

# INPUT TO PUBLIC CONSULTATION IN UK ON ENDING THE SALE OF NEW PETROL, DIESEL AND HYBRID CARS AND VANS

On 4 February 2020, the UK Prime Minister announced that government is consulting on bringing forward the end to the sale of new petrol and diesel cars and vans from 2040 to 2035, or earlier if a faster transition appears feasible, as well as including hybrids for the first time. The primary motivation for this appears to be for the UK to end its contribution to climate change by 2050.

The Association for Emissions Control by Catalyst aisbl ([AECC](#)), representing the companies of the European emissions control industry, would like to comment on the UK public consultation, in line with recent EU communication<sup>1,2</sup>.

As technology continues to improve, the future of personal transport in cities will comprise a range of technologies from 'conventional' petrol and diesel to electrified - mild, full or plug-in hybrid - and electric cars powered by batteries and even fuel cell models. These will all be needed to replace older, more polluting vehicles from European and UK roads and improve air quality in our towns and cities.

**New vehicles with an Internal Combustion Engine (ICE) have low pollutant emissions with state-of-the-art emission control technologies. They also have low greenhouse gas emissions when powered with sustainable and renewable fuels. AECC consequently believes these powertrains are part of the solution to achieve both air quality and climate goals. AECC supports fleet renewal incentives for all modern clean powertrain solutions.**

AECC believes that every greenhouse gas related policy affecting future mobility should assess the whole **life cycle** of the vehicle to be able to quantify the full impact of greenhouse gases on the environment. By implementing an end to the sale of all new fuel-powered cars from a certain date, an opportunity to achieve the lowest possible overall emissions is potentially missed.

In this context, the principle of **technology and fuel neutrality** should continue to be a main pillar for future vehicle legislation. This will create a variety of mobility offerings covering every kind of driver and journey and is the only way to guarantee that an affordable solution is available to everyone without market distortion.

As new vehicle technology is developed, it is important that fuelling, charging and power generation infrastructure is developed alongside it, across the UK and Europe. In the meantime, **more sustainable, alternative and renewable fuels** should be used for cars with internal combustion engines (ICEs). This will guarantee lower greenhouse gas emissions from the existing as well as the new vehicle fleet. For this reason, it is not the ICE that should be phased out, but fossil fuels, as renewable fuels can contribute to reducing the impact on the climate.

It is expected to be many years before zero tail-pipe emission cars take the dominant share of new vehicle sales by virtue of providing the qualities of ICE cars, having equivalent EU-wide life cycle emissions and by being as efficient, convenient and affordable. Until this point, the ICE and hybrid powertrain technology will continue to be developed to meet more stringent Euro 7 regulations<sup>3</sup> and beyond and should be fully utilised to help further improve air quality. Indeed, with cars certified to Euro 6d-(TEMP) standards, the positive impact on air quality is being seen already. Increasing the speed of fleet renewal by encouraging the replacement of older cars with newer, cleaner and more efficient vehicles will also have an impact.

AECC believes that if fuel requirements and emissions limits for pollutants and greenhouse gases from cars are set at the right levels, it will enable the UK climate goals to be met by 2030 and up to 2050 whilst improving air quality for all its citizens, without limiting the choice of powertrain solutions.

Without putting in place the different elements highlighted above, AECC believes that the results of an end to new ICE sales will not provide the expected benefits and lead to unintended increase of CO<sub>2</sub> and pollutant emissions. This could be caused by an increase in the average fleet age if the uptake of alternatives is slow or by powering electric vehicles with electricity from non-renewable sources.

Should you need more information, you can contact AECC at [info@aecc.eu](mailto:info@aecc.eu).

30.07.2020

References:

<sup>1</sup> AECC 2025 Vision for clean, efficient, convenient and affordable mobility

<http://www.aecc.eu/wp-content/uploads/2020/02/200203-AECC-Vision-Document-Web.pdf>.

<sup>2</sup> AECC Open letter on EGD

<https://www.aecc.eu/wp-content/uploads/2020/01/200124-AECC-open-letter-on-Green-Deal.pdf>

<sup>3</sup> AECC Euro 7/II Emission Standards Position Paper

<https://www.aecc.eu/wp-content/uploads/2020/07/200709-AECC-position-on-Euro-7.pdf>

*AECC is an international non-profit scientific association of European companies operating worldwide in the research, development, testing and manufacture of key technologies for emissions control. Their products are the ceramic substrates for catalysts and filters; catalysts (substrates with catalytic materials incorporated or coated); adsorbers; filter-based technologies to control engine particulate emissions; and speciality materials incorporated into the catalyst or filter. Members' technology is integrated in the exhaust emissions control systems of cars, commercial vehicles, buses, non-road mobile machinery and motorcycles in Europe. More information on AECC can be found at [www.aecc.eu](http://www.aecc.eu) and [www.dieselinformation.aecc.eu](http://www.dieselinformation.aecc.eu).*

*AECC's members are BASF Catalysts Germany GmbH, Germany; Johnson Matthey PLC, United Kingdom; NGK Europe GmbH, Germany; Solvay, France; Umicore AG & Co. KG, Germany and Vitesco Technologies GmbH, Germany.*

*AECC is registered in the EU Transparency Register under n° 78711786419-61.*