

CO2 STANDARDS FOR CARS AND VANS REGULATION

Key points for consumers

Why it matters to consumers

Car electrification is taking off in Europe, with consumer interest rising as electric vehicles (EVs) become more accessible. But the supply of small, affordable EVs still lags behind demand, especially on the second-hand market, where most cars are sold. Weakening targets and promoting “alternative” technologies thus confuse consumers and deter investments. It slows the flow of EVs into markets, pushing back clean and affordable mobility for all.

This paper summarises [BEUC’s reaction](#) regarding the Commission’s proposal on the revision of CO2 standards for cars and vans. BEUC warns that the suggested watering down of CO2 targets risks discouraging the uptake of EVs, essential for affordable transport decarbonisation. Additionally, the proposal focuses too much on false solutions such as Plug-in Hybrid Electric Vehicles (PHEVs) and alternative fuels.

[Read our reaction](#)



The table assesses the proposals with the following symbols, illustrating:



what BEUC supports



what can be improved

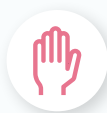


what BEUC considers problematic

COMMISSION PROPOSAL

BEUC POSITION

AVERAGING THE 2030 CO2 TARGET OVER THREE YEARS



Affordable electric cars are already coming to dealerships, pushed by CO2 standards. 2030 is a key milestone for the mass arrival of small and medium-sized electric models. Averaging the 2030 target over three years risks further delaying the large-scale deployment of EVs and hindering access for middle and lower-income consumers.

ALLOWING THE SALE OF NEW PHEVS BEYOND 2035



PHEVs are not an affordable option for consumers. They are costly, inefficient over their lifetime, and hard to sell on the second-hand market, where most households buy their car. Moreover, they cannot truly be considered a sustainable option, as their real-world emissions are much higher than Worldwide Harmonised Light Vehicle Test Procedure (WLTP) figures, due to limited electric driving.

INTRODUCING COMPENSATION SCHEMES FOR ALTERNATIVE FUELS FROM 2035 ONWARDS



These schemes encourage sticking with fossil-fuel cars with inefficient and costly fuels that are nowhere near a solution for consumers. Rather than subsidising expensive alternative fuels, the focus should be on what is and will be truly affordable and energy-efficient: electric cars.

GIVING SUPER-CREDITS FOR SMALL ELECTRIC VEHICLES

Small electric vehicles should benefit from support measures to boost their production. BEUC recommends limiting such support to cars up to 4.1 meters and a certain price level. Moreover, the multiplier effect to account for the overall fleet target must be no higher than 1.2 to strike a balance between incentives and CO2 targets.

GOING THROUGH WITH THE UTILITY FACTOR UPDATE

Consumers deserve accurate and reliable information about fuel consumption and the related emissions of vehicles. The planned revision of the utility factor will help bridge the gap between official values and real-world emissions of plug-in hybrids.

