

VDIK: Prerequisites for stricter CO2 targets still missing

A large, stylized graphic of the chemical formula CO₂ in a vibrant green color. The 'CO' is significantly larger than the '2', which is positioned as a superscript to the right.

The European Parliament is voting today on a significant tightening of European CO₂ fleet limits for passenger cars and light commercial vehicles. According to the EU Commission's proposals, CO₂ emissions from new passenger cars are to be reduced much faster than previously planned by 2030. According to the draft, new cars will no longer be allowed to emit CO₂ from 2035 onwards.

Reinhard Zirpel, President of the Association of International Motor Vehicle Manufacturers (VDIK), comments: "The European Union is about to massively tighten the CO₂ fleet targets for new cars in Europe once again. The international manufacturers will make their contribution to climate protection. Nevertheless, they expect the EU to also create the necessary conditions for this. These are strong purchasing incentives and a comprehensive refueling and charging infrastructure throughout the EU."

Currently, the expansion of the necessary infrastructure is not progressing fast enough across Europe. The EU's planned targets for the development of charging stations and hydrogen refueling stations under the AFIR are also not ambitious enough. Zirpel continues: "The EU is de facto planning the end of the internal combustion engine in new cars from 2035, but as long as it is not clear whether

the necessary infrastructure for zero-emission cars will be built quickly enough, it would be better to wait before making this final determination. In the future, it should still be possible to use all drive technologies that enable climate-friendly mobility.”

According to the current definition of the European CO2 regulation, only purely battery-electric cars and fuel cell vehicles achieve zero gram CO2 emissions. Last year, they accounted for just under 10 percent of new registrations in the EU. VDIK President Zirpel comments: “The transformation to alternative drives will fundamentally change everyday mobility in Europe and also make it more expensive for many people. These major changes must be supported by the citizens. What is essential for climate protection, however, are not just targets on paper, but above all effective and sufficient measures that are implemented in a targeted manner. This is more urgent than ever.”