

Briefing Commission

The automotive sector is of particular importance for the EU, providing jobs for more than 12 million people in manufacturing, sales, maintenance and transport. The EU car industry as part of the global automotive sector is currently facing fundamental transformations. Digitalization and automation are altering traditional manufacturing processes. Innovation in electrified power trains, autonomous driving and connected vehicles constitute major challenges which may fundamentally transform the sector. In addition, the share of the EU car market in global sales has declined in the last decade from around a third to around 20%, putting additional pressure on EU industry to reach out to new markets.

Following the Paris Agreement, the world has committed to move towards a low-carbon economy. Many countries are now implementing policies for low-carbon transport, including vehicle standards, often in combination with measures to improve air quality. Until now, the CO₂ emission reduction standards for cars and vans in place in Europe have represented a fundamental tool to push for innovation and investments in low carbon technologies. But today, in the absence of tighter standards for the period beyond 2020, the EU risks losing its technological leadership in particular with respect to zero/low emission vehicles, with the US, Japan, South Korea and China moving ahead very quickly.

The Commission's European Strategy for Low-Emission mobility, published in July 2016, sets the ambition that by 2050 greenhouse gas (GHG) emissions from transport will need to be at least 60% lower than in 1990 and firmly on the path towards zero. Air pollutant emissions from transport need to be drastically reduced without delay which means at least a 40% reduction by 2030. The Strategy also made clear that the deployment of low- and zero-emission vehicles would need to increase in order to gain significant market share by 2030 and set the EU firmly on the long-term trajectory towards zero-emission mobility.

The current CO₂ emission standards for cars and vans until 2020/21 have contributed to significantly reduce CO₂ emissions from light duty vehicles. However, with current implemented policies GHG emissions are not expected to sufficiently decrease to reach the 2030 EU target of at least 40% emission reduction compared to 1990. Road transport was responsible for 22% of EU GHG emissions in 2015 with a steady increase of this share since 1990. Cars and vans accounted for 73% of road transport GHG emissions in 2015.

Tasks for the Commission

For the purpose of this simulation, the goal of the European Commission is to draft a proposal to reduce the CO₂ emissions of cars and vans in two steps till 2030.

Therefore, you need to agree on two thresholds for the reduction of CO₂ emissions in relation to 2020.

The two years are 2025 and 2030.

Your possibilities range from 0 to 100%.

Drawing up your proposal you need to consider that the Council will vote on it by qualified majority. Be aware of their preferences and prepare a convincing statement!