



Union Française de l'Électricité

November 2020

UFE answer to the Roadmap on on the Amendment of the Regulation setting CO2 emission standards for cars and vans

UFE welcomes warmly the EC's intention to revise the Regulation 2019/631/EU setting CO2 emission standards for cars and vans. Given the planned increase of the 2030 target of GHG emission reduction from 40% to 55% and the new reduction objective of 90% of emissions by 2050 for the transport sector, **UFE considers it is essential to ensure CO2 emission standards for cars and vans consistent with the new EU climate ambitions.** The EU legislations related to transport should be aligned to the decarbonisation targets set for the other sectors (e.g. electricity).

UFE supports the IA's proposals to toughen the target levels and their timing as well as to implement specific mechanism to incentivise zero- and low-emission vehicles according to the type of vehicles targeted. During the last revision of the Regulation, **UFE was already calling for the 40% emission target for both cars and vans for 2030 and still supports its increase in line with the objectives of the Green Deal.** This increase in targets for reducing CO2 emissions should go hand in hand with a higher ambition in terms of deployment of charging infrastructure, which should be addressed in the upcoming revision of AFID (public infrastructure) and EPBD (private infrastructure).

1. The revised CO2 emission standards should support the rise of electric vehicle (EV) share

CO2 standards deliver clear benefits. It is easier to communicate on a clear and numbered objective, to remember it and engage society but also to monitor progress. Their implementation has successfully driven to the concrete surge of EV sales observed since the beginning of 2020. The significant increase in EV sales observed during the first quarter of 2020 was maintained during and after the COVID-19 crisis. Indeed, after the COVID-19 crisis, numerous Member states, incl. France, have chosen to restart the automotive sector by incentivising EVs. The EC should continue to support



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the decarbonisation of the vehicle fleet thanks to its electrification. In addition, in France the distribution network is ready to connect these higher shares of electric vehicles without jeopardising the electricity supply. Distribution network operators can also support the electrification of fleets by accompanying optimal grid location for EV chargers to meet end-users' needs and optimise costs for users and the community.

EU regulations should thus incentivise the electrification of the vehicle fleet by setting stricter CO2 standards for cars and vans to encourage car manufacturers to expand the supply of zero-carbon vehicles and ensure it is fitted to achieve carbon neutrality.

2. The CO2 emission standards are an efficient tool to reduce transport emissions

In France, the implementation of the CO2 emission standards has led to a reduction of new cars' CO2 emissions by around 16% during the first semester of 2020. **UFE believes the strengthening of CO2 standards constitutes a more effective tool to decarbonise the transport sector than the extension of the EU ETS system to road transport** as a replacement to sectoral legislation. Indeed, expected CO2 prices in the EU ETS won't be sufficient to trigger a swift decarbonisation of the transport sector.

By contrast, **CO2 emission standards have provided a clear signal to both manufacturers and consumers while reducing emissions**, since their implementation. In consistency with a just transition, CO2 standards also prevent consumers from a taxation that would be an additional burden to their energy bills and that might be perceived as unfair.

Document endorsed to the reply:

Enedis, [Report on the integration of electromobility to the public electricity distribution network](#) (November 2019)