

Context

Cars are responsible for an eighth¹ of Europe's carbon dioxide (CO₂) emissions. The amount of CO₂ produced is directly related to the amount of fuel the vehicle consumes – lower carbon vehicles are therefore more fuel efficient and cheaper to run. In 2009, the EU set legally-binding targets for new cars to emit 130 grams of CO₂ per kilometre (g/km) by 2015 and 95g/km by 2020.² In July 2012, the Commission announced the outcome of its review of the modalities (ways) of achieving the 2020 target.³ Its proposal confirms the 95g/km target but outlines a series of unnecessary flexibilities that will weaken the target and lead to less efficient, higher carbon cars being sold.

Although the 95g target does not need to be met until 2020, manufacturers are overachieving on their 2015 targets and are on track for 2020. VW recently announced that it will achieve 95g without the need for flexibilities in the regulation, such as super credits.⁴ European car makers are better placed than US and Asian competitors.⁵ Companies providing technology solutions to car-makers confirm 95g can be met through conventional technology without the need to shift to electric or hydrogen powered vehicles.⁶

Cars on the market TODAY already achieve the 95g target. These are standard production cars being sold now in dealerships around Europe.

The chart overpage shows how, on average, CO₂ emissions from new cars can achieve 95g/km **without any downsizing to smaller vehicles, using cars currently on sale.** A new car model is introduced about every 7 years. So the models becoming available in 2013 will be replaced by 2020 – but can still achieve the 95g target level. Announcements by car makers demonstrate the potential of new models that will become available in 2013. These include: the Renault Clio (83g/km); VW Golf (85g/km); Ford Fiesta Petrol (100g/km); Hybrid Lexus IS300h (99g/km) or the Volvo V60 plug-in hybrid (48g/km). The regulation is not due until 2020, which means the industry still have 7 more years to bring forward efficient models. **It is not necessary for car makers to sell electric or other ultra-low carbon cars to meet the 95g/km target.** To meet the proposed fleet average target for new cars, manufactures can simply improve the efficiency of conventional vehicles burning fossil fuels in internal combustion engines. Some makers of large vehicles will also use hybrid technology that capture and reuse energy in braking - the next Toyota Prius is rumoured to have emissions below 80g/km.

Achieving more ambitious targets such as 60g/km in 2025 would require sales of ultra-low carbon vehicles and meeting long - term climate goals will require a shift to these technologies. Setting long-term targets to stimulate research and development of these technologies is crucial to enable the EU to compete in the future market. But the 95g target should not be weakened, such as through supercredits, to stimulate sales of excessively expensive ultra-low carbon solutions TODAY. The real cost will just be met by drivers of conventional vehicles that will be less efficient as a result.

www.transportenvironment.org/cars-and-co2

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¹ European Environment Agency, 2011, Transport sector contribution to total GHG emissions, 2009 (EEA-32)

² Regulation (EC) No 443/2009 of the European Parliament and of the Council of 23 April 2009

³ European Commission Climate Action 2012, COM/2012/393, Proposal for a Regulation to define the modalities for reaching the 2020 target for reducing CO₂ emissions from new passenger cars

⁴ [VW, 2012, Volkswagen Group to reduce CO2 emissions to 95g/km by 2020](#)

⁵ [T&E, How clean are Europe's cars 2012](#)

⁶ CLEPA, 2012, Position Paper

Volkswagen - eco-up!

79g CO2/km
Segment: A (city car)
EU market share: 8.3%



Toyota - Yaris Hybrid 1.5

79 CO2/km
Segment: B (small)
EU market share: 25.3%



Ford - Focus 1.6 TDCi EConetic 88g Trend

88 CO2/km
Segment: C (lower medium)
EU market share: 22.2%



Peugeot - 508 HYbrid4

95 CO2/km
Segment: D (upper medium)
EU market share: 11.3%



Mercedes-Benz - E 300 BlueTEC HYBRID

109 CO2/km
Segment: E1 (executive)
EU market share: 3.5%



BMW - 730d

148 CO2/km
Segment: E2 (luxury)
EU market share: 0.3%



Ford - B-MAX 1.6 TDCi

104 CO2/km
Segment: Mini-MPV
EU market share: 12%



Renault - Grand Scénic ENERGY dCi 110

105 CO2/km
Segment: Other MPV
EU market share: 2.8%



BMW - X1 sDrive 20d Efficient Dynamics Edition

119 CO2/km
Segment: SUV
EU market share: 10.6%



Audi - TT Coupé 2.0 TDI quattro

139 CO2/km
Segment: Sports
EU market share: 3.1%

