



**EUROPEAN COMMISSION**  
DIRECTORATE-GENERAL  
CLIMATE ACTION  
Directorate B – Carbon Markets and Clean Mobility  
**CLIMA.B.3 – Mobility (I): Road**

Brussels

Dear Ms Bertucci,

Thank you for your message of 8 September addressed to Commissioner Hoekstra on behalf of the European Public Health Alliance concerning the CO<sub>2</sub> emission standards for light-duty vehicles and their links to air pollution and public health impacts. I am replying on the Commissioner's behalf.

The EU has committed to reducing net greenhouse gas emissions by at least 55% by 2030 compared to 1990, and to reaching climate neutrality by 2050. These objectives are enshrined in the [European Climate Law](#). Delivering on our climate ambition calls for ambitious policies and action to ensure a swift and sufficient decrease in emissions from all sectors, including transport, which is the only sector where emissions are still above 1990 levels.

In January of this year, President von der Leyen launched a Strategic Dialogue on the Future of the European Automotive Industry, which informed the [Industrial Action Plan for the European automotive sector](#) of 5 March 2025. The Action Plan sets out concrete measures that aim to boost demand for zero-emission vehicles, such as a legislative initiative to be proposed by the end of this year aiming to accelerate the uptake of zero-emission vehicles in corporate fleets, and a recommendation on Transport Poverty which will encourage Member States to adopt social leasing schemes for new and second-hand zero-emission vehicles.

The CO<sub>2</sub> emission standards for new cars and vans, that include a 100% reduction target in CO<sub>2</sub> emissions from new cars and vans as of 2035, are an important policy instrument for the transition of the automotive sector. Besides being an integral part of the policy mix to achieve climate neutrality by 2050, the standards also support the competitiveness of the European automotive industry. They provide the market with long-term certainty and predictability, so that investments can be channelled in clean technologies, development of new value chains in the EU, infrastructure and reskilling of workers. The standards also contribute to reducing our huge reliance on imported fossil fuels, which causes energy price volatility and higher supply costs, while making the EU more vulnerable to external pressure and global market uncertainty.

The Commission has accelerated work on the preparation of the foreseen review of the CO<sub>2</sub> standards for cars and vans. In this context, the Commission is required to submit a report to the European Parliament and to the Council, by 31 December 2025, on the progress towards zero-emission road mobility, considering all relevant factors in this transition, including the impact of the CO<sub>2</sub> standards Regulation on the achievement of the Member States' targets under the Ambient Air Quality Directive (Directive 2008/50/EC).

Following the closure of the Public Consultation on 10 October 2025, the Commission is currently conducting an impact assessment, after which the Commission will prepare a

proposal for adoption under the ordinary legislative procedure. The impact assessment will explore a variety of options and compare them to the baseline. It will take into account technological developments and the importance of an economically viable and socially fair transition towards zero-emission mobility. Once the impact assessment and the legislative proposal are published, stakeholders and the public will again be provided with the opportunity to give feedback.

I hereby thank you again for your support to the EU's climate policies and for your commitment to a healthier and safer Europe. I look forward to continuing our exchanges in the context of the review.

Yours sincerely,

Edoardo TURANO  
Head of Unit