

## PRESS RELEASE

**Workshop on**  
**“Post 2020 CO<sub>2</sub> emission targets for cars and vans: the right level of ambition?”**  
**Tuesday, 27 March 2018 from 14:00 to 15:30, Altiero Spinelli 1G2**  
**European Parliament, Brussels**

On Tuesday 27<sup>th</sup> March, the Committee on Environment, Public Health and Food Safety (ENVI) of the European Parliament will host a workshop on *‘Post 2020 CO<sub>2</sub> emission targets for cars and vans: the right level of ambition?’*

In November 2017, the European Commission proposed a new regulation setting CO<sub>2</sub> emission standards for cars and vans in the post-2020 period. According to the Commission 2016 Reference Scenario, transport by light duty vehicles will increase substantially during the period up to 2030. This segment of the transport market will continue to experience consistent growth even beyond that. Eurostat suggests that in most EU countries cars accounted for between 80-90% of passenger transport in 2014. EU policies to reduce greenhouse gas emissions, as far as they are currently implemented, are not expected to fulfil the EU’s 2030 emissions target, nor the commitment under the Paris Agreement to achieve 40% or more GHG reduction compared to 1990 levels. CO<sub>2</sub> is the principle greenhouse gas under consideration in the EU policy discourse. Overall, road transport contributes about 20% of the total EU CO<sub>2</sub> emissions. Passenger cars and light duty vehicles (cars and vans) produce around 15% of the total CO<sub>2</sub> emissions in the European Union.

The workshop will consist of five presentations by high-level speakers, followed by a question and answer session.

The first presentation will focus on the role of light duty vehicles in achieving emissions reductions and will set up the scene for CO<sub>2</sub> emissions of passenger cars and vans. It will highlight the main strategies and objectives proposed for the near future. The next speaker will examine the proposed post-2020 targets for light duty vehicles. In this regard, the European Commission’s technology cost curves for passenger cars will be discussed, alongside the potential targets for inclusion of zero-emission and low-emission vehicles (ZLEVs). After that, the benefits of increasingly efficient light duty vehicles as a viable mean for complying and reaching future environmental targets will be presented. The technical options available for improving efficiency of conventional powertrains, as well as alternative low or zero emission and electric powertrains (xEVs) will also be discussed. The final part of the workshop will be dedicated to the expected way forward for the European transport sector. Particular focus will be given to the future of electric vehicles as a key element of the EU greenhouse gas mitigation strategy in the context of road transport. Finally, possible steps for further improvement will be illustrated alongside the main issues with the current proposal for the post-2020 light duty CO<sub>2</sub> legislation.

The workshop will be chaired by Ms.Miriam Dalli in the context of her role as a rapporteur.