

Press Release

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CO₂ emissions reduction targets for heavy-duty vehicles and for new passenger cars and light commercial vehicles: a lot more needs to be done

The European Commission has published its proposal strengthening the CO₂ emission performance standards for new heavy-duty vehicles. The proposal sets out high ambitious targets: 45% emission reduction from 2030; 65% reduction from 2035; 90% reduction from 2040 and buses be zero-emission as from 2030. Although CECRA welcomes the proposal allowing technical diversity it has some serious concerns about achieving the set targets.

CECRA continues to support the Commission's efforts in proposing solutions to reduce pollutant emissions, however it is essential they need to remain achievable and affordable. The increased targets set for 2030 and 2035 will be very challenging for manufacturers as well as for all other players in the distribution, transport and logistics value chain.

Consequently, CECRA urges policymakers not to increase the 2030 target and to consider a feasible trajectory towards 2035. In order to be successful, one cannot only rely on setting targets alone. Charging stations that are suited to the specific needs of heavy-duty vehicles are still today almost unavailable. It will therefore require equally ambitious action from policymakers to ensure charging and refuelling infrastructures are in place in time.

CECRA appreciates that the proposal includes a review clause that will ensure that in 2028 the Commission needs to assess the progress made towards achieving the emission reduction targets taking into account the technological developments and the importance of a viable and achievable transition.

As regard the new CO₂ emissions for new passenger cars and light commercial vehicles, yesterday, during the European Parliament's plenary session, the majority (340 votes in favour, 279 against and 21 abstentions) of the MEPs voted in favour of the new CO₂ emissions reduction targets.

The new legislation sets the path towards zero CO₂ emissions for new passenger cars and light commercial vehicles in 2035 (an EU fleet-wide target to reduce CO₂ emissions produced by new cars and vans by 100% compared to 2021). Intermediate emissions reduction targets for 2030 are set at 55% for cars and 50% for vans.

CECRA appreciates the legislation contains substantial provisions to ensure appropriate financial measures are made available to deliver a fair transition for the automotive sector in Europe in order to safeguard jobs and to ensure the competitiveness of the entire European automotive value chain.

We are of the opinion that these financial measures will be necessary and essential to secure a fair and balanced swift. CECRA therefore urges the Commission to now fully focus on setting up measures that would accelerate the fleet renewal by offering European buyers incentives to ensure a smooth transition to zero-emission vehicles.

For more information

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CECRA, established in 1983, is the European federation bringing together national professional associations, which represent the interests of motor trade and repair businesses and European Dealer Councils. CECRA represents on a European scale 336,720 motor trade and repair businesses. Together they employ 2.9 million people.

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