INTRODUCTION

THE CONTEXT

On 17 April 2019, the European Parliament and Council adopted Regulation (EU) 2019/631 introducing CO2 emission standards for new passenger cars and light commercial vehicles in the European Union. This regulation set reduction targets of -15% and -37.5% for the tailpipe CO2 emissions of newly-registered passenger cars for the years 2025 and 2030 respectively.

These targets will follow on from the target of 95g CO2/km for the year 2021, set in 2013. Using laboratory test (WLTP) results, manufacturers’ progress is monitored each year by the member states based on new car registration data – see page 10 of this report.

In 2023, the European Commission will review the Regulation, reporting back to the European Parliament and Council on the progress made towards reaching the car CO2 targets. Amongst other things, this ‘mid-term review’ will take stock of the roll-out of charging and refuelling infrastructure for alternatively-powered vehicles, their market uptake, as well as CO2 reductions from the car fleet.

THE PURPOSE OF THIS REPORT

Sales of electric and other alternatively-powered passenger cars – including electrically-chargeable, hybrid, fuel cell and natural gas-powered vehicles – will have to pick up strongly if the 2025 and 2030 CO2 targets are to be achieved.

All European automobile manufacturers are constantly expanding their portfolios of such vehicles. However, their market penetration remains low and fragmented across the EU. Consumers looking for an alternative to diesel often opt for petrol vehicles, but are not yet making the switch to alternatively-powered vehicles on a large scale.

In order to drive this shift to zero- and low-emission cars, governments across the EU need to ramp up investments in charging and refuelling infrastructure, and to put in place meaningful and sustainable incentives to stimulate sales of alternatively-powered cars in the long run. The purpose of this report is to track progress on these key ‘enabling factors’ for passenger cars.

The European Automobile Manufacturers’ Association (ACEA) will publish this statistical report on an annual basis in the run-up to the mid-term review of Regulation (EU) 2019/631 in 2023, with a view to monitoring the availability of infrastructure and purchase incentives for consumers.

ACEA will put this in the context of the composition of the new car market by fuel type and the average CO2 emissions of new cars. The report will also make a number of correlations, analysing the influence of some factors – such as national income or the number of charging points per 100 km of road – on the market uptake of alternatively-powered vehicles.

This report provides a factual, data-driven picture of progress, bringing together all available data sources (ACEA, EAFO, EEA, Eurostat, IHS). In all cases it is the latest available full-year data.

\[1\] Currently, the only available source of EU-wide infrastructure data for all types of alternatively-powered vehicles is the European Commission’s European Alternative Fuels Observatory (EAFO), [www.eafo.eu](http://www.eafo.eu).