

**EUROPEAN COMMISSION**

DIRECTORATE-GENERAL

CLIMATE ACTION

Directorate C - Climate Strategy, Governance, and Emissions from non-trading sectors

The Director

Brussels,
CLIMA C4/RS/so Ares(2017)

Subject: Petition "Clean up cars!"

Dear Petitioner,

Thank you for your petition concerning the European Commission's Proposal for a Regulation setting CO₂ emission performance standards for new passenger cars and light commercial vehicles, to which I would like to reply on behalf of President Juncker.

In your petition you point to the need for further action to reduce emissions from road transport in view of their important share in total EU CO₂ emissions. In response to these challenges, as part of the second Mobility Package, the Commission adopted on 8 November 2017 a Proposal for a Regulation setting CO₂ emission performance standards for new passenger cars and light commercial vehicles for the period until 2030.

This Proposal sets ambitious, realistic and enforceable new fleet-wide CO₂ targets for cars and vans for both 2025 and 2030, which are respectively 15% and 30% lower than the 2021 targets. This will require manufacturers to gradually reduce the emissions of their vehicle fleets over the next decade.

The Proposal also includes an innovative incentive system to reward those producers that invest more in zero- and low-emission vehicles. The Proposal sets benchmarks for the share of zero- and low-emission vehicles in a manufacturer's fleet of 15% in 2025 and 30% in 2030. Manufacturers doing better than these benchmarks will be rewarded in the form of a less stringent CO₂ target. This system will provide a signal to investors in alternative powertrains and fuels infrastructure, while not prescribing any specific technology or setting fixed quotas. The Proposal maintains dissuasive penalty payments in case a manufacturer exceeds its specific emissions target.

Following the recommendations of the independent Scientific Advice Mechanism, giving more transparency to consumers, the Proposal provides for a new and more effective enforcement mechanism.

First, by monitoring the gap between laboratory testing of new vehicles and the real world emissions using fuel consumption meters and by reviewing the CO₂ targets if discrepancies are found to increase over time.

Second, by introducing in-service conformity checks as a market surveillance mechanism. This will allow the Commission to take into account during the verification of the manufacturers' target compliance possible deviations of the CO₂ emissions of vehicles in service as compared to the values indicated in the certificates of conformity.

As shown in the accompanying impact assessment, the Proposal will make an important contribution to the fight against climate change and improve air quality in Europe. It will help to reduce CO₂ emissions by around 170 million tonnes in the period 2020 to 2030, equivalent of the total annual emissions of Austria and Greece together. The Proposal will also deliver health benefits by reducing air pollution, especially in urban areas. For passenger cars alone, it will lead to additional emission reductions by 2030 from 2020 of 3 percentage points for NO_x and of 4 percentage points for PM_{2.5}.

However, if we want zero- and low emission vehicles to enter the market, it will not be enough to set targets. Their success will also depend on the availability of infrastructure for recharging. This is why, as part of the second Mobility Package, the Commission has adopted an Action Plan regarding the deployment of the necessary alternative fuel infrastructure as well as up to €800 million additional targeted financial support. In addition the Commission has launched a battery initiative as part of the second Mobility Package in order to speed up the further development of this key technology and to bring back battery manufacturing to Europe. Furthermore, the Commission has proposed a revised Clean Vehicles Directive, which is aimed to promote low-emission mobility solutions in public procurement.

These Proposals are now being examined by the European Parliament and the Council in the context of the ordinary European legislative procedure.

Yours sincerely,

Artur RUNGE-METZGER
Director