

EU ISSUES UPDATE

JUNE 2022



Information

EU institutions set their positions on the future sale of new petrol and diesel engine cars

In early June, the European Parliament voted to set 2035 as the deadline for the end of the sale of new petrol and diesel cars. It also voted to require car manufacturers to cut their average fleet emissions by 15% in 2025, compared to 2021 and by 55% in 2030. Right of center political parties defeated an attempt to bring the ban forward to 2030 and for stricter emission targets in the 2020s which would have required manufacturers to increase sales of electric cars sooner. Also, an amendment to allow a car's production-related carbon footprint taken into consideration as well – potentially allowing carmakers credits for using synthetic/efuels, was rejected. Opponents of the move supported their position by arguing that: use of synthetic/efuels would reduce the CO2 emissions of a car bought in 2030 by just 5%, on average, over its lifetime compared to using petrol, that efuels emit similar levels of NOx, that running a car on e-fuel is far more expensive compared to an electric vehicle and that producing e-fuels is also much less efficient than powering a battery electric car.

In late June, the EU Environment Council (the Environment Ministers of the Member States) agreed its position on the text. It also agreed that the sale of petrol and diesel engine cars should be banned by 2035, but following an intervention from Germany, the Council agreed a clause requiring the European Commission to consult on and potentially propose separate legislation covering cars running “exclusively on CO₂ neutral fuels” by 2026 to possibly allow the sale from 2035 of new vehicles or new hybrid models running on CO₂-neutral fuels – however the provision is provided in a non-binding Recital, not an Article.

The European Parliament and the Council will now have to negotiate an agreed text – and this new Council clause will make the discussions more difficult because, as noted above, the Parliament's negotiating position is a ban on the sale of new petrol and diesel engines without qualifications.

The FIVA Legislation Commission members are: Lars Genild (Chairman), Sébastien Berthebaud, Giuseppe Dell'Aversano, Wolfgang Eckel, Carla Fiocchi, Peeter Henning, Johann König, Stanislav Minářík, Bob Owen, Bert Pronk, Kurt Sjoberg and Andrew Turner of EPPA works with the Committee.