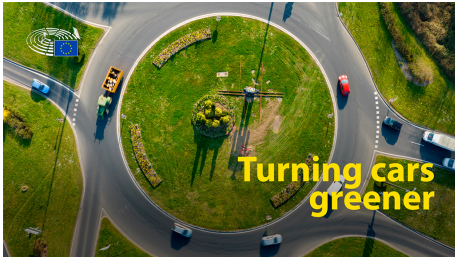


## Reducing car emissions: new CO2 targets for cars and vans explained

The EU is banning the sale of new cars and vans with combustion engines as of 2035 in order to make the road transport sector climate neutral.



▶ **Cutting CO2 emissions with cleaner cars: new EU rules**  
[https://multimedia.europarl.europa.eu/en/video/v\\_N01\\_AFPS\\_230504\\_FIT1](https://multimedia.europarl.europa.eu/en/video/v_N01_AFPS_230504_FIT1)

In an effort to deliver on its ambitious climate goals, the EU is revising legislation in sectors that have a direct impact under the [Fit for 55 package](#). This includes transport, the only sector in which greenhouse gas emissions remain higher than in 1990, having [increased more than 25%](#). Transport accounts for a fifth of total EU emissions.

Road transport accounts for the largest percentage of transport emissions and [in 2021 was responsible for 72% of all EU domestic and international transport](#) greenhouse gas emissions.

### Why cars and vans?

Passenger cars and vans (light commercial vehicles) produce about 15% of the EU's total CO2 emissions

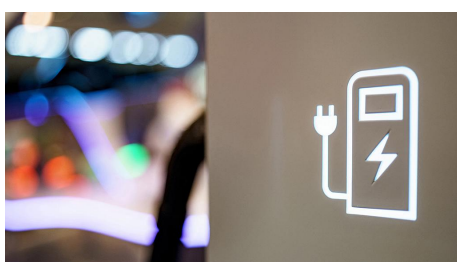
Toughening car emissions standards would help to achieve [the EU's climate targets](#) for 2030.

## Current situation

Average CO<sub>2</sub> emissions from new cars was 122.3 g CO<sub>2</sub>/km in 2019, better than the EU target of 130 g CO<sub>2</sub>/km for the period 2015-2019, but well above the [target of 95g/km](#) set for 2021 onwards.

The [number of electric cars](#) has been growing fast, accounting for 11% of newly registered passenger cars in 2020.

*Find out [more facts and figures about car emissions](#)*



▶ **Fit for 55: reducing CO<sub>2</sub> emissions from cars and vans**

[https://multimedia.europarl.europa.eu/en/fit-for-55-reducing-co2-emissions-from-cars-and-vans\\_N01\\_AFPS\\_220512\\_CARE\\_ev](https://multimedia.europarl.europa.eu/en/fit-for-55-reducing-co2-emissions-from-cars-and-vans_N01_AFPS_220512_CARE_ev)

## New targets

The new legislation sets the path towards zero CO<sub>2</sub> emissions for new passenger cars and light commercial vehicles in 2035. Intermediate emissions reduction targets for 2030 are set at 55% for cars and 50% for vans.

Targets are expressed in percentages because the 95 g/km standard will have to be recalculated according to the new more rigorous emissions test that better reflects real driving conditions.

The revised legislation should help Europeans by deploying zero CO<sub>2</sub> emission vehicles more broadly - better air quality, energy savings and lower costs for owning a vehicle - and stimulate innovation in zero-emission technologies.

The [Parliament and EU countries reached an agreement](#) on the final form of the rules in October 2022. It was [approved by Parliament in February 2023](#) and [adopted by the Council](#) in

March 2023. The legislation [entered into force in April 2023](#).

In addition, the EU plans to provide for more [electric charging and hydrogen refuelling stations](#) on main roads. In July 2023, [Parliament adopted new rules](#) to deploy electric charging pools for cars once every 60 kilometres along main roads by 2026, as well as **hydrogen refuelling stations** at least every 200 kilometres by 2031. The rules must be endorsed by the Council, before coming into force.

## More on transport emissions

- [Cutting emissions from planes and ships](#)
- [Emission from planes and ships facts and figures](#)
- [Tapping into the benefits of renewable hydrogen](#)



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The EU is working on plans to cut cars' CO2 emissions ©APimages/European Union-EP

### New CO2 targets for cars and vans

[Check legislative progress](#)

[Briefing: CO2 emission standards for new cars and vans \(February 2022\)](#)

[Infographic: transport CO2 emissions \(October 2020\)](#)