

ENVI vote on the revision of CO₂ standards for cars and vans

T&E modelling shows that the EP deal would cut the minimum BEV share to 39% in 2030 (instead of 57% with the current regulation) and 69% in 2035 (instead of 100%). As a consequence, it puts at risk the €200 billion already invested in Europe's EV ecosystem. Therefore, we encourage MEPs to pay special attention to the following issues ahead of the vote :

1. VEEFs

- **The problem:** Crop biofuels count as "eligible", VEEFs count as zero emissions, and sales are uncapped, so carmakers could comply without selling a single BEV.
- **T&E recommendation:**
 - Exclude first-generation biofuels
 - ideally limit eligible fuels to Made-in-EU e-fuels
 - cap VEEF sales at 5%
 - Delay the entry into force of the category to 2035
 - Do not count VEEF as a Zero-emission vehicle but rather count if with count VEEFs at real emissions (~40 g/km) should biofuels be included.
 - set tamper-proof requirements in the primary law.

2. 2030 target averaging

- **The problem:** The 8 g/km carry-over from 2029 is a free lunch for carmakers, as it is based on outdated targets. It will cut the 2030 BEV share by 4 points.
- **T&E recommendation:** Keep the 2030-31 average but remove the 8 g/km carry-over.

3. PHEV Utility Factor

- **The problem:** Electric range alone is the wrong criterion: real-world emissions depend on the electric-to-combustion power ration
- **T&E recommendation:**
 - Keep the Commission's UF correction schedule.
 - If a freeze is unavoidable, make sure a 2 year freeze only concerns PHEVs with a 150km range, an electric motor that is 50% bigger than the combustion engine, which work in mandatory EV-priority mode. In addition, support for OEM-specific UF updates after 2030 would help improve PHEVs design and climate/consumption efficiency.

4. Supercredits

- **The problem:** The "efficient BEV" bonus rewards large premium cars (avg. €45,700) instead of small, affordable ones (avg. €27,000).
- **T&E recommendation :** Reward only small Made-in-EU BEVs (under 4.1- 4.2 m) with a 1.2 multiplier · end supercredits in 2035 · drop the "efficient" category.

5. Green steel credits

- **The problem:** Without a fossil-free or Made-in-EU requirement, credits could create windfalls of up to 4 g/km and weaken the target by ~2% (2030) and ~11% (2035).
- **T&E recommendation:** Credit only fossil-free steel made in the EU, including the iron making.