade-restrictive measures in other markets further heightens the risk that these exports will be directed towards the Union, which remains a relatively open and attractive market. The Union is therefore exposed to the risk of an imminent further increase in imports at a time when its industry is already in a fragile situation.

(102) The Commission considered that the combination of the already fragile economic situation of the Union producers, the continuing increase in imports, the substantial price pressure exerted by those imports and the likelihood of further import increases in the immediate future creates a situation in which any delay in the adoption of provisional safeguard measures would cause damage which would be difficult to repair. In the absence of timely action, the Union industry would face further increases in import volumes and continued price pressure before the investigation could be concluded.

(103) The Commission therefore provisionally concluded that critical circumstances exist within the meaning of Article 7(1)(a) of Regulation (EU) 2015/478 and that provisional safeguard measures should be adopted without delay.

11. EXCLUSIONS OF CERTAIN COUNTRIES FROM THE SCOPE OF THE PROVISIONAL MEASURES

(104) In accordance with Article 18 of Regulation (EU) 2015/478 provisional measures must not apply to any product originating in a developing country WTO member, Algeria ([36]) and Lebanon ([37]) as long as its share of imports of that product into the Union does not exceed 3 %, provided that developing country members with less than a 3 % import share, collectively, do not account for more than 9 % of total Union imports of the product concerned.

(105) Annex I.1 lists the developing countries that are members of the WTO, as well as Algeria and Lebanon, which may qualify for an exemption from safeguard measures, subject to the conditions set out in the recital above.

(106) The methodology used to determine the import shares of developing countries was based on total imports into the Union of the product concerned in 2025. The share of imports originating in each developing country mentioned in Annex I.1 was calculated as a proportion of those total imports. Imports originating in Ukraine, Kenya, Iceland, Lichtenstein and Norway were excluded from the calculation of total imports.

(107) Annex I.2 (List of developing countries to which the provisional measures apply) contains the result of this calculation and specifies the developing countries that are subject to provisional safeguard measures as they are above 3 %. All developing country members with less than a 3 % import share collectively did not account for more than 9 % of total Union imports of the product concerned in 2025.

(108) In addition, as set out in Section 4, also Ukraine, the European Economic Area (EEA) and Kenya should be excluded from the scope of provisional measures.

(109) In view of the requirements of the Agreement on the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the European Union and the European Atomic Energy Community (the 'Withdrawal Agreement'), of which the Windsor Framework is an integral part, and of Regulation (EU) 2020/2170 of the

([36]) Council Decision 2005/690/EC of 18 July 2005 on the conclusion of the Euro-Mediterranean Agreement establishing an Association between the European Community and its Member States, of the one part, and the People's Democratic Republic of Algeria, of the other part (OJ L 265, 10.10.2005, p. 1, ELI: http://data.europa.eu/eli/dec/2005/690/oj).

([37]) Council Decision 2006/356/EC of 14 February 2006 concerning the conclusion of the Euro-Mediterranean Agreement establishing an association between the European Community and its Member States of the one part, and the Republic of Lebanon, of the other part (OJ L 143, 30.5.2006, p. 1, ELI: http://data.europa.eu/eli/dec/2006/356/oj).

European Parliament and of the Council ([38]) and in order to ensure that the products concerned can continue entering Northern Ireland, those products should not be subject to quotas when brought from another part of the United Kingdom and sold to final consumers in the territory of Northern Ireland and registered for use in Northern Ireland. Based on the evidence available, the Commission does not consider that this may pose a significant risk to the effectiveness of the measure. Nevertheless, the Commission will closely monitor trade flows of the product concerned moved from another part of the United Kingdom into Northern Ireland, as well as subsequent trade flows from Northern Ireland into the rest of the Union, and may amend this Regulation as necessary.

12. CONCLUSIONS AND ADOPTION OF PROVISIONAL MEASURES

12.1. Adoption of provisional measures

(110) It was preliminarily concluded that the Union producers are suffering a threat of serious injury. Given the critical circumstances explained in Section 10, it is considered that provisional safeguard measures should be taken in order to prevent further damage to the Union industry which would be difficult to repair before the conclusion of the current investigation.

12.2. Form, level and duration of the provisional measure

(111) In determining the most appropriate form of provisional safeguard measure, the Commission considered several elements.

(112) First, the Commission considered what is appropriate to remedy the threat of serious injury to the Union producers, which became evident during the most recent period.

(113) Second, the Commission took into account its practice in previous safeguard investigations and the applicable international obligations, according to which traditional trade flows should be maintained to the extent that they do not exacerbate the threat of serious injury established.

(114) Third, the Commission considered the price levels at which imports enter the Union, the specific market circumstances, and the ability of exporting producers to absorb very high additional duties ([39]). The measure should provide effective protection to Union producers from the increased imports that cause a threat of serious injury.

(115) In light of the above considerations, in particular with regard to the critical circumstances making immediate action necessary, the Commission considered that a tariff measure would not provide an effective response to the threat of serious injury, as it would not sufficiently prevent the increased imports from materialising. A quantitative restriction in the form of import quotas, setting a maximum quantity of the product concerned that may be imported into the Union during the period of application of the provisional safeguard measure, was therefore considered necessary to provide effective protection to Union producers. Imports outside the quotas should not be allowed. When imports are mentioned, it should be read as customs declarations for release for free circulation.

(116) The Commission ensured that this measure is compatible with the Union's obligations under bilateral or regional trade agreements with third countries. The Commission decided to impose a measure in the form of quotas. The Commission concluded that the adoption of such a measure constitutes the least disturbing measure for the continuation of bilateral trade with the Union's free trade partners which is strictly necessary to remedy the difficulties that have arisen.

([38]) Regulation (EU) 2020/2170 of the European Parliament and of the Council of 16 December 2020 on the application of Union tariff rate quotas and other import quotas (OJ L 432, 21.12.2020, p. 1, ELI: http://data.europa.eu/eli/reg/2020/2170/oj).

([39]) In this regard, the Commission took account of the significant spare production capacities available to exporting producers, the limited capacity of domestic markets to absorb these capacities, and the increasing use of trade-restrictive measures in other markets, which make the Union market particularly attractive as an outlet for excess production.

(117) Based on Union interest considerations and in order to ensuring optimal use of the quota volumes, the Commission considered that quotas should be allocated on the one hand specifically to countries having a substantial interest in supplying the product concerned (so called 'country-specific quotas', or 'CSQs') and, on the other hand, to all other origins. For the purpose of this Regulation, it is considered that countries with a share of more than 2 % of imports in the year 2025 have a significant supplying interest and should receive a country-specific quota. A residual quota ('the other countries quota') should be allocated to all other supplying countries.

(118) The Commission considered it appropriate to set the quota volumes of country-specific quotas at the level of imports recorded of the respective country in 2025, increased by a value slightly above 15 %. This approach took account of the significant growth of the Union market for new hybrid vehicles, which expanded by an average of 15 % over the preceding three years. The Commission considered that setting the quotas at historical trade levels alone would not adequately reflect the development of the market or the interests of Union users. The year 2025 was provisionally selected as the reference year because it was the most recent full year with available data. In addition, 2025 recorded the highest import volumes.

(119) In view of the limited number of vehicles imported from the other origins besides the origins with a substantial interest in supplying the product concerned ('the country-specific quota holders'), and in order to avoid unduly restricting their access to the Union market, the other countries annual quota was set at 1 500 vehicles, rather than being calculated in accordance with the methodology described in recital 118.

(120) The quotas are set out in Annex II to this Regulation. The quotas should be administered on a quarterly basis, with unused quota volumes carried over to the following quarter (from 1 December 2026 to 28 February 2027, from 1 March 2027 to 31 May 2027, and from 1 June 2027 to 18 June 2027), within the period of application of the provisional safeguard measure.

(121) The other countries quota should be filled based on the chronological order of the dates on which declarations of release for free circulation are accepted, as provided for in Commission Implementing Regulation (EU) 2015/2447 ([40]). This method of administration calls for close cooperation between the Member States and the Commission.

(122) Imports within the applicable quota shall be subject to the customs duty rate otherwise applicable to the product concerned, taking into account any preferential tariff treatment provided for under an agreement between the Union and the country of origin.

(123) The eligibility of imported goods from developing countries to be excluded from the quotas is dependent on the origin of the goods. The criteria for determining non-preferential origin currently in force in the Union should therefore be applied.

(124) Imports in excess of the applicable quota should not be permitted.

(125) As the quotas are expressed in numbers of vehicles, only whole units can be allocated. Where a quota volume is calculated pro rata temporis, or where drawing requests exceeding the available balance are allocated on a pro rata basis, the result should therefore be rounded down to the nearest whole unit, so that the quota is never exceeded. So as not to reduce the overall quota volume, the balance resulting from rounding down should not remain available for drawing in the current quota period but should be carried over to the following one, except in the last quota period.

(126) The provisional measures should apply for 200 calendar days (until 18 June 2027) from the date on which this Regulation enters into force. To make sure these rules are operationalised as soon as possible, they should apply from the entry into force of this Regulation, without any blocking period.

([40]) Commission Implementing Regulation (EU) 2015/2447 of 24 November 2015 laying down detailed rules for implementing certain provisions of Regulation (EU) No 952/2013 of the European Parliament and of the Council laying down the Union Customs Code (OJ L 343, 29.12.2015, p. 558, ELI: http://data.europa.eu/eli/reg_impl/2015/2447/oj).

(127) The product under investigation is set out in recital (5). However, the production processes and market conditions in the automotive sector as a whole are characterised by a high degree of complexity. In particular, the product in question may be manufactured in production facilities that also produce vehicles outside the scope of the product definition, including through the use of same components. Furthermore, the sale of used vehicles is an important feature of the automotive sector. Therefore, the Commission shall monitor import trends, particularly in view of:

— Vehicles principally designed for the transport of nine or less persons, including the driver, with internal combustion piston engine, used or new, currently falling under CN codes 8703 21 10, 8703 21 90, 8703 22 10, 8703 22 90, 8703 23 11, 8703 23 19, 8703 23 90, 8703 24 10, 8703 24 90, 8703 31 10, 8703 31 90, 8703 32 11, 8703 32 19, 8703 32 90, 8703 33 11, 8703 33 19, 8703 33 90;

— Within the category mentioned above, micro hybrid electric vehicles, principally designed for the transport of nine or less persons, including the driver, with internal combustion piston engine as motor for propulsion and an electric power source, such as an integrated alternator or starter, that is used only for non-propulsion functions; used or new, currently falling under TARIC codes: 8703 21 10 10, 8703 21 90 10, 8703 22 10 10, 8703 22 90 10, 8703 23 11 10, 8703 23 19 10, 8703 23 90 10, 8703 24 10 10, 8703 24 90 10, 8703 31 10 10, 8703 31 90 10, 8703 32 11 10, 8703 32 19 10, 8703 32 90 10, 8703 33 11 20, 8703 33 19 20 and 8703 33 90 10;

— Motor vehicles for the transport of goods of a gross weight not exceeding 5 tonnes, used or new, regardless of their powertrain, currently falling under CN codes 8704 21 31, 8704 21 39, 8704 21 91, 8704 21 99, 8704 31 31, 8704 31 39, 8704 31 91, 8704 31 99, 8704 41 31, 8704 41 39, 8704 41 91, 8704 41 99, 8704 51 31, 8704 51 39, 8704 51 91, 8704 51 99, 8704 60 00;

— Used hybrid vehicles, principally designed for the transport of nine or less persons, including the driver, with both internal combustion piston engine and one or more electric motor[s], as motors for propulsion, regardless of the number of wheels set in motion, whether capable or not of being charged by plugging to an external source of electric power, currently falling under CN codes 8703 40 90, ex 8703 50 00, 8703 60 90, ex 8703 70 00 (TARIC codes 8703 50 00 90; 8703 70 00 90);

— Used vehicles with only electric motor for propulsion, principally designed for the transport of nine or less persons, including the driver, currently falling under code 8703 80 90.

(128) Monitoring the above categories of vehicles will enable the Commission to assess the import developments for these vehicles and decide whether changes in import patterns may affect the effectiveness of this measure.

(129) The Commission has consulted the Committee on Safeguards established under Article 3(3) of Regulation (EU) 2015/478 and Article 22(3) of Regulation (EU) 2015/755 respectively,

HAS ADOPTED THIS REGULATION:

Article 1

1. Subject to Article 4, quotas are hereby opened in relation to imports into the Union of certain new hybrid vehicles, originating in third countries, principally designed for the transport of nine or less persons, including the driver, with both internal combustion piston engine and one or more electric motor[s] as motors for propulsion, regardless of the number of wheels set in motion, whether capable or not of being charged by plugging to an external source of electric power, currently falling under CN codes ex 8703 40 10, ex 8703 50 00, ex 8703 60 10, and ex 8703 70 00 (TARIC codes 8703 40 10 10, 8703 40 10 90, 8703 50 00 10, 8703 60 10 10, 8703 60 10 90, 8703 70 00 10) for a period of 200 calendar days from the entry into force of this Regulation.

2. Where a quota is exhausted, the imports of the product concerned shall not be allowed to enter the Union.

3. The declaration of the quotas for the origin concerned shall be mandatory.

4. Imports within the applicable quota shall be subject to the customs duty rate otherwise applicable to the product concerned, taking into account any preferential tariff treatment provided for under an agreement between the Union and the country of origin.

5. Notwithstanding the first paragraph, imports of the product concerned brought into Northern Ireland from another part of the United Kingdom and sold to final consumers in the territory of Northern Ireland and registered for use in Northern Ireland shall not be subject to quotas.

6. This Article shall not apply to products originating in:

(a) Iceland, Liechtenstein and Norway;

(b) Ukraine;

(c) Kenya;

(d) developing countries as specified in Annex I.1 with the exception of the countries specified in Annex I.2.

Article 2

1. The quotas set out in Article 1 shall be managed by the Commission and the Member States in accordance with the management system for tariff quotas provided for in Articles 49 to 54 of Implementing Regulation (EU) 2015/2447.

2. The quotas shall be administered quarterly: from 1 December 2026 to 28 February 2027, from 1 March 2027 to 31 May 2027, and from 1 June 2027 to 18 June 2027.

3. The allocation of each quarterly quota shall be stopped on the 20th working day of the Commission following the end of the quarterly period.

4. From 1 December 2026 to 18 June 2027, the unused volumes of quotas in one quarter shall be carried over to the next quarter within the same yearly period of application.

5. Quantities attributed under a quota may be returned in accordance with the applicable customs legislation. Where drawings on a quarterly quota have been stopped in accordance with Article 2(3) of this Regulation, or where a quota has been exhausted or otherwise closed to further access pursuant to this Regulation, the return of such quantities shall not entail the reopening of that quota for the submission or acceptance of new drawing requests. Such returned quantities shall be taken into account only for the purpose of adjusting the balance of the relevant quota. Where the unused balance of a quarterly quota has already been transferred to the following quarter in accordance with Article 2(3) of this Regulation, quantities returned thereafter in respect of that quarter shall not be transferred to the following quarter. Therefore, those quotas will no longer be accessible to economic operators.

6. By way of derogation from Article 51(5) of Implementing Regulation (EU) 2015/2447, quotas distributed by this Regulation shall not be subject to a blocking period.

7. Where the quantities requested exceed the available balance of a quota, the quantities to be allocated shall be determined on a pro rata basis and, where the result is not a whole number, rounded down to the nearest whole unit. The quota shall be closed as from the date of that allocation. The balance remaining as a result of rounding down shall not be available for further drawings within that quota period and shall be carried over to the following quota period, unless the quota period concerned is the last quota period within the same yearly period of application.

Article 3

1. The imports of the products listed in the Annex III to this Regulation shall be subject to retrospective Union surveillance in accordance with Regulations (EU) 2015/478 and (EU) 2015/755.

2. The classification of the products covered by this Regulation is based on CN and TARIC.

Article 4

1. The origin of any product to which this Regulation applies shall be determined in accordance with the provisions in force in the Union relating to non-preferential origin and with Regulation (EU) No 952/2013 of the European Parliament and of the Council ([41]).

2. Unless otherwise specified, the relevant provisions in force concerning customs duties shall apply.

Article 5

1. The benefit of the quotas referred to in Article 1 for goods originating in the People's Republic of China shall be subject to presentation of a signed and stamped export quota certificate issued by the China Chamber of Commerce for Import and Export of Machinery and Electronic Products (CCCME) of the People's Republic of China.

2. The export quota certificate shall be made out on a form corresponding to the model in Annex IV to this Regulation.

Article 6

The Member States and the Commission shall cooperate closely to ensure compliance with this Regulation.

Article 7

This Regulation shall enter into force on 1 December 2026.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 23 November 2026.

For the Commission
The President
Ursula VON DER LEYEN

([41]) Regulation (EU) No 952/2013 of the European Parliament and of the Council of 9 October 2013 laying down the Union Customs Code (OJ L 269, 10.10.2013, p. 1, ELI: http://data.europa.eu/eli/reg/2013/952/oj).

ANNEX I

I.1 — **List of developing countries, members of the WTO, Algeria and Lebanon**

Afghanistan, Albania, Algeria, Angola, Antigua and Barbuda, Argentina, Armenia, Bahrain, Bangladesh, Barbados, Belize, Benin, Bolivia, Botswana, Brazil, Brunei Darussalam, Burkina Faso, Burundi, Cabo Verde, Cambodia, Cameroon, Central African Republic, Chad, Chile, China, Colombia, Congo, Costa Rica, Côte d'Ivoire, Cuba, Democratic Republic of the Congo, Djibouti, Dominica, Dominican Republic, Ecuador, Egypt, El Salvador, Eswatini, Fiji, Gabon, Gambia, Georgia, Ghana, Grenada, Guatemala, Guinea, Guinea-Bissau, Guyana, Haiti, Honduras, Hong Kong, India, Indonesia, Jamaica, Jordan, Kazakhstan, Kenya, Kuwait, Kyrgyz Republic, Lao People's Democratic Republic, Lebanon, Lesotho, Liberia, Macao, Madagascar, Malawi, Malaysia, Maldives, Mali, Mauritania, Mauritius, Mexico, Moldova, Mongolia, Montenegro, Morocco, Mozambique, Myanmar, Namibia, Nepal, Nicaragua, Niger, Nigeria, North Macedonia, Oman, Pakistan, Panama, Papua New Guinea, Paraguay, Peru, Philippines, Qatar, Rwanda, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Samoa, Saudi Arabia, Senegal, Seychelles, Sierra Leone, Solomon Islands, South Africa, Sri Lanka, Suriname, Tajikistan, Tanzania, Thailand, Timor-Leste, Togo, Tonga, Trinidad and Tobago, Tunisia, Türkiye, Uganda, Ukraine, United Arab Emirates, Uruguay, Vanuatu, Venezuela, Vietnam, Yemen, Zambia, Zimbabwe.

I.2 — **List of developing countries to which the provisional measures apply**

China, Türkiye, Mexico and Morocco.

ANNEX II

Volumes of quotas

Product	CN and TARIC codes	Allocation by country (Where Applicable)	From 1 December 2026 to 28 February 2027	From 1 March 2027 to 31 May 2027	From 1 June 2027 to 18 June 2027	Order Number
			Volume of quota (in units)	Volume of quota (in units)	Volume of quota (in units)	
Certain new hybrid vehicles	8703 40 10 10, 8703 40 10 90, 8703 50 00 10, 8703 60 10 10, 8703 60 10 90, 8703 70 00 10	China	86 301	88 219	17 260	090254
		Japan	76 900	78 609	15 380	090255
		Türkiye	56 844	58 107	11 369	090256
		United Kingdom	47 431	48 485	9 486	090257
		Republic of Korea	30 566	31 245	6 113	090258
		Mexico	15 640	15 987	3 128	090259
		Morocco	10 779	11 019	2 156	090260
		Serbia	8 709	8 902	1 742	090261
		United States of America	8 317	8 502	1 663	090262
		South Africa (*)	not applicable	not applicable	not applicable	not applicable
		Other countries	370	378	74	090290

(*) Not applicable because South Africa is exempted on the basis of Annex I.2.

ANNEX III

List of products subject to retrospective surveillance

— Vehicles principally designed for the transport of nine or less persons, including the driver, with internal combustion piston engine, used or new, currently falling under CN codes 8703 21 10, 8703 21 90, 8703 22 10, 8703 22 90, 8703 23 11, 8703 23 19, 8703 23 90, 8703 24 10, 8703 24 90, 8703 31 10, 8703 31 90, 8703 32 11, 8703 32 19, 8703 32 90, 8703 33 11, 8703 33 19, 8703 33 90;

— Within the category mentioned above, micro hybrid electric vehicles, principally designed for the transport of nine or less persons, including the driver, with internal combustion piston engine as motor for propulsion and an electric power source, such as an integrated alternator or starter, that is used only for non-propulsion functions; used or new, currently falling under TARIC codes: 8703 21 10 10, 8703 21 90 10, 8703 22 10 10, 8703 22 90 10, 8703 23 11 10, 8703 23 19 10, 8703 23 90 10, 8703 24 10 10, 8703 24 90 10, 8703 31 10 10, 8703 31 90 10, 8703 32 11 10, 8703 32 19 10, 8703 32 90 10, 8703 33 11 20, 8703 33 19 20 and 8703 33 90 10;

— Motor vehicles for the transport of goods of a gross weight not exceeding 5 tonnes, used or new, regardless of their powertrain, currently falling under CN codes 8704 21 31, 8704 21 39, 8704 21 91, 8704 21 99, 8704 31 31, 8704 31 39, 8704 31 91, 8704 31 99, 8704 41 31, 8704 41 39, 8704 41 91, 8704 41 99, 8704 51 31, 8704 51 39, 8704 51 91, 8704 51 99, 8704 60 00;

— Used hybrid vehicles, principally designed for the transport of nine or less persons, including the driver, with both internal combustion piston engine and one or more electric motor[s], as motors for propulsion, regardless of the number of wheels set in motion, whether capable or not of being charged by plugging to an external source of electric power, currently falling under CN codes 8703 40 90, ex 8703 50 00, 8703 60 90, ex 8703 70 00 (TARIC codes 8703 50 00 90; 8703 70 00 90);

— Used vehicles with only electric motor for propulsion, principally designed for the transport of nine or less persons, including the driver, currently falling under code 8703 80 90.

ANNEX IV

EXPORT QUOTA CERTIFICATE

CHINA CHAMBER OF COMMERCE FOR IMPORT AND EXPORT OF MACHINERY AND ELECTRONIC PRODUCTS (CCCME)
ADDRESS: 8th Floor, Office Tower 2, No. 18 Jianguomennei Street, 100005, Beijing, CHINA
TEL: 0086-10-58280982
FAX: 0086-10-58280870

QUOTA CERTIFICATE NO:	
QUOTA CERTIFICATE DATE:	
SELLER NAME:	
IMPORTER NAME:	
COMMERCIAL INVOICE NO:	
COMMERCIAL INVOICE DATE:	

S/N	CN/TARIC CODE	BRAND	MODEL	QUANTITY
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
… (*)				
TOTAL				

(*) CCCME can extend the number of lines of the table.

DECLARATION

I, the undersigned, certify that this certificate relates to the hybrid electric vehicles covered under the commercial invoice provided by [SELLER NAME], for export of Chinese origin to the European Union pursuant to the quota arrangement under the EU safeguard measures for hybrid electric vehicles (Commission Implementing Regulation (EU) 2026/2614).
I declare that the information contained in this certificate is true and accurate, and that the quantity of goods covered by this certificate does not exceed the quota allocated to China under the safeguard measures.

NAME OF THE OFFICIAL:

SIGNATURE:

DATE: CCCME (SEAL)