

POST-2020 CO2 STANDARDS FOR CARS AND VANS

Mobility Package II

Regulation setting emission performance standards for new passenger cars and for new light commercial vehicles as part of the Union's integrated approach to reduce CO2 emissions from light-duty vehicles and amending Regulation (EC) No 715/2007 (recast)

AT A GLANCE

- 30% reduction target of CO2 emissions for 2030 with a 2021 baseline, based on a market snapshot by the end of 2020. The 95g CO2/km target for 2020 is carried over
- Intermediate target of 15% by 2025
- A technology-neutral incentive mechanism for zero- and low-emission vehicles is introduced

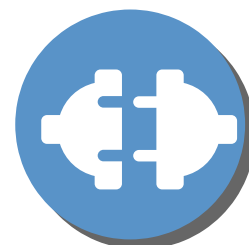


TARGET DEFINITIONS

- Due to the phasing in of the WLTP test cycle, the fleet targets are expressed in a percentage reduction rather than an average emission target
- Emissions are still defined according to a tailpipe approach, being in line with other EU initiatives

VEHICLE DEFINITIONS

- Zero-emission vehicles are defined as those having tailpipe emissions of 0g CO2/km (ZEVs include battery-electric and fuel cell vehicles)
- Low-emission vehicles are defined as those having tailpipe emissions <50g CO2/km



CREDITING

- The mechanism credits manufacturers with a less strict individual CO2 target up to 5% if a share of zero- and low-emission vehicles above 15% in 2025 and 30% in 2030 is achieved

ECO-INNOVATION

- Eco-innovation technologies for off-cycle emission reductions are maintained and capped at 7g CO2/km from 2025
- From 2025 the removal of the reference to the integrated approach measures will allow mobile air-conditioning equipment to be eligible as an eco-innovation

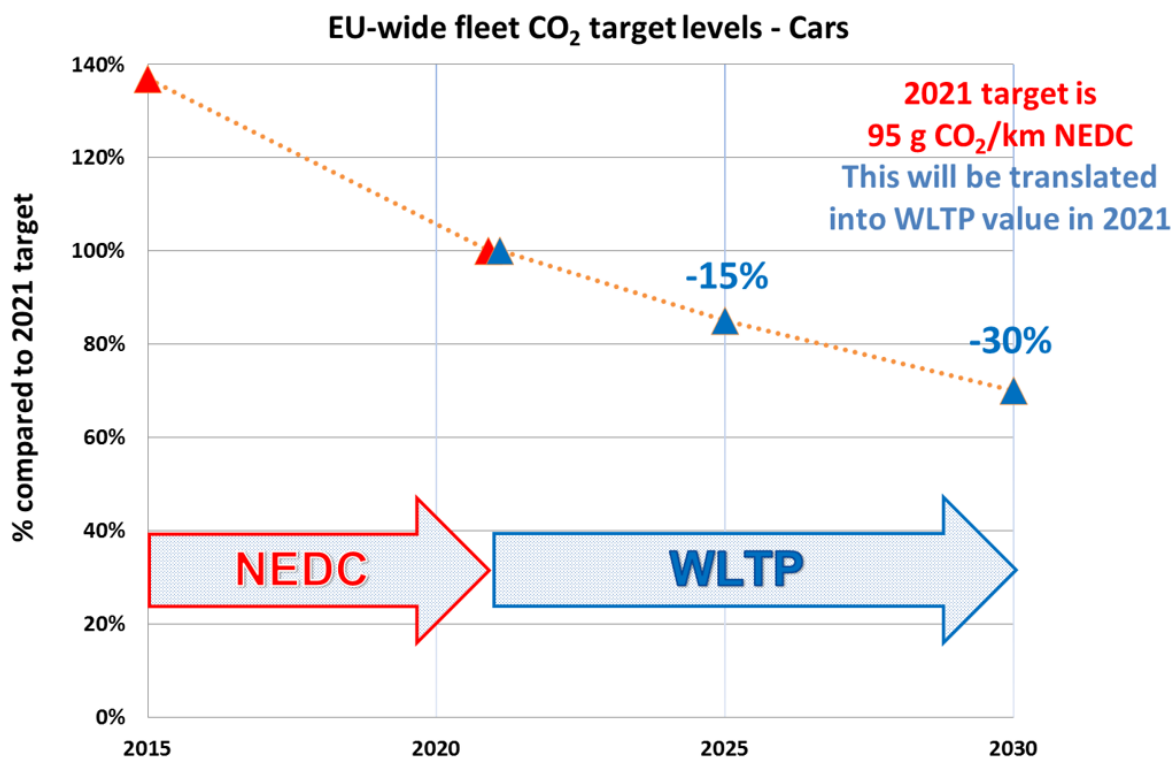


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TIMELINE



Source: European Commission

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