

EUROPEAN ECONOMIC AREA

STANDING COMMITTEE OF THE EFTA STATES

Ref. 21-3493

16 December 2021

SUBCOMMITTEE I ON THE FREE MOVEMENT OF GOODS

EEA EFTA Comment

on the Commission proposal for a Regulation of the European Parliament and of the Council amending Regulation (EU) 2019/631 as regards strengthening the CO₂ emission performance standards for new passenger cars and new light commercial vehicles in line with the Union's increased climate ambition – [COM\(2021\) 556](#)

1. EXECUTIVE SUMMARY

- *Common European emission requirements for cars, vans and heavy vehicles are of utmost importance to achieve the transition to green mobility. The EEA EFTA States therefore welcome the Commission proposal as regards strengthening the CO₂ emission performance standards for new passenger cars and new light commercial vehicles, as part of the Fit for 55 legislative package.*
- *The European Commission is proposing that the EU fleet-wide target equal to 100% reduction of CO₂ emissions shall apply from 2035. The EEA EFTA States propose an even more ambitious approach to reducing CO₂ emissions by moving the application of this target forward from 2035 to 2030.*

2. A NEED FOR STRENGTHENED EMISSION PERFORMANCE STANDARDS

1. The EEA EFTA States recognise that there is an urgent need to increase decarbonisation in all transport modes in order to meet our commitments under the Paris Agreement as underlined in the [EEA EFTA Comment on the European Strategy for a Sustainable and Smart Mobility](#) issued on 2 December 2020. European CO₂ emission performance standards for cars, vans and heavy vehicles are effective tools to reach the overall goals of reducing emissions from the road transport sector.

2. The EEA EFTA States have ambitious national targets for the introduction of zero-emission vehicles and rely on technological development, ambitious European legislation on CO₂ emission performance standards through the EEA Agreement and active national and local policies to reach the targets.
3. The EEA EFTA States therefore welcome the proposal from the European Commission to strengthen the European emission performance standards for new cars and vans. However, they would like to see an even more ambitious timeline. Within this context, the EEA EFTA States support the revision of the CO₂ emissions standards for heavy-duty vehicles foreseen in 2022.
4. The European Commission is proposing in Article 1(1)(b) the insertion of a new paragraph 5a in Article 1 in Regulation (EU) 2019/63, stating that the EU fleet-wide targets equal to 100% reduction of CO₂ emissions shall apply from 2035. The EEA EFTA States are concerned that this will cause a delayed introduction of new zero-emission models.
5. However, if the end date for new fossil cars and light commercial vehicles were brought forward from 2035 to 2030, the EEA EFTA States would expect the supply of zero-emission vehicles to increase and their prices to be reduced. Consequently, the demand for zero-emission vehicles will increase and the decarbonisation accelerate.
6. The year 2030 also corresponds to the target in the proposed revision of the Alternative Fuels Infrastructure Directive (COM(2021) 559) on the deployment of charging stations for light-duty vehicles along the Trans-European Transport (TEN-T) comprehensive network. An earlier end-date will make investments in recharging infrastructure more attractive at an earlier stage and reduce the risk for stranded investments.
7. The EEA EFTA States therefore suggest that an EU fleet-wide target equal to a 100 % reduction of the average emissions of the new passenger car and light-duty vehicle fleet, is brought forward to 2030.