

TOWARDS AFFORDABLE ELECTRIC CARS FOR CONSUMERS

Key points for the new CO2 standards for cars



Why it matters to consumers

Mobility is the second-largest area of expenditure for European households. For those that depend on a car for their daily journeys, the purchase of a vehicle is therefore an important financial decision. BEUC research finds that electric cars are the most financially interesting solution for consumers, with the greatest savings for second and third owners. But they still suffer from a high purchase price and a small offer in several car segments. An ambitious EU law on CO2 emissions standards is crucial and should nudge car makers to ramp up the supply of electric vehicles at a lower purchase price as soon as possible.

This two pager summarises BEUC’s main recommendations on the Commission proposal amending the CO2 standards for cars and vans. The table assesses the proposals with the following symbols:



supports the Commission’s proposal



support for idea but room for improvement



rejects the proposal

COMMISSION PROPOSAL

BEUC STANCE



100% CO2 EMISSIONS REDUCTION TARGET FOR CARS AND VANS IN 2035 (*Article 1.1.b*)



Supports the Commission’s proposal.



NO INTERIM CO2 EMISSIONS REDUCTION TARGET IN 2027



BEUC suggests introducing an interim target in 2027 to accelerate the path towards electrification, avoid market stagnation and provide affordable options for consumers in all car segments. The 2030 target should be set at least at -60% compared to 2021.



EXCLUSION OF THE POSSIBILITY OF AN E-FUELS CREDITING SYSTEM TO ACHIEVE THE CO2 EMISSIONS REDUCTION TARGETS



BEUC welcomes the Commission’s analysis clearly stating that such crediting would be detrimental in terms of costs and environmental performance of the Regulation. [BEUC’s own analysis](#) already detailed the financial risks for consumers to promote e-fuels in cars.

COMMISSION PROPOSAL

BEUC STANCE



OBLIGATION FOR MANUFACTURERS OF BETWEEN 1,000 AND 10,000 PASSENGER IN A CALENDAR YEAR TO COMPLY WITH CO₂ EMISSIONS STANDARDS (Article 1.6).



Supports the Commission's proposal.



END OF THE ZERO-AND-LOW EMISSION VEHICLES (ZLEV) BENCHMARK AFTER 2030 (Article 1.1.d and Annex I).



BEUC supports the removal of this incentive after 2030. However, the definition of ZLEV favours plug-in hybrids vehicles which are not the most cost-efficient solution for consumers. BEUC suggests modifying the benchmark to only favour Zero-Emission Vehicles (ZEVs) for the period up to 2027 (interim target).



MAINTAIN THE LIMIT VALUE CURVE BASED ON THE AVERAGE MASS OF THE EU FLEET OF NEW VEHICLES AND OF THE MANUFACTURER'S NEW VEHICLE FLEET (Annex I).



The current legislation encourages car makers to produce heavier cars, to the detriment of consumers' wallets, health and safety. BEUC recommends to remove the use of this 'mass parameter' for targets from 2025 onwards.



CHANGE IN THE REVIEW PROCESS OF THE REGULATION (Articles 1.9 and 1.10).



BEUC suggests ensuring coherence between the various reporting dates, notably when it comes to making use of real-world data. The Commission should make use of the already available data to publish an assessment of the Regulation (and a potential revision) before 2025. This would be complemented by the foreseen publication of an EU-wide methodology that allows car makers to report on the full life-cycle CO₂ emissions of their cars.

For our full position, see ['Putting our foot on the electric pedal'](#).