

European industry call for no reopening of the 2035 car CO2 law

We, the undersigned companies and organisations from the automotive, clean tech, transport and energy ecosystem are strongly committed to the EU's 2050 climate neutrality goal and to the reduction of CO2 emissions by 55% by 2030¹. Many of us have invested massively to make this imperative climate commitment a reality.

Policies adopted under the European Green Deal, including the CO2 emission standards for cars and vans, have not only given Europe a fighting chance to curb catastrophic climate change but are also a solid basis for long term investment into the region.

Transport alone is set to make up nearly half of Europe's greenhouse gas (GHG) emissions in 2030, with cars burning petrol and diesel accounting for more than 40% of transport emissions.

Efficient electric vehicles, charged by fossil-free energy and built with sustainable batteries and materials, offer the opportunity to usher in a new era of zero-emission mobility.

This is why we are currently seeing fierce global competition and efforts to onshore the EV industry and related supply chain. While China has been strategically investing in EVs for decades and the US is seeing investment flowing thanks to the US Inflation Reduction Act, the European Green Deal is the long-term vision Europe needs to succeed.

The 2035 target gives a clear direction that will allow us businesses, alongside all other stakeholders, to focus on delivering the transformation required. It also provides the much needed investment certainty on the future of the automotive industry in Europe.

This is precisely why we welcomed the decision by the European Union to go for 100% zero emission new cars from 2035 onwards. This decision – which received a democratic mandate from EU governments and MEPs in March 2023 – is crucial to provide investment certainty and planning visibility to businesses across the entire automotive value chain.

As companies investing in this transition, we are clear that the 2035 date is both feasible and necessary. **We therefore call on decision makers to not reopen the recently adopted car and van CO2 standards in 2026 and thereby maintain the 100% zero-emission car target in 2035.**

Rather than reopening already agreed legislation, efforts should instead be focused on implementing what has already been agreed: targeted industrial policy and investment support for sustainable local battery value chain, rolling out charging and clean electricity supply, greening corporate fleets and re-skilling workers for the electric transition.

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COMPANIES



1. www.transportenvironment.org/discover/europes-transport-sector-set-to-make-up-almost-half-of-the-continents-emissions-in-2030/



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