

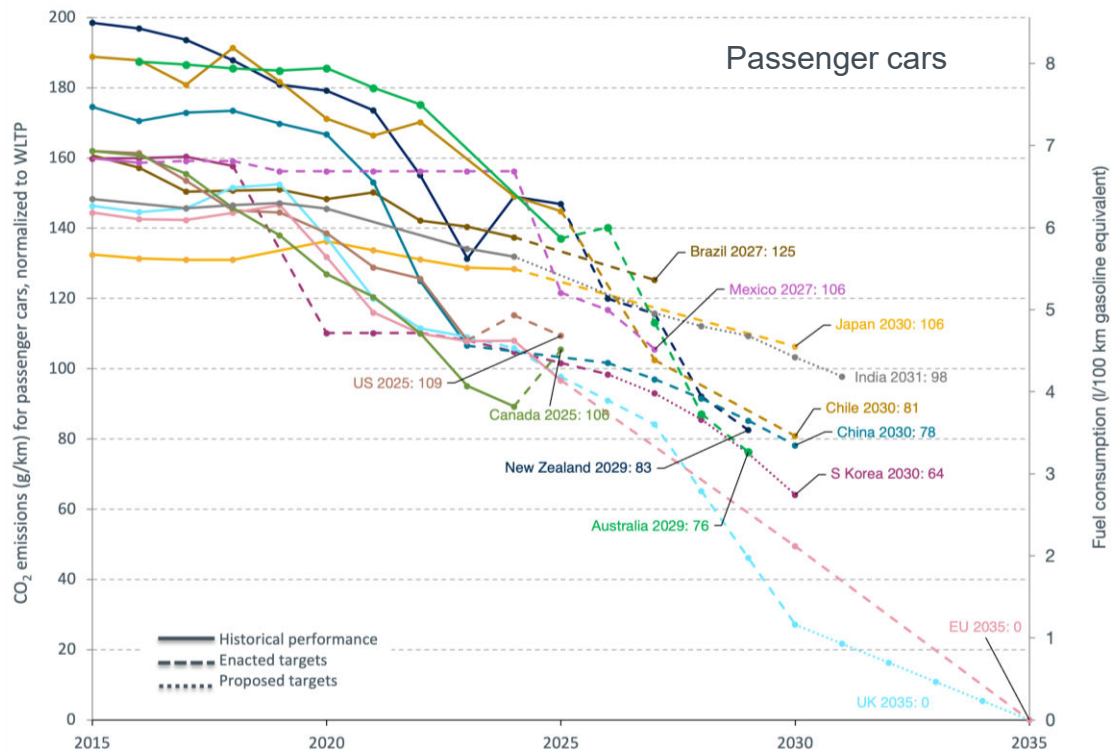
Setting the scene: Why vehicle regulations matter

The European Union CO₂ standards for light-duty vehicles

Jan Dornoff

October 6, 2026

More than 85% of global light-duty vehicle sales are covered by CO₂ standards or equivalent regulations.

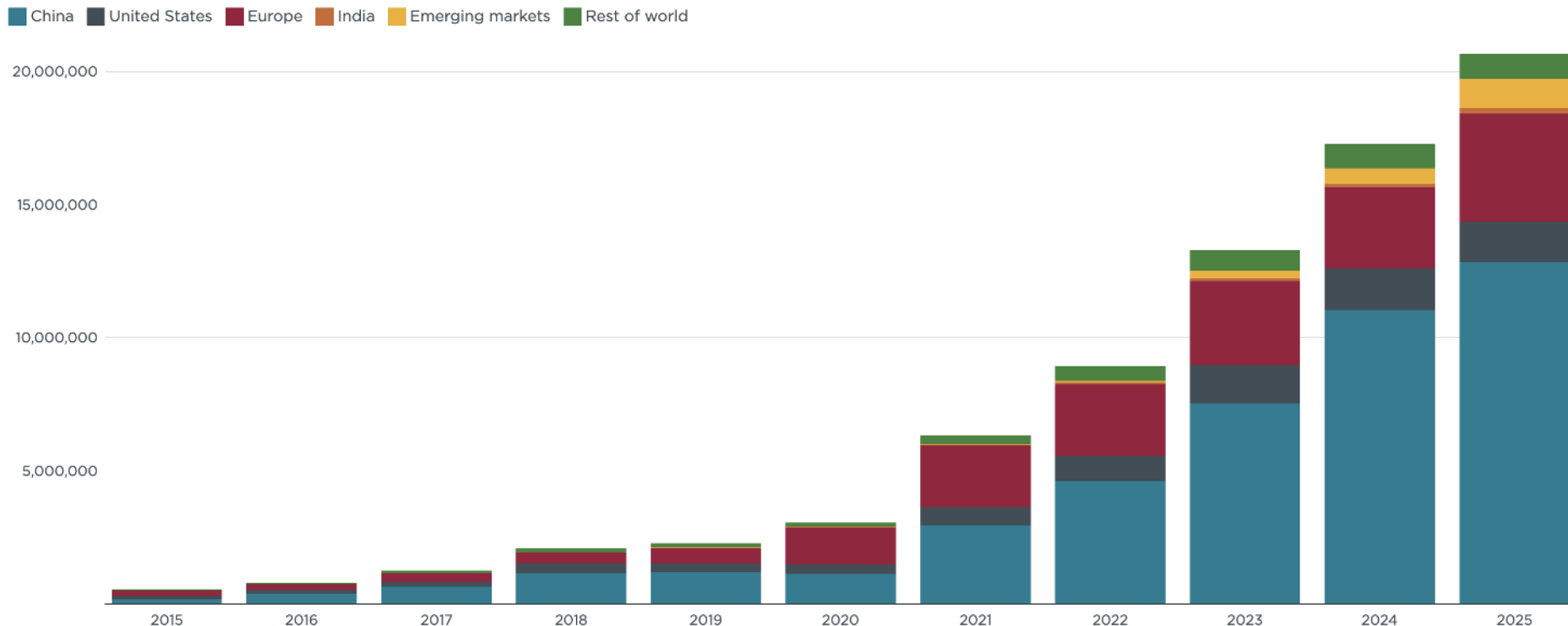


Note: UK fleet-average targets estimated based on non-ZEV CO₂ emissions and ZEV mandate.
 EU amends 2025 target and propose 2030 target to meet over 3-year average performances: 2025-2027 and 2030-2032, respectively
 Canada overachieved 2025 target and working on next phase of the standard; announced new targets for 2027 and 2035 on a fleet basis
 Chile, EU: targets are not annual; lines between dots are for illustration only

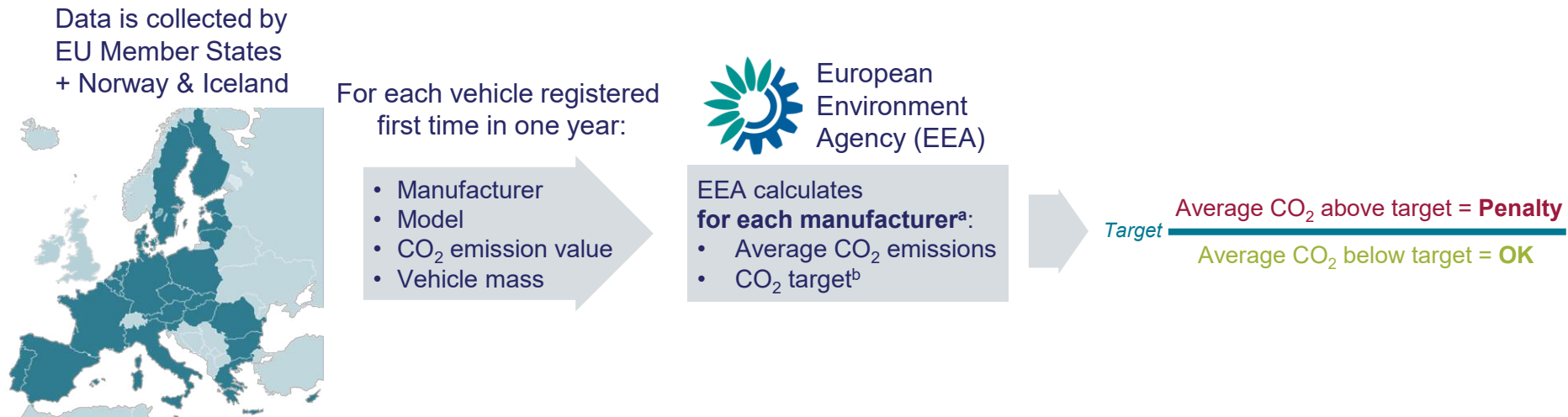
Updated September 2026

Globally, over 20 million battery electric and plug-in hybrid vehicles were sold in 2025 – that is one in four cars sold.

Annual global light-duty EV sales, 2015–2025



EU CO₂ standards are currently based on a single measurable, comparable and verifiable parameter: Tailpipe CO₂ emissions

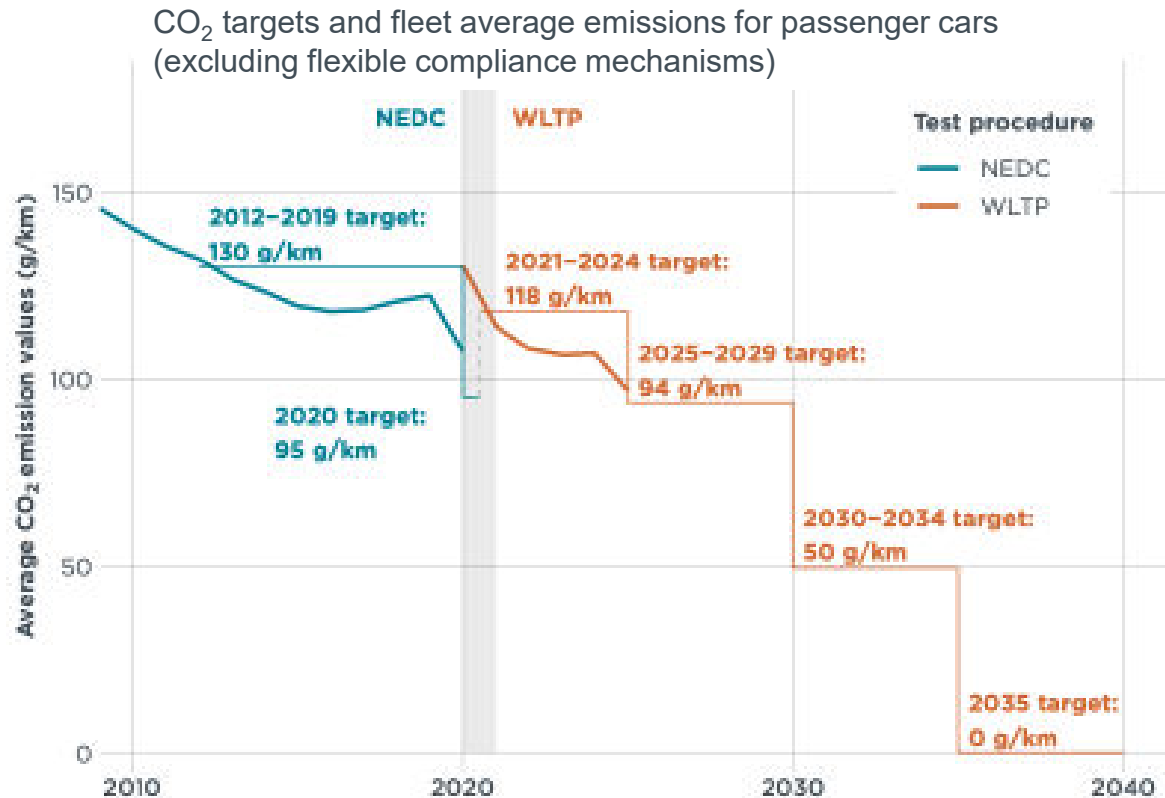


Average CO₂ emissions of all vehicles registered per manufacturer must be below target
→ CO₂ reduction is achieved through lowering the target value

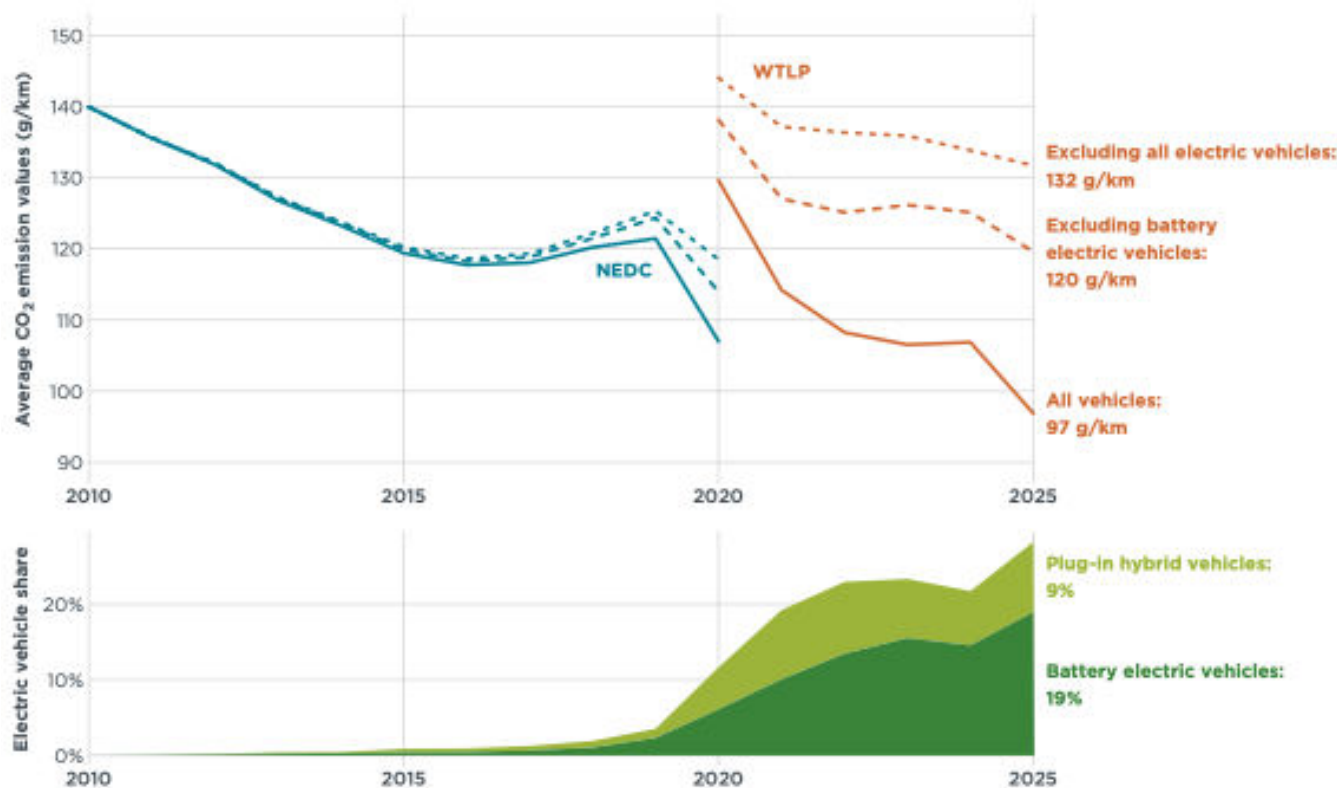
^a Manufacturers can create pools. Pool average CO₂ emissions are compared against pool targets.

^b Manufacturer targets are calculated from a fleet target, adjusted for the average mass compared to a reference mass.

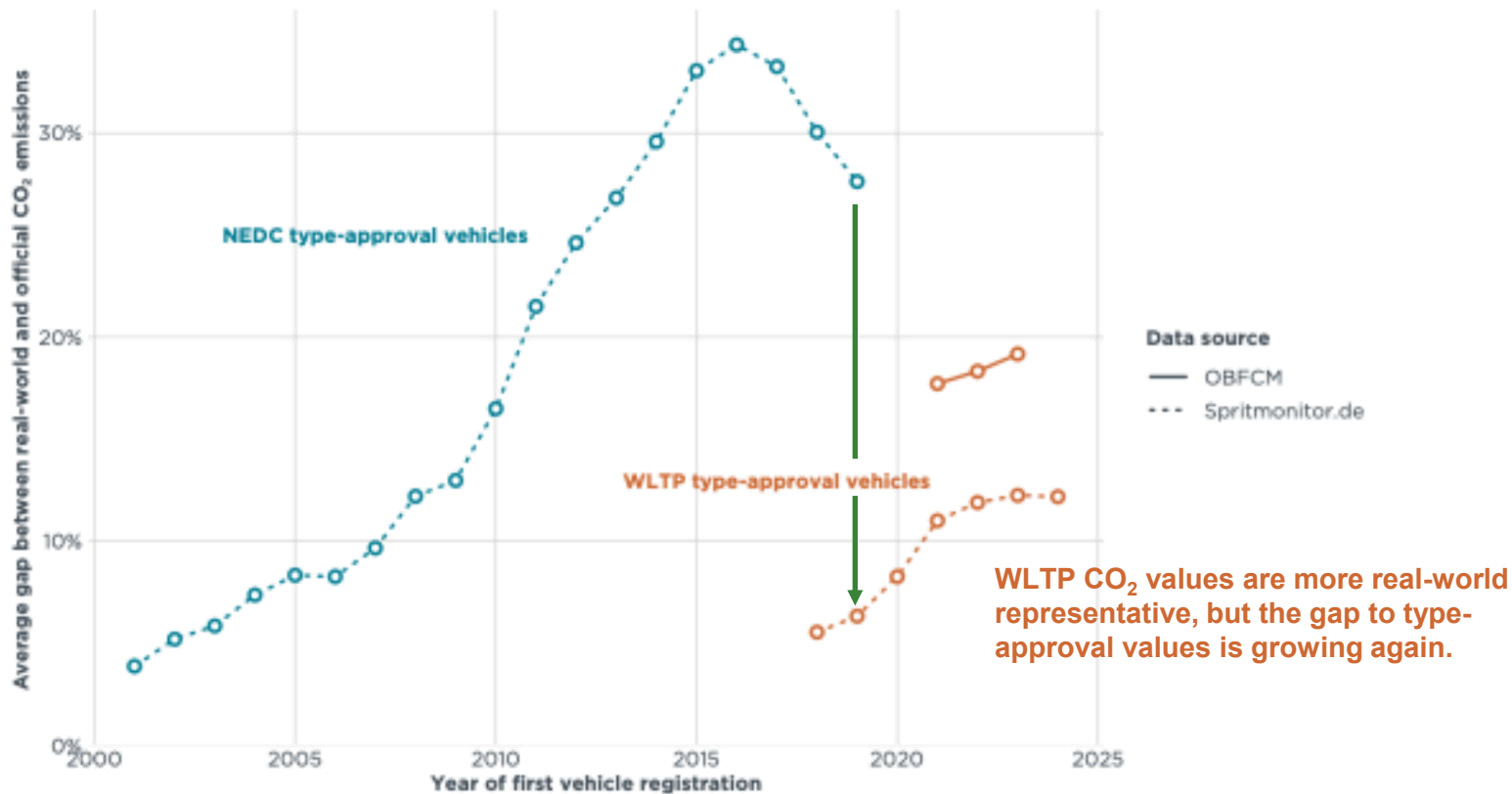
Increasingly stringent targets led to substantial CO₂ reductions.



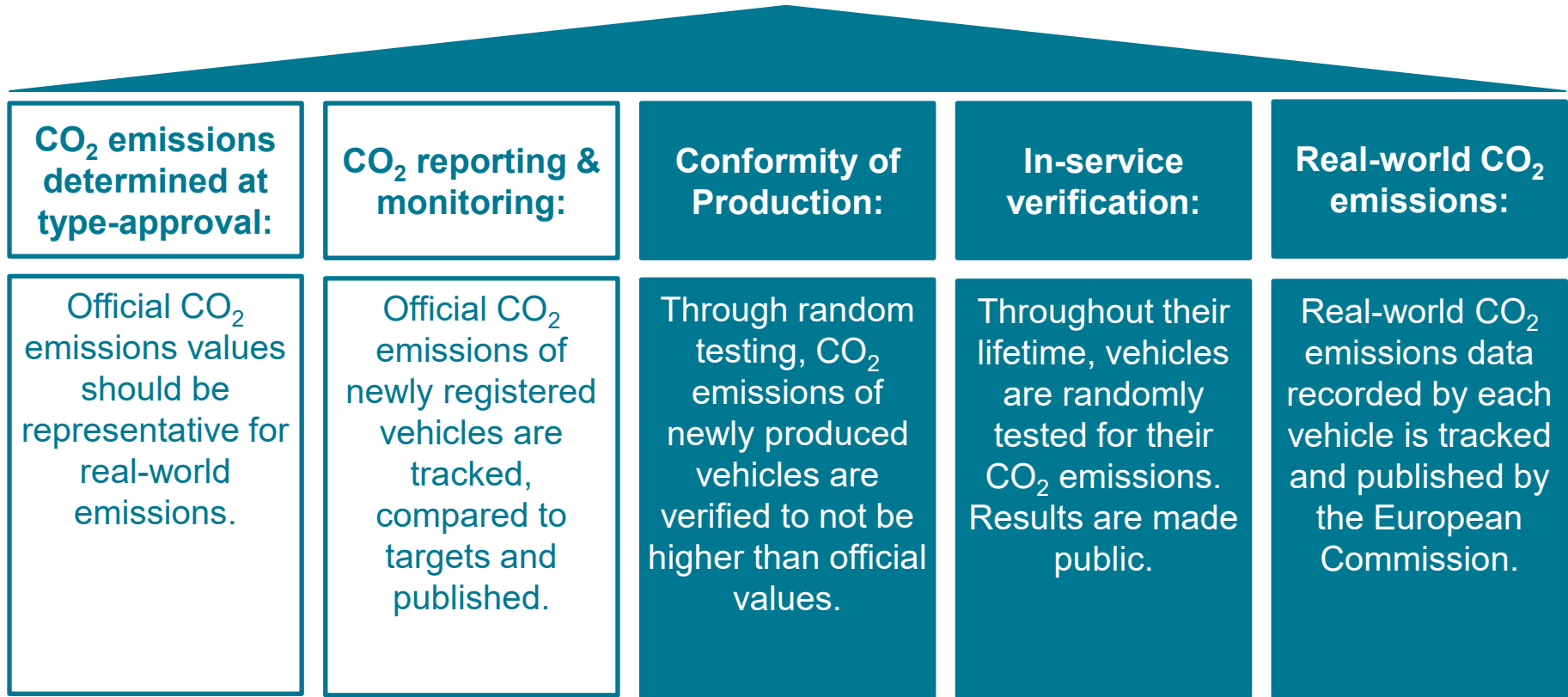
Since 2020, passenger car CO₂ reductions are largely achieved by deploying electric vehicles.



Under NEDC, a fast-growing gap between real-world and official CO₂ emissions was observed. Since 2017, the EU uses WLTP.



An effective supply side regulation requires strong compliance & enforcement measures and transparency.



Thank you!
j.dornoff@theicct.org

