

Mr. Miguel Arias Cañete  
Member of the European  
Commission  
**European Commission**  
Rue de la Loi 200

B – 1049 Brussels

Ref.: BEUC-X-2014-096/MGO/cm

Brussels, 4 December 2014

**Re: Fuel consumption testing and car labelling: For consumers and the climate**

Dear Commissioner Cañete,

We are writing to you on behalf of BEUC, The European Consumer Organisation in order to highlight the urgent need for the European Commission to act on fuel consumption testing and car CO<sub>2</sub> labelling for the benefit of consumers and the climate.

Existing EU rules concerning the testing of a car's fuel consumption and CO<sub>2</sub> emissions have some major shortcomings. Loopholes in the New European Driving Cycle (NEDC) allows for manufacturers to manipulate the tests and provide **completely unrealistic claims about fuel economy and CO<sub>2</sub> emissions.**

The upshot of this is that motorists are being misled and having to pay much higher fuel costs than expected. The EU's climate targets and efforts to tackle energy security are being fundamentally undermined. And progressive fuel efficient car makers are losing out as prospective car buyers are none the wiser as to a car's real fuel economy or CO<sub>2</sub> emissions performance – Without transparent and reliable information consumers are unable to reward the worthiest companies.

Results of recent investigations including our member Altroconsumo's investigation into the NEDC (See the Q&A document attached) along with numerous other findings and cases of car manufacturers found advertising misleading claims, mean **it is essential that this broken system in Europe is fixed, and fixed fast.**

The EU has previously committed to ensuring the implementation of the NEDC with the WLTP by 2017. **We fear the Commission is now stalling on this commitment** because of lobbying from car manufacturers to delay the date of implementation.

.../...

We also feel it is important to revise the existing car CO<sub>2</sub> labelling Directive hand in hand with the adoption of the WLTP into EU law. The current labelling Directive is out of date and its implementation in several countries has simply confused prospective car buyers. Studies by the Parliament and the Commission have supported these claims and we feel, seven years after the Commission first declared its commitment to revise the Directive, that this must be undertaken simultaneously with the implementation of the WLTP (See our position paper on car CO<sub>2</sub> labelling attached).

Effective labelling requires reliable information, and reliable information requires effective labelling. One cannot generate the ultimate desired response without the other.

We urge you to include these matters amongst the priority actions of the Commission and to recognise the importance of these much needed changes not only for the very legitimacy of the EU's fuel economy/CO<sub>2</sub> targets but also for the purpose of cutting living costs and for wider EU energy security needs.

Lastly, we also want to make clear what we have previously stated to the Commission concerning fuel economy/CO<sub>2</sub> targets for new passenger vehicles. We see there being considerable financial gains that car drivers should benefit from regarding the adopted 2021 targets and the development of targets for 2025<sup>1</sup>. We need to see post 2021 CO<sub>2</sub> targets for new vehicles that ensure automakers take further strides to produce fuel efficient cars and which also offer motorists attractive pay back periods as a result - whilst simultaneously cutting carbon emissions. In this, we look forward to seeing an ambitious proposal from the Commission as expected in 2015.

Yours sincerely,

Monique Goyens  
BEUC Director General

The same letter has been sent to Commissioner Bieńkowska.

CC: Cristina Lobillo Borrero (Head of Cabinet), Silvia Bartolini (Member of Cabinet), Jos Delbeke (Director General), Humberto Delgado Rosa (Director of Directorate C), Philip Owen (Head of Unit), Susanna Lindvall (Policy Officer) and Ian Hodgson (Policy Officer).

For your information, we intend on making this letter publicly available.

For more information on fuel consumption testing, please see our campaign page here: [www.beuc.eu/great-fuel-consumption-scam](http://www.beuc.eu/great-fuel-consumption-scam)

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<sup>1</sup> See the BEUC [position paper on 2025 targets](#)