

Short-term change in CO<sub>2</sub> regulations

## Swiss government penalises car industry for electromobility successes

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**The Swiss government has published revised CO<sub>2</sub> regulations due to come into force at the beginning of 2022, which are causing additional difficulties for the automotive industry during the chip crisis. For the Association of Swiss Automobile Importers auto-schweiz it is clear: the short-term change in the regulations regarding the CO<sub>2</sub> fleet calculation of new passenger cars represents an additional cost burden for the entire economy. At the same time, the deletion of the phasing-in and the specific targets for small-series and niche manufacturers will have no effect on the effective CO<sub>2</sub> emissions of new cars – especially since in October one in four new passenger cars already had an electric drive.**

As the Swiss Federal Council has announced, it is removing the 95% phasing-in for new passenger cars in 2022 from the CO<sub>2</sub> ordinance a few weeks before the turn of the year. This regulation once guaranteed a gradual introduction of the new CO<sub>2</sub> target values. Furthermore, the targets for small-series and niche manufacturers originally adopted by the European Union will be abolished in the short term, although they remain valid in the EU. Both changes will have hardly any CO<sub>2</sub>-reducing effects, but will increase costs, which ultimately must be paid for by the customers. Short-term changes in long-established production and delivery schedules on the part of manufacturers are hardly possible – especially since the chip crisis and the associated shortage of semiconductor products are already leading to massive restrictions.

"Despite the rejection of the CO<sub>2</sub> law at the ballot box in June 2021, the Federal Council is going back on the path of cost-driving," is how auto-schweiz media spokesman Christoph Wolnik sums up the decision. "Our industry has already been severely affected by the consequences of the COVID 19 pandemic and the now prevailing shortage of microchips. The short-term change in CO<sub>2</sub> regulations will lead to additional costs for the overall economy in vehicle procurement, on top of the effects of the chip crisis." After the failure of the CO<sub>2</sub> law, the Swiss government emphasised that the future climate policy must manage without new levies and bans, but rather provide incentives for climate-friendly behaviour.

On the other hand, Christoph Wolnik cannot detect a stronger incentive for the sale of electrically powered vehicles in the short-term tightening of CO<sub>2</sub> regulations for new passenger cars: "In October, every fourth new car in Switzerland was an electric car or a plug-in hybrid. This means that the importers have greatly exceeded the original market target of the Swiss Roadmap Electromobility of 15 percent plug-in vehicles in 2022. To thank them for their efforts in spreading electromobility, additional obstacles are being put in the way of the Swiss car industry during a difficult phase with the pandemic and the chip crisis."

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