

Overview of fuel efficiency and CO₂ emission standards of passenger cars and light-commercial vehicles around the world

Table 8. Overview of different vehicle super credit systems in fuel economy standards

Region	Target Year	Multiplier	Qualified Vehicles	Note	
EU	2020	2	CO ₂ ≤50 g/km (NEDC)	Up to 7.5 g/km over the three-year period from 2020-2022	
	2021	1.67			
	2022	1.33			
	2023	1			
China	2021	2	Battery electric vehicles (BEVs)/Plug-in hybrid electric vehicles (PHEVs) (mileage ≥ 43 km)		
	2022	1.8			
	2023	1.6			
	2024	1.3			
	2025	1			
	2021	1.4	Non-EVs < 3.2 l/100km		
	2022	1.3			
	2023	1.2			
	2024	1.1			
	2025	1			
U.S.	2023-2024	1.5	BEVs and Fuel cell vehicles (FCVs)	Up to 10.0 g/mi over MY 2022–2025	
	2025 and later	1			
	2023-2024	1.3	PHEVs		
	2025 and later	1			
Canada	2020	2.25	BEVs and FCVs		
	2021	2			
	2022-2025	1.5			
	2020	1.95	PHEVs		
	2021	1.8			
	2022-2025	1.3			
	2020	1.45	Natural gas vehicles		Including dual fuel vehicles
	2021	1.3			
2022-2025	1				
India	2022-2023	2	Hybrid electric vehicles (HEVs)		
		2.5	PHEVs		
		3	BEVs		
South Korea	2021-2023	3	BEVs and FCVs	Multiplier for compact vehicles is reduced by 0.3	
	2024	2.5			
	2025	2			
	2026	1.5			
	2027-2030	1			
	2021-2023	2	HEVs and PHEVs	Vehicles with manual transmissions receive 5.4 g/km reduction LPG vehicles receive 5% - 10% GHG emissions	
	2024	1.75			

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	2025	1.5		reduction by 2027 with a cap of 15 g/km
	2026	1.25		
	2027-2030	1		
UK	2020	2	CO ₂ ≤50 g/km	Up to 3.75 g/km over the two-year period from 2021 to 2022
	2021	1.67		
	2022	1.33		
Mexico	2019-2024	–	BEVs, FCVs, HEVs, PHEVs, and ICEVs with emissions 20% below the annual limit	1.8 g/km reduction
	2025-2027	13.5	BEVs and FCVs	The OEM determines the number of sales be multiplied within the range of 0-50% of total sales of EVs, PHEVs and HEVs.
		8.3	PHEVs	
		5	HEVs	