

## Post-Paris EU climate policy briefings

*At the Paris Climate Summit, 195 governments agreed to reduce man-made greenhouse gas emissions to zero during the second half of this century and to limit average global temperature rise to 1.5°C. As signatories to the Paris Agreement, the EU and its Member States now need to revise and strengthen their climate and energy policies, and all other relevant policies to make them coherent with the Paris objectives. Our briefing papers provide a top line overview of the processes that will contribute to the needed zero-carbon transformation.*

### Renewal of the Vehicle Efficiency Standards

April 2016

#### What?

The EU currently has CO<sub>2</sub> emission standards for cars (up to 2021) and for vans (up to 2020), but none for trucks. Current standards require companies to ensure that their new cars registered in the EU do not emit more than an average of 130 grams of CO<sub>2</sub> per kilometre by 2015, and 95 grams by 2021. For vans, the target is set at 175 grams of CO<sub>2</sub> by 2017 and 147 grams by 2020. The European Commission is expected to come up with new targets for the period after 2020 but is not yet ready to do so. The Commission is expected to come up with a Transport Communication that will be published together with the legislative proposal on emissions outside the ETS sectors, which is expected in the first half of July 2016. The Communication will then be subject to further consultations and a proposal on new targets is only expected to come out in 2017.

#### What is at stake?

As opposed to the emissions from other sectors, those in the transport sector have risen by 29% since 1990, with 12% of total EU greenhouse gas emissions now coming from the use of cars. In order to achieve the objective of the Paris Agreement to get to zero emissions, a radical change needs to happen to reduce emissions from road transport. It will be crucial that the new regulation provides a long-term perspective on achieving zero emissions in the road transport sector.

While CO<sub>2</sub> standards are an essential part of the effort to avoid dangerous climate change, the stringency of the cars standards regulation has been halved by the obsolete testing system, which allows car companies to limit deployment of fuel-saving technologies to achieve their targets. It will be crucial that the new legislation provides for adequate rules and technologies that account for the real on the ground emissions.

#### Who are the key players?

**For the European Commission:** Commissioner for Climate Action and Energy Miguel Arias Cañete and Commissioner for Transport Violeta Bulc, and their respective administrations (DG Clima and DG Trans).

**For the European Parliament:** the ITRE (Industry, Transport and Energy) Committee will have the lead.

**For the Council of Ministers:** the debate will likely take place in the Transport Council, under the subsequent presidencies of Malta (1st half 2017), the UK (2nd half), Estonia (1st half 2018), Bulgaria (2nd half) or even Austria (1st half 2019). In the past a few Member States which host the head offices of large car manufacturers (such as Germany, France and Italy) have played a rather negative role in the debate.

#### What has happened, will likely happen and when?

The European Commission will present a Communication on Transport Emissions in July (likely on Wednesday 6th), which then will be the subject of a large stakeholder consultation. On the basis of that consultation the Commission is expected to come up with a proposal for emission standards in the course



of 2017. Once that proposal comes out, the European Parliament and the Council of Ministers will develop their positions and move towards a triilogue which is to be expected to take place late 2017 or more likely in 2018.

### **CAN Europe's position**

CAN Europe strongly believes the EU needs several policies to bring greenhouse emissions to zero by the middle of this century. Emissions performance standards for vehicles is definitely part of that policy package. These targets need to be stringent and need to ensure that also in the road transport sector we are moving towards 100% renewable energy use. That is only possible if investments are not only directed towards making combustion engines more efficient but are also directed towards a reduction of motorised transport, an increase of public transport and the electrification of the all vehicles.

New emission performance targets needs to be set for 2025 and 2030, and need to be complemented by a policy package that ensure full decarbonisation of the transport sector.

Furthermore, permanent improvement of the testing system will be crucial to ensure the test.

**For more information, please contact:**

**Wendel Trio**, Director, [wendel@caneurope.org](mailto:wendel@caneurope.org), + 32 (0)2 894 46 77