

**European environment and transport ministers' joint letter to the European Commission,  
regarding the 2030 greenhouse gas emissions reduction target  
and emissions from transport**

**To: his Excellency, Commission Vice-President Maroš Šefčovič**

**Cc: Commissioner Elżbieta Bieńkowska**

**Cc: Commissioner Miguel Arias Cañete**

**Cc: Commissioner Violeta Bulc**

25th October 2017

The EU has set a 2030 emissions reduction target of at least -40% compared to 1990. For the sectors that are not covered by the Emissions Trading System - the so-called effort sharing sectors including transport, buildings and agriculture - the Commission has proposed a 30% reduction compared to 2005 levels.

We, the undersigning, strongly support the EU's ambitious but realistic 2030 climate targets. However, it will be difficult to achieve the proposed emission cuts, in particular in the road transport sector, without additional action at EU level that would ease the national efforts.

The development and uptake of clean vehicle technology will be essential in determining whether the proposed emission cuts will be achieved. Indeed, a number of studies have shown that the 2030 targets cannot be achieved without significantly improving vehicle efficiency and increasing levels of vehicle electrification. The key policy instrument driving this in Europe today are vehicle CO<sub>2</sub> standards where the EU has exclusive competence. The lack of adequate EU action in this field post-2020 when the current regulations expire would jeopardise the achievement of the 2030 goals, as all the burden would fall on member states' actions nationally which are often more costly and difficult to implement.

Given the very strong linkages between the proposed Effort Sharing Regulation and the expected vehicle CO<sub>2</sub> regulations we call on the Commission to urgently come forward with the legislative proposals promised in the 2016 European Strategy for low-emission mobility. Specifically we urge the Commission to come forward with the following:

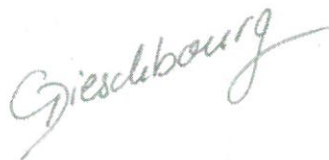
1. Ambitious zero-emission and ultra-low-emission vehicle mandates that impose a stepwise increase in the proportion of ZEVs and ULEVs in the total fleet, in order to drive the market in favour of clean mobility. However, their levels shall not be tradable against the overall ambition of the overall post 2020 CO<sub>2</sub> targets, as it would mean a de-facto lowering of the EU's agreed ambition levels.
2. Ambitious but realistic proposals for 2025 CO<sub>2</sub> standards for passenger cars and vans, based on the new WLTP test cycle, of at least 40% by 2030.

3. An ambitious but realistic proposal for 2025 CO<sub>2</sub> standards for heavy goods vehicles
4. Real world driving emissions tests for CO<sub>2</sub>, similar to those currently agreed for pollutants, with minimum possible not-to-exceed limits, and covering a wide range of driving conditions, to inform consumers and avoid future fraud against emission standards.
5. A strategy and action plan to decarbonise the road transport sector in general, addressing an ambitious strategy on e-infrastructure roll-out, modal shift or increased use of public transport and new mobility services.

This would not only enable the EU and its member states to successfully meet its 2030 obligations, and prevent hard-to-accept additional costs on the other emitting sectors in society, but would also put our continent on a much more cost-effective pathway towards 2050 objectives that are consistent with the EU's commitment under the Paris Agreement.

Any delay in action today means much higher costs later on.

Yours sincerely,

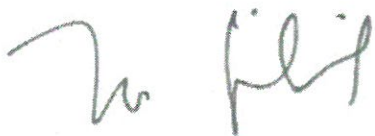


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Luxembourg




**François Bausch**  
*Minister for Sustainable Development and  
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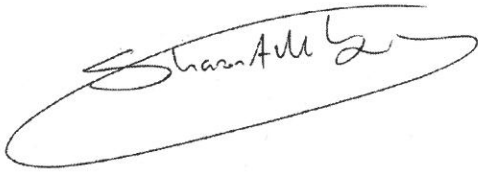


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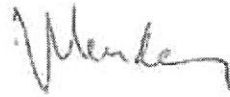
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