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Press release | 24.04.2013

Car CO2 emissions/fuel efficiency

MEPs call for new targets for 2025 but fall short on ambition

The European Parliament's environment committee today voted on legislative proposals for implementing EU rules on CO2 emissions limits for vehicles for the year 2020 (1). The Greens welcomed the confirmation of the 2020 limit and the call for new EU limits for 2025 but expressed regret that MEPs failed to back more ambitious 2025 targets or to remove some of the loopholes, which have seriously undermined the current legislation. Commenting on the proposals, Greens/EFA co-president **Rebecca Harms** said:

“Today's vote to set out new CO2 emissions limits for cars for 2025 is welcome as this already sends an important and clear signal to carmakers, giving long-term regulatory certainty. MEPs also voted for the swift implementation of new vehicle test procedures, which will give consumers more realistic information on the fuel consumption level of their vehicles and reduce consumer deception.

"However, enthusiasm about the vote should be tempered, as the 2025 limits recommended by MEPs are less ambitious than what is technically feasible. Instead of seeking to ensure ambitious limits for 2025, MEPs have set out a timid range of 2025 limits (68-78 g of CO2 per km). This will not ensure the highest possible benefit to consumers and efforts to address climate change, and will fail to truly spur carmakers to bring the most efficient and least polluting cars to the market.

"Regrettably MEPs also failed to remove key loopholes, which undermine the integrity of the limit. Provisions on 'supercredits' for low emissions cars and exemptions for ecoinnovation have effectively further undercut the already weak limits. By failing to resolve this, the EU is in effect legislating for car manufacturers to bypass their limits.

"Cleaner, more fuel efficient cars are clearly in the interest of consumers, particularly at a time of economic difficulty. Against this background, it is essential that the limited ambition level, voted today, is not further watered-down in negotiations with EU governments on the final legislation. "

(1) With the initial limits currently being phased-in, the Commission has presented proposals for implementing a 2020 limit of 95 g of CO2 per km for cars, and a separate limit for vans.

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Responsible MEPs

Rebecca Harms

Member

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