

04/12/2020 - Press Release:

Yes, We Can Set a Date for the Phase Out of the Internal Combustion Engine

Earlier this week, European Commissioner for Transport Adina Vălean has stated that it's too early to plan a clear deadline for the phase out the Internal Combustion Engine (ICE) in road transport, and she remarked: "*Why put an end to that before you have a clear idea of what you have in place of it?*"

AVERE strongly believes we need to set a clear deadline for an ICE phase out at EU level. The reason for this is that road transport is a major contributor to carbon emissions. In 2017, it contributed to 21% of the EU's total emissions of carbon dioxide (CO²), the main greenhouse gas. We will not be able to stop climate change if we do not curb these emissions and the only way to do so is to stop using vehicles relying on fossil fuel.

The need for a clear timetable for a phase out is already widely recognised and implemented in many European countries: for example Norway, Denmark, Ireland, the Netherlands, Slovenia, Iceland and Sweden have all taken concrete steps to ensure there are no more ICE vehicles on their roads by 2030. The United Kingdom aims to achieve this goal by 2030. France and Spain have also set in motion similar plans for 2040. (Source: [*The end of the road? An overview of combustion engine car phase-out announcements across Europe*](#), The International Council on Clean Transport, May 2020)

It isn't just national governments who are planning a phase out of fossil fuel vehicles: international vehicles manufacturers are also on a similar path, broadening the number of electric vehicles in their line-up. Manufacturers such as Volvo, Volkswagen, and Renault are leading the way in this regard.

Governments and industries are equally committed as they are all aware that there is a perfectly valid alternative: electric vehicles. They are zero-emission vehicles that can replace existing transport road solutions, offering the same performance with none of the environmental drawbacks.

The market for electric vehicles has shown a steady exponential growth over recent years, and the EU is on the cusp of a mass uptake by consumers. In fact, the European Commission has already recognised that in order to reach both the 2050 goal of carbon neutrality and the mid-term proposed 2030 emission reduction target, a revised stricter CO² emission regulation for passenger cars with an emphasis on zero emission transport will be necessary

In light of the demonstrated commitment of the European Commission to the uptake of electric driving, we believe that the upcoming revision of CO² emissions performance standards for car and vans has to show an equally clear commitment to the phase out of the internal combustion engine by setting a clear deadline.

AVERE has no doubts that this can be effectively achieved from 2030 onwards.

About AVERE

AVERE (The European Association for Electromobility) is the European association that promotes electromobility and sustainable transport across Europe.

Our Members consist of National Associations supporting and encouraging the use of Electric Vehicles and electromobility across Europe. We currently have active members in 17 European countries, notably some of the most successful EV countries like Norway, France, The Netherlands and Belgium.

Within these Associations, there are close to 1000 members, ranging from SME's, OEM's, and other companies with a commercial interest in electromobility

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