



The means to reach the 2020 target of 95 g CO₂/km for passenger cars

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Introduction

- **Setting the context**
- **Current targets**
- **The legislative framework for reviewing the long term target**
- **Process and timetable**



Context

- **CO2 emissions from road transport**
 - Have been increasing steadily since 1990
 - Road transport is the single most important source of CO2 emissions within the transport sector
 - Significant reductions will be required in the sector to meet the EU reduction objectives for 2050
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Targets

- **Short term target – 130g CO₂/km in 2015 (phase-in from 2012)**
 - 52% of new passenger cars registered in 2009 emitted less than 140 gCO₂/km
 - **Long term target – 95g CO₂/km in 2020**
 - 25% of new passenger cars registered in 2009 emitted less than 120 gCO₂/km
 - **Setting a new long term target - 2025**
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Legal framework for the review

- **A revised procedure for measuring CO₂ emissions by 2014 (proposal ready in 2013)**
 - **By 1 January 2013 the Commission shall define:**
 - **The modalities for reaching the long term target**
 - **The aspects of the implementation of that target, including excess emissions premiums**
 - **By 2014 the Commission shall report on the use of footprint as a utility parameter**
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Preparing the legislation...

- **Legislation must be:**
 - **Technology neutral**
 - **Competitively neutral**
 - **Socially equitable and ensure sustainable reduction target**
- **Objective**
 - **Create incentives for fuel efficient vehicles**
 - **Avoid unwanted barriers to technological development**



New standard test cycle

- **Clean and Energy Efficient Vehicles**
Strategy: propose a revised test cycle to measure emissions by 2013
 - **95 gCO₂/km will be measured using the existing test cycle**
 - **Adjustment of target to the new test cycle part of the implementation of the new CO₂ from cars legislation**
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Two steps ...

- **Understanding the reduction potential**
 - Technology pathways
 - Effort required by manufacturers
 - **Defining the modalities**
 - Utility parameter
 - Calculation of the limit value
 - Level of excess emissions premiums
 - Flexibilities
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Defining the modalities...

- **Utility parameter: Is mass providing the right incentive?**
 - **The limit value**
 - Adjusting to the long term target
 - Interim limit value for period 2015 to 2020?
 - **Level of excess emissions premiums**
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Defining the modalities...

- **Risk management – flexibilities**
 - **Derogations (small volume/niche manufacturers) – improving the mechanism**
 - **Banking & Borrowing ?**



New long term target

- **Long term target – ensures planning certainty and drives innovation**
- **EU long term reduction objective to reduce emissions by 80-95% by 2050 compared to 1990 levels**
- **EP suggestion: 70 gCO₂/km in 2025**



Timetable

- **Study to be finalised summer 2011**
- **Stakeholder discussions spring 2011**
 - **CARS21 working group**
- **Impact Assessment autumn-winter 2011-2012**
- **Proposal ready end 2012**



THANK YOU!