

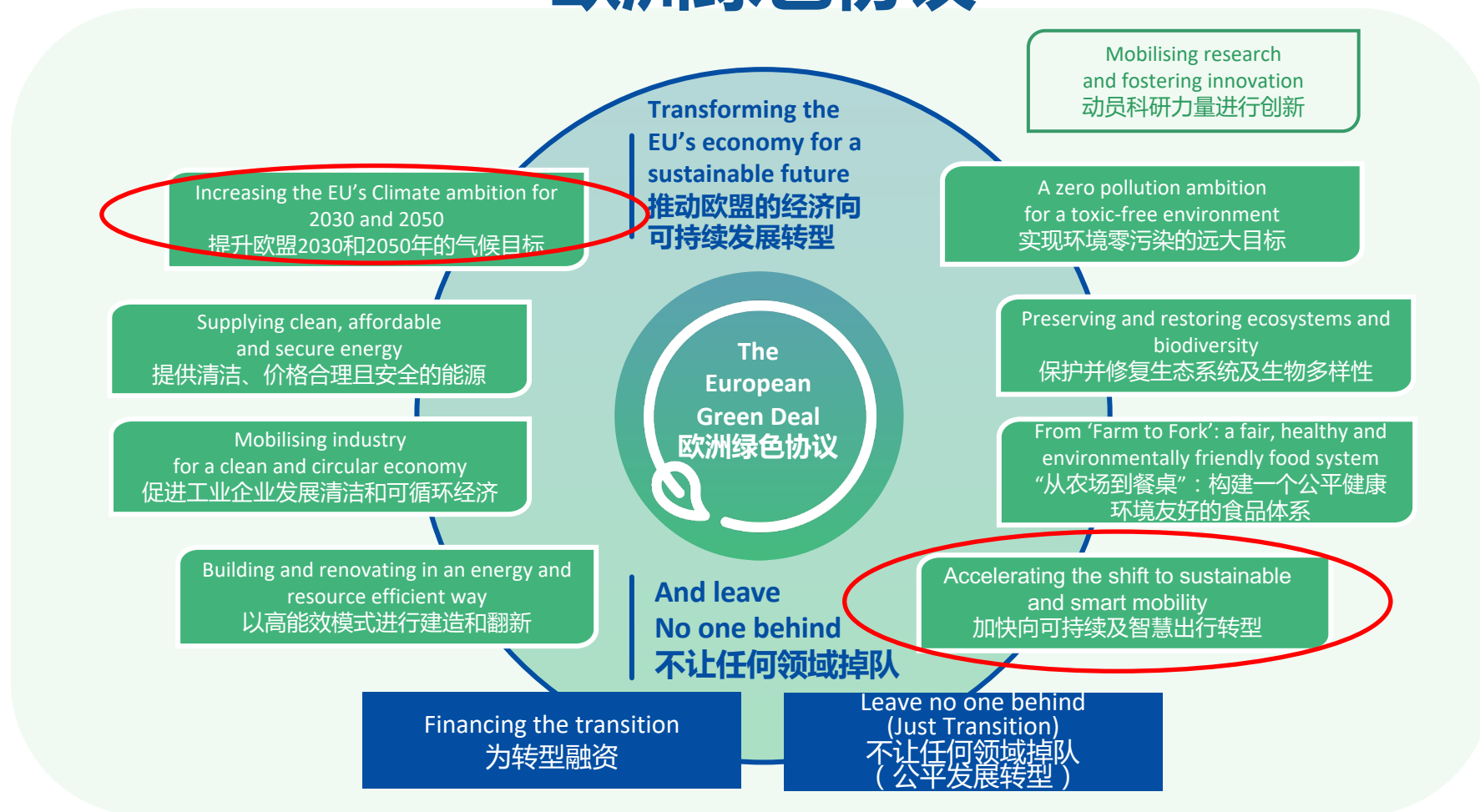


Fit for 55

Commission Proposal on the revision of the
CO₂ emission standards for cars and vans

欧盟委员会关于轿车和厢式货车CO₂排放标准的修订提案

The European Green Deal 欧洲绿色协议



The EU as a global leader
欧盟应作为全球的领导者

A European Climate Pact
欧洲气候公约



The European Climate Law

Regulation (EU) 2021/1119 of the European Parliament and of the Council of 30 June 2021

- 2030: new target of at **least 55% net** greenhouse gas emissions reduction compared to 1990
- 2050: Union-wide **climate-neutrality** objective
- Recognition of the need to enhance the EU's **carbon sink**

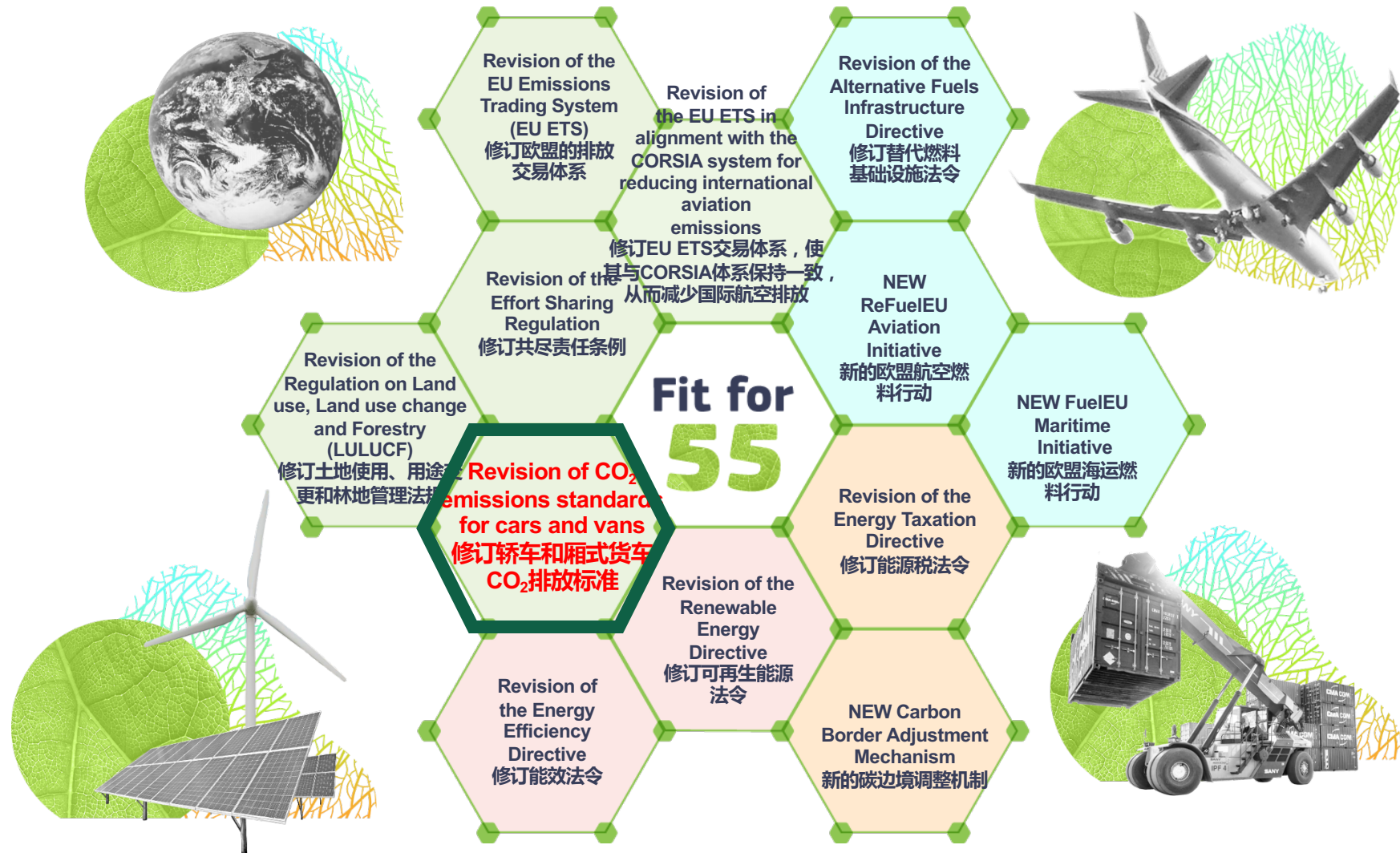
《欧洲气候法》

2021年6月30日由欧盟议会和委员会发布的欧盟法规 (EU) 2021/1119

- 2030年: 与1990年相比温室气体净排放减排**至少55%**的新目标
- 2050年: 全欧盟范围内实现**气候中和**的目标
- 认识到加强欧盟**碳汇**的必要性

'Fit for 55' package adopted on 14 July 2021

“Fit for 55” 气候方案于2021年7月14日出台



Current CO₂ standards for cars and vans (1) (Regulation(EU) 2019/631)

目前轿车和厢式货车的CO₂排放标准 (1) (欧盟法规EU 2019/631)

Targets (g CO₂/km) for EU fleet-wide average tailpipe CO₂ emissions of all new vehicles registered in a given year:

根据新车登记注册年份，欧盟车队平均尾气CO₂排放目标值(g CO₂/km) 为：

- until 2024:
 - cars: 95 g CO₂/km (NEDC)
 - vans 147 g CO₂/km (NEDC)
 - 2025-2029:
 - cars: 15% reduction vs 2021 (WLTP)
 - vans: 15% reduction vs 2021 (WLTP)
 - from 2030:
 - cars: 37.5% reduction vs 2021 (WLTP)
 - Vans: 31% reduction vs 2021 (WLTP)
- 2024年以前:
 - 轿车: 95 g CO₂/km (NEDC)
 - 厢式货车: 147 g CO₂/km (NEDC)
 - 2025-2029年:
 - 轿车: 与2021年相比减排15% (WLTP)
 - 厢式货车: 与2021年相比减排15%(WLTP)
 - 2030以后:
 - 轿车: 与2021年相比减排37.5% (WLTP)
 - 厢式货车: 与2021年相比减排31%(WLTP)

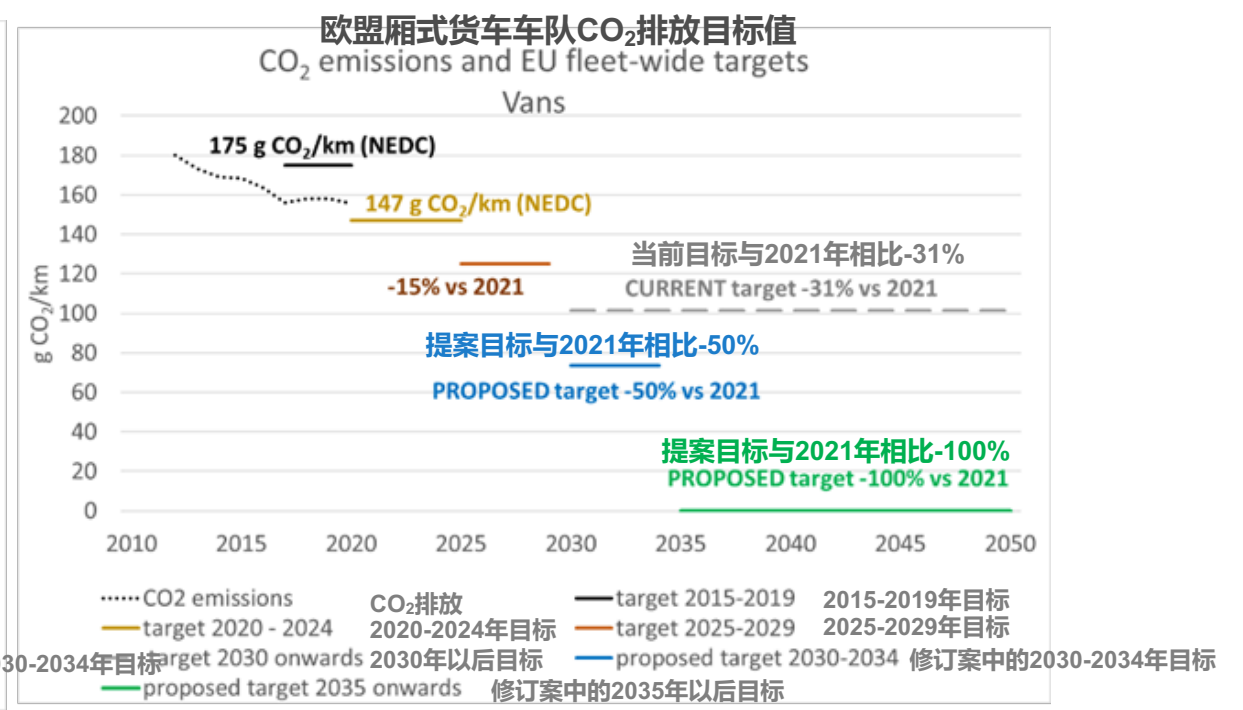
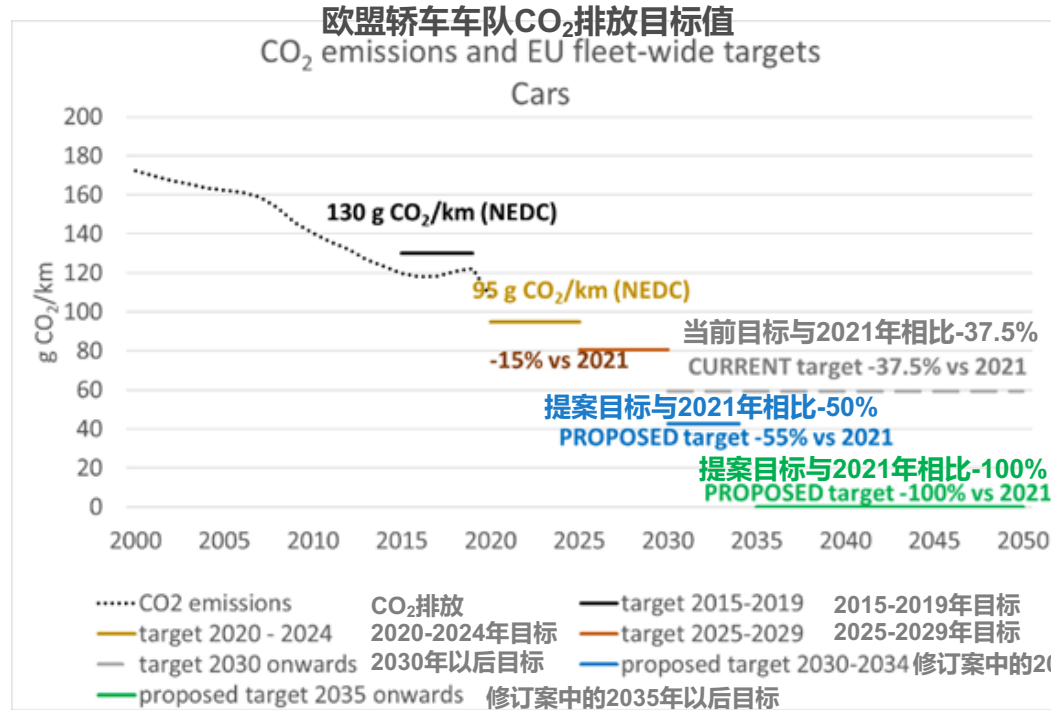
Current CO₂ standards for cars and vans (2) (Regulation(EU) 2019/631)

目前轿车和厢式货车的CO₂排放标准 (2) (欧盟法规EU 2019/631)

- Specific targets for individual manufacturers for compliance assessment
- Incentive scheme for zero- and low-emission vehicles (ZLEV < 50 g CO₂/km)
 - 2020-2022: super-credits (cars only)
 - from 2025 onwards: bonus crediting system: less stringent CO₂ targets if ZLEV benchmarks are exceeded
- Annual monitoring/reporting, penalties, monitoring of real-world fuel consumption, in-service verification
- 每家生产企业都有特定的排放目标用于进行达标合规评估
- 零排放和低排放车辆鼓励方案 (每公里CO₂排放 < 50 g)
 - 2020-2022年: 超级积分 (仅限轿车)
 - 自2025年以后: 奖励积分体系: 如果零排放和低排放车辆超过规定量则可执行更宽松的CO₂目标值
- 年度监测/报告、处罚、实际道路油耗、在用审核

Main new elements of revision proposal (1)

修订案中提出的主要新元素 (1)



New fleet-wide CO₂ emission targets

- From 2030: -55% for cars and -50% for vans (vs 2021 starting point)
- From 2035: -100% for cars and -100% for vans (vs 2021 starting point)

新生产车队CO₂排放目标

- 自2030年以后：轿车减排55%，箱式货车减排50%（与2021年起始点相比）
- 自2035年以后：轿车减排100%，箱式货车减排100%（与2021年起始点相比）

Main new elements of revision proposal (2)

修订案中提出的主要新元素 (2)

Regulatory incentive mechanism for zero- and low-emission vehicles (ZLEV)

- Remove the mechanism as of 2030
 - ✓ stricter targets applying from 2030 onwards will require manufacturers to deploy significantly more zero-emission vehicles, so no more need for extra incentive

Derogation for “small volume” manufacturers

- Manufacturers registering less than 10,000 cars / less than 22,000 vans per year in the EU
- Remove the derogation from 2030

Progress Report

- The Commission shall report on the progress towards zero-emission road mobility and assess the need for possible additional measures to facilitate the transition

对零排放和低排放车辆(ZLEV)的管理鼓励机制

- 鼓励机制将于2030年终止
 - ✓ 2030年以后将对生产企业提出更加严格的减排目标，从而大力推动零排放汽车发展，因此不再需要提供额外鼓励

对“小批量”生产企业的管理宽限

- 小批量生产企业指每年在欧盟登记注册的轿车低于10000辆，厢式货车低于22000辆的生产企业
- 2030年开始将取消小批量生产企业的管理宽限

进展报告

- 欧盟委员会应报告零排放道路交通工具的发展情况并评估是否有必要出台额外措施来推动车辆零排放转型

Benefits of strengthened targets

加严减排目标所带来的收益

- **Reduction of CO₂ emissions** of cars and vans
- **Less pollution** and better air quality, especially in urban areas
- **Cost savings for consumers** over the vehicle lifetime (total cost of ownership) for both first and second users
- Societal benefits: higher **GDP**, overall positive **employment** impacts except in some specific sectors (reskilling and upskilling of workers needed)
- **Reduced oil imports**
- **Automotive value chain innovation in zero-emission technologies**
- **减少轿车和箱式货车的CO₂排放**
- **减少污染**并改善空气质量，特别是对于城市地区
- **节省消费者车辆使用寿命周期的车辆拥有总成本**，无论是一手还是二手车主都能获得收益
- **社会收益：提高GDP**，对于大部分行业是整体性的**就业利好（需要工作人员学习新技能）**
- **减少原油进口**
- **零排放技术**带来的汽车产业价值链创新

Thank you
谢谢