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Valérie Hayer, President, Renew Europe (Renew)

Date: 6 February 2026

Object: Urgent appeal from European Cities and Regions to preserve ambition in the CO₂ Standards for Cars and Vans

Dear Members of the European Parliament,

As cities and regions across Europe intensify efforts to transition toward zero-emission mobility, we write to express our profound concern regarding the European Commission's December 2025 proposal on CO₂ emission standards for cars and vans.¹ Weakening the standards would undermine these efforts, create regulatory uncertainty, and jeopardise the return on public and private investment already made at the local and regional level. It also opens a dangerous precedent, by stepping back from a previously agreed path towards the electrification of road transport.

While we fully recognise the complex industrial and geopolitical landscape, and the imperative to safeguard competitiveness and strategic autonomy, we respectfully urge the European Parliament to ensure that the final legislative text:

- **Does not further weaken the 90% CO₂ reduction target for cars by 2035:** this is essential to meet our binding climate obligations under the European Green Deal and the Paris Agreement. Any dilution of the 90% would erode the science-based transition signal cities and regions need to continue investing in zero-emission mobility.
- **Maintains a full phase-out of Internal Combustion Engine (ICE) vehicles** with no loopholes: we reject any provisions that allow pure ICE vehicles to remain on the market, including via carbon correction factors, biofuels, or other fossil-fuel-based compliance pathways.² Real tailpipe zero emissions, not paper reductions, must be the standard.

More generally, we call on EU decision-makers to **ensure regulatory coherence with no net loss in emissions reductions**. If the proposed CO₂ standards are adjusted and lowered, Euro 7 must be reinforced through implementing acts, that can guarantee real-world compliance with clean emissions and provide technical clarity for the deployment and local enforcement of geofenced hybrid vehicles.³

¹ Cities and regions are already investing heavily in the transition, deploying measures such as low- and zero-emission zones (LEZs/ZEZs), charging infrastructure, grid modernisation, urban freight decarbonisation, all of which directly reduce air and noise pollution. These actions, as outlined in our [2025 joint mayoral letter](#), are aligned with the current 2035 CO₂ standards and are already delivering measurable improvements in public health and quality of life for millions of people in the EU.

² To give investors a strong and credible signal, EU decision-makers should establish a clear, long-term decarbonisation pathway of 100% CO₂ reduction target for cars by 2040.

³ Geofenced hybrid vehicles refer to hybrid models whose electric mode is automatically activated or restricted within designated low-emission zones, based on GPS or other location-based systems. Their effective implementation requires regulatory certainty and enforceable technical standards.

No changes should blur the definition of zero-emission vehicles (ZEVs) or weaken the clarity of the ICE phase-out timeline.

In parallel, the Commission and Member States should work on **securing dedicated public funding** exclusively for ZEV technologies and infrastructure. Public money must not support synthetic fuels or other non-ZEV technologies for light-duty vehicles. Scarce resources must be directed where they deliver real climate and health benefits.

Cities and regions are on the front line of this transition. We stand ready to support a pragmatic, ambitious, and socially equitable pathway, provided the regulatory framework remains firmly anchored in climate and health commitments.

We welcome the opportunity to engage constructively as this dossier progresses through the European Parliament and the Council.

Yours sincerely,

