Denmark, France, Luxembourg, the Netherlands, Portugal, Spain, and Sweden reaffirm their support to the timely electrification of cars and vans across the Union

The current energy crisis is a clear demonstration that reducing European dependence on fossil fuels is an absolute necessity, and that electrification is not only a climate policy objective, but also necessary for our energy security. The electrification trajectory of the European light vehicle fleet can reduce our exposure to future geopolitical crisis and fossil fuel price shocks. It is also a direct and sustainable response to increase affordability by shielding road users from rising fuel prices and reduce the need for public measures to subsidize mobility in case of such crises. It is also instrumental to improving air quality, especially in urban areas, and thereby to public health. Moreover, it can help the EU to meet its recently-agreed upon 2040 climate target and support the broad network of European companies that have made major investments in electrification. In the first quarter, electric car sales in Europe rose by 33% compared to last year, demonstrating that this technology is winning over a growing number of citizens and is seen as a response to rising and volatile fuel prices.

Denmark, France, Luxembourg, the Netherlands, Portugal, Spain, and Sweden therefore reaffirm that the CO2 standards regulation must maintain a strong electrification trajectory. Undermining the integrity and predictability of this regulatory framework would be a strategic mistake at a time when past investments are delivering significant results and while progress must go further. Flexibilities for manufacturers to meet their CO2 targets must remain strictly limited, conditional, and carefully designed so as not to dilute the long-term investment signal towards electrification, weaken regulatory certainty, or slow down the industrial transition already under way across the European automotive value chain. They should not be granted without tangible environmental and industrial efforts to accelerate mobility decarbonization within the European Union.

At the same time, it is essential to address, in all relevant EU proposals and regulations, the right enabling conditions needed to enhance the uptake of electric vehicles, such as infrastructure deployment, demand-side stimulation and industrial co-benefits, across all Member State markets. In this regard, it is important to provide more incentives to households and companies that improve affordability and access to electric mobility through their contribution to the development of second-hand markets. We should not undermine predictable availability of zero-emission vehicles across all Member States, including small markets and non-producers. We also reaffirm our commitment to support and attract investments aiming at building a comprehensive and robust electric vehicle industrial base in Europe, in order to support the European Union's stated ambition to become a global leader in the electric vehicle industry. The Commission's proposal of December 16th includes a step in the right direction to ensure that the CO2 standards regulation support the resilience of the European automotive value chain and green steel industry, preserving industrial jobs in Europe. The super-credit, properly designed, can support European industry and consumers in reaping the benefits of electrification reaching a mass market through the production of affordable electric vehicles with European value creation. Electrification and decarbonization of the fleet must be carried out in a manner that fosters industrial resilience and strategic value chains, as batteries and critical components, and maintains industrial employment in Europe.

On the other hand, we do not support changes to the legal framework that are not science-based and would undermine the ongoing momentum and long-term perspective of electrification. The Commission has assessed, on the basis of data from 1 million vehicles driven in real-world conditions, that plug-in hybrid vehicles emit 3.5 times more CO2 than their respective type-approval data. Freezing the existing utility factor, which vastly overestimates the share of electric usage of these vehicles, would therefore amount to a weakening of the regulation's scientific integrity as well as consumer information.

Equally, the debate on the role of renewable and carbon-neutral fuels in road transport must remain rooted in reliable and consensual data and methodologies. The integrity of the concept of CO2 neutrality must be preserved. Significant methodological uncertainties remain regarding the traceability, certification and effective use of such fuels in vehicles, including risks of double counting, fraud and indirect emissions linked to feedstock production, electricity sourcing or land-use change. Expanding the role of such fuels within the CO2 standards framework would also weaken the investment signal towards electrification, create new dependencies to imported feedstock and divert limited sustainable resources away from other needs. The use of renewable and carbon-neutral fuels must be prioritized for hard to abate sectors, such as aviation and maritime, where electrification can only play a limited role, and for the decarbonization of the existing fleet.

In conclusion, Denmark, France, Luxembourg, the Netherlands, Portugal, Spain, and Sweden call for preserving a clear and ambitious pathway towards electrification within the CO2 standards framework, which strengthens the long-term competitiveness of the European automotive industry and improves affordability for European citizens. At a time of increasing geopolitical instability, accelerating the transition towards zero-emission electric mobility is essential for Europe's climate objectives, industrial resilience and energy security.