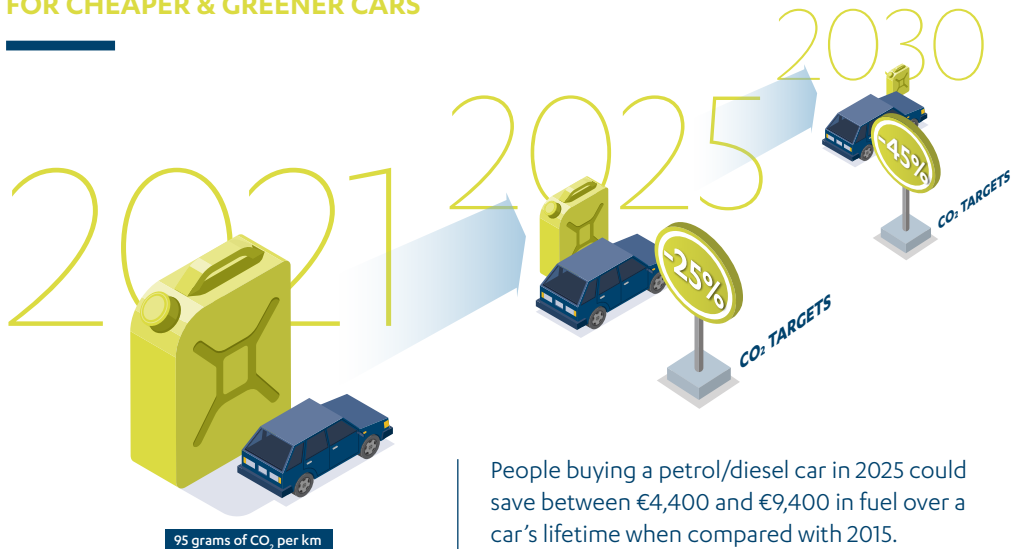


NEW CO₂ TARGETS

FOR CHEAPER & GREENER CARS



People buying a petrol/diesel car in 2025 could save between €4,400 and €9,400 in fuel over a car's lifetime when compared with 2015.

That's only if there are ambitious CO₂ targets.

PROBLEM

CO₂ targets make sure consumers benefit from increased fuel savings.

The Commission's proposed CO₂ reduction targets do not go far enough. They therefore neither deliver the necessary fuel consumption improvements, nor spur the roll-out of zero and low-emission cars.



This publication is part of an activity which has received funding under an operating grant from the European Union's Consumer Programme.

SOLUTION

European consumer groups call for a CO₂ reduction target of:

AT LEAST 25% IN 2025

AT LEAST 45% IN 2030

(COMPARED TO 2021)

These targets set the correct ambition for innovation in the automobile sector. Not doing so delays the necessary research and development to roll-out cleaner cars.



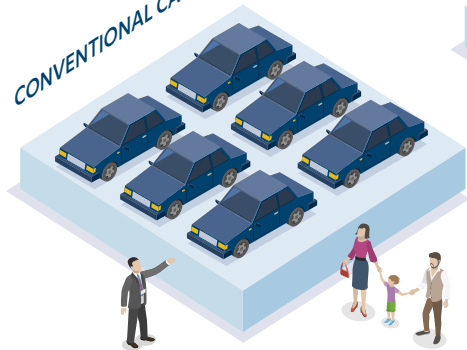
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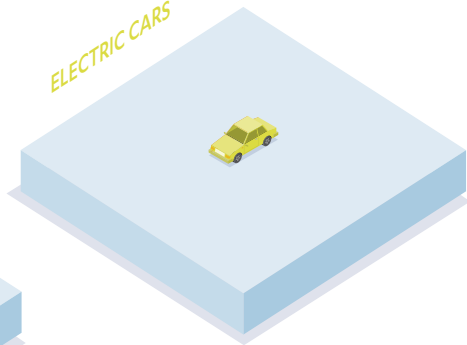
NEW CO₂ TARGETS

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CONVENTIONAL CARS



ELECTRIC CARS



Consumers are ready for electric cars, **but they face a limited supply.**

PROBLEM

Research¹ shows that consumers are willing to switch to low and zero-emission cars, such as electric ones. But they lack choice.

Sales practices, among other things, undermine the real-world availability of these models.

The European Commission proposes to set objectives for these cars' deployment. Unfortunately, its proposed system for doing so is toothless. It only provides incentives to manufacturers that meet the targets, but no penalty for those that do not.



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SOLUTION

Only a proper **'bonus-penalty'** scheme for low and zero-emission cars will provide consumers with sufficient choice.

This means manufacturers that do not place sufficient low/zero-carbon cars on the market will have to comply with a higher CO₂ reduction target.



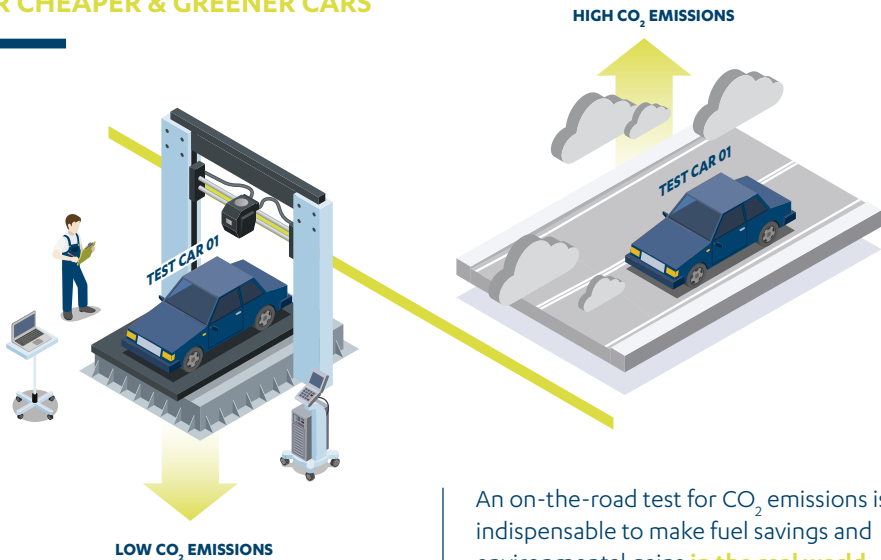
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NEW CO₂ TARGETS

FOR CHEAPER & GREENER CARS



An on-the-road test for CO₂ emissions is indispensable to make fuel savings and environmental gains **in the real world.**

PROBLEM

Dieselgate has shown us that targets are only as good as the monitoring programmes that are in place. Right now, most cars achieve today's CO₂ targets only in the laboratory. These are far from real-life values, causing consumers to spend much more on fuel than expected.

In 2017, this gap between official (laboratory) and real-world values translated, on average, to an additional €400 in fuel costs per year.¹



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SOLUTION

In its proposal, the European Commission introduces fuel consumption meters. But this is not the same as a real-world emissions test during the type approval process. It is only a monitoring tool.

What is needed is an on-the-road, real world emissions test whereby a car would not be approved if it exceeds a specific CO₂ emissions/fuel consumption limit.



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NEW CO₂ TARGETS

FOR CHEAPER & GREENER CARS



Policy-makers should move away from lenient CO₂ targets for **manufacturers whose cars are heavier.**

PROBLEM

For 2021, the CO₂ emissions target stands at 95 g/km. But the so-called **'mass parameter'** gives carmakers a chance to exceed that target. This happens by comparing the average weight of a car maker's total fleet with the average weight of all cars sold in the EU. If a carmaker's average weight is higher, they may emit more than the overall CO₂ target.

Such a logic incentivises manufacturers to produce heavier cars, which emit more CO₂, so that they may benefit from a more lenient average CO₂ g/km reduction.



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SOLUTION

The same target should be applied to all car manufacturers, regardless of specific features such as weight.



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