

Voting recommendations (TRAN) on CO2 standards for passenger cars and light commercial vehicles

Eurelectric recommendations

Eurelectric represents the interests of the electricity industry in Europe. Our work covers all major issues affecting our sector. Our members represent the electricity industry in over 30 European countries.

We cover the entire industry from electricity generation and markets to distribution networks and customer issues. We also have affiliates active on several other continents and business associates from a wide variety of sectors with a direct interest in the electricity industry.

We stand for

The vision of the European power sector is to enable and sustain:

- A vibrant competitive European economy, reliably powered by clean, carbon-neutral energy
- A smart, energy efficient and truly sustainable society for all citizens of Europe

We are committed to lead a cost-effective energy transition by:

investing in clean power generation and transition-enabling solutions, to reduce emissions and actively pursue efforts to become carbon-neutral well before mid-century, taking into account different starting points and commercial availability of key transition technologies;

transforming the energy system to make it more responsive, resilient and efficient. This includes increased use of renewable energy, digitalisation, demand side response and reinforcement of grids so they can function as platforms and enablers for customers, cities and communities;

accelerating the energy transition in other economic sectors by offering competitive electricity as a transformation tool for transport, heating and industry;

embedding sustainability in all parts of our value chain and take measures to support the transformation of existing assets towards a zero carbon society;

innovating to discover the cutting-edge business models and develop the breakthrough technologies that are indispensable to allow our industry to lead this transition.

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KEY MESSAGES

- Europe is at a crucial moment in time, where in order to deliver on the Paris Agreement the transport sector has to drastically increase emission reduction efforts. Emissions from transport are both in absolute and in relative terms higher than in 1990.
- The power sector is committed to becoming carbon-neutral well before 2050. Regulatory frameworks which enable zero emission mobility to develop are needed to drive this transition.
- CO2 standards for cars and vans have proven to be very effective since their introduction in 2008 in lowering emissions from passenger cars. According to the European Commission, CO2 standards have been the cause for 65 to 85% of the emission reductions achieved since 2010. These standards also delivered emission reductions at much lower costs than initially assumed – manufacturers achieved the standards for 2015 with less than 20% of the initially estimated costs for cars and for less than 12% of the expected costs for vans.
- In order to put Europe on track to reach its transport emission reduction goals, we call for greater ambition along with better monitoring of the test cycle CO2 values and a strong incentive mechanism to stimulate deployment of zero- and low-emission vehicles.
- The voting recommendations presented below are only tackling key points of the proposal and seek to move Europe toward a trajectory in which the transport sector can successfully play its part in achieving the EU ambitions for the Paris Agreement.

Amendment(s)	MEP	Eurelectric preferred option	Justification
144	Dieter-Lebrecht Koch	Against	Eurelectric believes that deleting the 2025 target will be detrimental to the proposal and hinder faster technological advancement. In addition, having a 2025 target provides a clear vision for manufacturers as well as infrastructure providers and operators.
145	Gesine Meissner, Jozo Radoš	Against	See AM 144
147	Evžen Tošenovský, Daniel Dalton	Against	See AM 144
148	Massimiliano Salini, Marian-Jean Marinescu, Markus Pieper, Luis de Grandes Pascual, Salvatore Domenico Pogliese, Cláudia Monteiro de Aguiar;	Against	See AM 144
149, 155	Lucy Anderson, Christine Revault d'Allones Bonnefoy;	In favour	Having a more ambitious 2025 cars and vans target at 25% will help put Europe back on track to reach its transport emission reduction goal.
151, 156	Wim van de Camp	Against	Reducing the 2025 target for cars and vans means that the proposal will fail to deliver the reductions needed to attain the ESR targets
152, 153	Ramona Nicole Mănescu	Against	See AM 151
157	Bas Eickhout	In favour	A minimum share of 15% zero-emission vehicles will provide investment security and set a clear vision for the industry on the trajectory towards clean transport.
158	Rolandas Paksas	In favour	A 45% emissions reduction target for cars in 2030 would get us closer to achieving the ESR goal.
159	Wim van de Camp	Against	A 40% emission reduction in 2030 for cars is not the optimal solution.
160	Lucy Anderson, Christine Revault d'Allones Bonnefoy;	In favour	A 50% emission reduction in 2030 for cars is in line with the efforts needed.
161	Bas Eickhout	Against	A 75% emission reduction in 2030 for cars may be too ambitious and thus detrimental for the industry.

162	Evžen Tošenovský, Daniel Dalton;	Against	A 20% emissions reduction in 2030 for cars is not in line with the efforts needed.
163	Massimiliano Salini, Marian-Jean Marinescu, Markus Pieper, Luis de Grandes Pascual, Salvatore Domenico Pogliese, Cláudia Monteiro de Aguiar;	Against	See AM 162
164, 165, 167	Rolandas Paksas; Wim van de Camp; Lucy Anderson, Christine Revault d'Allones Bonnefoy;	In favour	A 40% emissions reduction target for vans in 2030 would get us closer to achieving the ESR goal but is not the ultimate option.
166	Evžen Tošenovský, Daniel Dalton;	Against	A 15% emissions reduction in 2030 for vans is not in line with the efforts needed.
168	Bas Eickhout	Against	A 75% emission reduction in 2030 for vans may be too ambitious and thus detrimental for the industry.
169	Massimiliano Salini, Marian-Jean Marinescu, Markus Pieper, Luis de Grandes Pascual, Salvatore Domenico Pogliese, Cláudia Monteiro de Aguiar;	Against	See AM 166
170	Bas Eickhout	In favour	Setting an EU fleet-wide target of 0g CO ₂ /km as of 2035 would further strengthen the goal for carbon neutrality beyond 2050. It is key to have a vision further than 2030.
171	Rolandas Paksas	In favour	ZEV sales quota certificates can further incentivise manufacturers to invest in zero-emission mobility solutions.
172	Bas Eickhout	In favour	This amendment encourages Member States to go even beyond the objective of the Regulation on the road to meeting the Union targets and commitments.
178	Rolandas Paksas	In favour	The definition of 'zero- and low-emission vehicle' should be aligned to the threshold proposed in the Clean Vehicles Directive (zero up to 25g CO ₂ /km for cars and up to 40g CO ₂ /km for vans).

179	Christine Revault d'Allones Bonnefoy;	In favour	Although not as ambitious compared to AM 178, aligning both thresholds up to 40g CO ₂ /km would make sure that zero emission solutions are further incentivised.
225	Inés Ayala Sender	Against	Inclusion of retrofitting might be a good solution in the short-term, but we ultimately need to move to zero- and low-emission mobility.
226	Dieter-Lebrecht Koch;	Against	Increasing the total contribution of eco-innovations to reducing manufacturer emissions from 7 to 9g will not be helpful. The current cap of 7g CO ₂ /km is already quite high and ideally should be lowered. Eco-innovation contributions should end by 1 January 2025.
228	Massimiliano Salini, Marian-Jean Marinescu, Markus Pieper, Luis de Grandes Pascual, Salvatore Domenico Pogliese, Cláudia Monteiro de Aguiar;	Against	Leaving the door open to adjust the cap from 2021 onwards could lead to mistreating eco-innovations and unsatisfactory consequences.
229	Evžen Tošenovský, Daniel Dalton;	Against	See AM 228
230	Bas Eickhout	In favour	Adjusting the cap downwards from 2025 on can reflect the uptake of new technology by the market, as the employed innovations will be incrementally becoming part of the base vehicle models.
235	Bas Eickhout	In favour	The Commission should establish a real-world CO ₂ emissions test in order to address the growing gap between official laboratory and real world driving emissions.
238	Wim van de Camp	Against	Strictly evaluating the feasibility of having a real-world driving test would not be useful, as the gap shows the urgent need to have such test developed.
242	Rolandas Paksas	In favour	Ensuring TEN-T core network is equipped with publicly accessible high-power recharging points for electric vehicles is very much needed in order to develop electric mobility outside urban areas. This would contribute towards the overall emissions reduction targets.

270, 271, 272, 273, 274, 275, 276, 277, 278, 280, 281, 282, 287, 288, 289,	several	Against	These amendments in Annex I, part A reflect the deletion of the 2025 target for passenger cars
292	Rolandas Paksas	In favour	This amendment reflects the establishment of mandatory sales quota on manufacturers for zero-emission passenger cars.
297, 298	Bas Eickhout; Rolandas Paksas	In favour	ZLEV factor has to be deleted. If kept and manufacturer's sales percentage of zero-emission vehicles is over the percentages established for 2025 and 2030, it will earn a bonus in emission standards of a maximum of 5%, i.e. the vehicles produced by the manufacturer will be able to emit more.
299, 300, 301	Gesine Meissner, Jozo Radoš	Against	See AMs 297, 298.
316, 317, 318, 319, 320, 321, 322, 323, 326, 327, 328, 332, 333	several	Against	These amendments in Annex I, part B reflect the deletion of the 2025 target for light commercial vehicles
361	Rolandas Paksas	In favour	This amendment reflects the establishment of mandatory sales quota on manufacturers for zero-emission light commercial vehicles.
366, 367	Bas Eickhout; Rolandas Paksas	In favour	See AMs 297, 298.

Eurelectric pursues in all its activities the application of the following sustainable development values:

Economic Development

- Growth, added-value, efficiency

Environmental Leadership

- Commitment, innovation, pro-activeness

Social Responsibility

- Transparency, ethics, accountability



Union of the Electricity Industry - Eurelectric aisbl
Boulevard de l'Impératrice, 66 – bte 2 - 1000 Brussels, Belgium
Tel: + 32 2 515 10 00 - VAT: BE 0462 679 112 • www.eurelectric.org
EU Transparency Register number: [4271427696-87](https://ec.europa.eu/transparency/regexpert/?s=details&id=4271427696-87)