

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

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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.

Dépôt légal: -

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September 2018

## 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.
- The voting recommendations presented below tackle 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.

Explanations:

N° amendment XX: call to vote against

N° amendment XX: call to vote in favour

| Compromise amendment | Topic                                    | eurelectric preferred option | Justification  |
|----------------------|--|------------------------------|--|
| CA 1                 | scope                                    | In favour                    | To meet the targets agreed in the Paris Agreement, it is indispensable that the transport sector accelerate its decarbonisation. With electricity set to decarbonise well before 2050, the transport sector has a lot to benefit from its transition. Electrification of transport generates crucial system efficiencies which unlock a wide range of business and employment opportunities. |
| CA 6A                | CO2 targets – 2025 & 2030                | In favour                    | Stricter and binding targets for 2025 and 2030 are the main instrument to drive sustainable investment into the transport sector. Being the essence of the proposal, the target levels are decisive in defining Europe's willingness to create a sustainable transport ecosystem and reap the benefits of a clean mobility paradigm shift.   |
| CA 6B                | CO2 targets – 2025 & 2030                | Against                      | Reducing the emission reduction targets for cars and vans means that the proposal will fail to deliver the reductions needed to attain the ESR targets. Considering the current market developments and overall direction of the transport sector, lower ambition would also have negative consequences for the competitiveness of the industry.   |
| CA 7                 | Post 2030 emissions reduction trajectory | In favour                    | It is important to create predictability for all stakeholders and include an ambitious emission reduction target post 2030 in order to be firmly on the path towards zero-emissions in transport.  |
| CA 8A                | ZLEVs                                    | In favour                    | A strong and enforceable zero- and low-emission vehicles sales benchmark is essential in order to ensure a timely roll-out of vehicles and a significant deployment of elements along the e-mobility ecosystem by the beginning of next decade.  |
| CA 8B                | ZLEVs                                    | Against                      | The lack of enforceability is detrimental for investment security and endangers to position European industry as laggards on the international mobility arena.   |
| CA 4                 | Life-cycle analysis                      | In favour                    | Having a harmonised life-cycle methodology will provide more insights on how to address emissions reduction using better regulatory measures in order to efficiently cut emissions in the sector.  |

|               |                                       |             |  |
|---------------|---------------------------------------|-------------|--|
| <b>CA 12</b>  | Social transition                     | In favour   | The amounts of the excess emissions premium need to be distributed in the regions and communities most affected by the mobility transition. The technological developments around EVs already open an incredible opportunity for more than 200,000 net additional jobs by 2030 and it is important to make sure we reap the complete benefits of such sustainable transport paradigm shift |
| <b>CA 11A</b> | Deletion of derogation for niche OEMs | No position |  |
| <b>CA 11B</b> | Maintaining derogation for niche OEMs | No position |  |
| <b>CA 5</b>   | Eco-innovations                       | In favour   | Eco-innovations could be taken into consideration as long as the methodology used is in line with real world driving emissions and the cap is adjusted downwards to account for their market penetration.  |
| <b>CA 9</b>   | Real-drive emissions                  | In favour   | Without a transition to RDE test, in light of previous non-compliance by the automotive industry (e.g. Dieselgate), a high uncertainty would remain on actual results that can be achieved with this Regulation.   |
| <b>CA 10</b>  | Measured vs declared WLTP values      | In favour   | Corrections are needed in order to account for the already existing measurement gap  |
| <b>CA 2A</b>  | Review                                | In favour   | Consumers need to be informed on the effects of the Regulation once into force. This is why a progress report and implementation assessment are necessary.   |
| <b>CA 2B</b>  | Review                                | Against     | It is essential to have solid evidence as to how the attainment of targets is progressing, and thus a timely assessment in view of broader regulatory instruments is needed.   |
| <b>CA 3</b>   | Car labelling                         | No position |  |
| <b>CA13</b>   | Infrastructure                        | In favour   | Utilities are directly investing in e-mobility infrastructure and in ensuring secure, affordable and sustainable power will be provided. Smart charging infrastructure allows EVs to respond to price and grid signals, thereby enabling additional amount of renewable energy to be integrated into the grid  |

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](http://www.eurelectric.org)  
EU Transparency Register number: [4271427696-87](https://ec.europa.eu/transparency/regexp1/index.cfm?do=entity.entity_details&entity_id=4271427696-87)