

Contact: François Jeanneteau press@beuc.eu | Tel: +32 (0)2 743 15 90

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Watering down of car CO₂ targets will make electric cars more expensive and less accessible for consumers

Today, the European Commission buckled in the face of strong industry lobbying to water down 2025 CO₂ targets,¹ which will mean that electric cars will be less available and affordable for consumers in the coming years. This is the main conclusion of the result of the Commission's recent Automotive Strategic Dialogue, of which BEUC is a member.

Commission President Ursula von der Leyen [announced](#) today that CO₂ targets that car makers will have to meet in 2025 will be weakened extending compliance over three years. This will mean that the current momentum in smaller and more affordable electric car models reaching the market will be stopped in its tracks, with many manufacturers now putting off sales of these vehicles to 2030. This is deeply regrettable, given that January 2025 saw [record-breaking sales of European-made EVs](#): up 51% compared to last year.

Despite this, the Commission should now reinforce demand-side measures to green corporate fleets to feed the second-hand market, expand consumer-friendly public charging, and introduce European subsidies for EVs.

BEUC Director General Agustín Reyna said:

“This is really the wrong signal to consumers. This is like putting the car in reverse while it's already at full speed on the motorway. Electric cars are rolling off the production lines in increasing numbers. This will simply disincentivise car makers from investing and providing new, more affordable models. Consumers' choice will be reduced to only more expensive options on the market. The Commission now needs to hold firm and ensure the 2030 and 2035 targets are maintained.

¹ In the 2025-2029 period, car makers will have to ensure an average CO₂ of 93.6 g CO₂/km across their fleets. This would rise to 49.5 CO₂/km from 2030-2034.

“We urge the Commission to include measures that will empower consumers switching away from combustion engines in the package set to be presented on Wednesday. It is also essential that more modest household can afford low-emission vehicles to enter an increasing number of low-emission zones in urban areas.”

ENDS

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