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## **Next stop: Key European Parliament vote on cars' CO<sub>2</sub> emissions**

The European Parliament votes Wednesday 24 April in a crucial step towards tougher CO<sub>2</sub> emission targets for cars. Its Environment Committee is due to set a target limit of 95 grams of CO<sub>2</sub> per kilometre (g/km) for the year 2020.

The European Consumer Organisation welcomes this target as it would increase the fuel efficiency of cars and protect consumers from steadily increasing fuel prices. Our figures show that a 95g target would allow drivers to save up to €344 for petrol and €465 for diesel cars per year when compared with the 2015 target of 130g CO<sub>2</sub>/km.

To ensure a 95g target reaches its fuel-saving potential, particular attention is needed:

- MEPs should introduce a new car emissions testing regime (WLTP<sup>1</sup>) by 2016. Recent studies show that car manufacturer statements on CO<sub>2</sub> emissions exaggerate real-world driving situations by up to 23%<sup>2</sup>. Such laboratory-savings are misleading as they do not translate into monetary benefits for drivers. The current testing procedure NEDC<sup>3</sup> should be immediately reviewed, by 2014 at latest.
- Super-credits must be prohibited. They allow manufacturers to offset cars exceeding the limit by producing very low emission cars, thereby lowering the need to make emission reductions for their conventionally fuelled car fleet.

Another major point of contention is whether to fix a long term target. BEUC favours an indicative 70g/km target by 2025.

Monique Goyens, Director General of BEUC commented:

"Consumers consistently cite high fuel prices as a top concern. A strict 95g/km emission limit for 2020 is the smart route to reducing the cost of driving. Super-credits and dubious testing procedures are the surest way to prevent such savings materialising for drivers.

"Fuel prices are set to soar in the years to come, which particularly harms those less well-off consumers. Setting an even lower target for 2025 now would mean investment security for car manufacturers and protecting consumers from future fuel price hikes."

ENDS

<sup>1</sup> The World Light Duty test procedure

<sup>2</sup> Transport & Environment 2013, <http://bit.ly/11ka5Hg>

<sup>3</sup> New European Driving Cycle