

## CO2 standards amendment: Short-term gains must align with technology-neutral ambition

*Brussels, 2 April 2025* – CLEPA, the European Association of Automotive Suppliers, acknowledges the European Commission’s [latest amendment to the CO2 standards](#) for cars and vans. While the introduction of an averaging mechanism for emissions reduction is a positive step, CLEPA emphasises that short-term measures must be part of a broader technology-neutral ambition. A market-aligned and feasible transition requires diverse technological solutions.

### A call for a multi-pathway approach

“While the EU rightly pursues climate neutrality, we must acknowledge that consumers and markets are signaling a strong preference for a diverse mix of technologies. True progress means embracing all viable solutions—whether hybrid, electric, or CO2-neutral fuels—on equal footing under a technology-neutral framework. Demand for hybrid vehicles is rising in key markets like China and the U.S., while interest in battery electric vehicles has stagnated. Increasing technology choices will support certainty” said Benjamin Krieger, CLEPA’s Secretary General.

A recent [Deloitte study](#) reinforces this shift, showing declining demand for battery electric vehicles (BEVs) in China, the U.S., India, Korea, and Japan, while hybrid solutions are gaining traction as a pragmatic alternative. “Hybrids are proving to be a ‘best of both worlds’ solution—reducing emissions and fuel consumption without the constraints of charging infrastructure,” added Benjamin Krieger. “Europe’s automotive suppliers stand ready to innovate, but we need a regulatory environment that supports all viable technologies. The Commission must send a clear signal that technology neutrality is a priority.”

### Immediate and long-term actions needed

To ensure a balanced, consumer-oriented, and effective transition to clean mobility, CLEPA urges policymakers to take decisive action:

1. **Short-term measure:** Maintain the 2024 Utility Factor for plug-in hybrid electric vehicles (PHEVs) in the Type-Approval regulation to safeguard their role in reducing emissions.
2. **Long-term vision:** Conduct a substantial revision of the CO2 regulations by the end of the year, ensuring a strong, technology-neutral framework to support the clean transition towards 2035. Introduce clear legal requirements and explicitly recognise “vehicles running exclusively on CO2-neutral fuels” in the regulatory framework.