



Borgarráð

Reykjavík, 5.janúar 2026

MSS25120129

Bréf borgarstjórna og svæðisstjórna til Evrópusambandsins um að viðhalda markmiðum um að fasa út bensín- og dísilbíla

Lagt er fram til kynningar bréf evrópskra borgarstjórna og svæðisstjórna sem hvetja Evrópusambandið til að halda í markmiðið um að fasa út bensín- og dísilbíla til að vernda loftgæði og draga úr loftslagsáhrifum eigi síðar en 2035. Borgarstjórinn í Reykjavík hefur skrifað undir bréfið en með því styður Reykjavíkurborg við metnaðarfullar loftslags- og heilsutengdar aðgerðir sem samræmast stefnu hennar um kolefnishlutleysi og bætt loftgæði. Borgarstjórar Evrópu, sem eru fulltrúar í gegnum C40, Eurocities, ICLEI Europe og POLIS netkerfin, sameinast í viljayfirlýsingu og hvetja til þess að viðhalda markmiðum til ársins 2035. Yfirlýsingunni fylgir ekki skuldbinding í formi aðgerða né kostnaðar. Markmiðið er að ýta undir samstöðu í loftslagsmálum því trúverðugleiki og forysta Evrópu á alþjóðavettvangi er háð því að standa við skuldbindingar sínar.

Heiða Björg Hilmsdóttir
Borgarstjóri

Hjálagt:
Beiðni í tölvupósti um undirritun borgarstjóra
Sameiginleg yfirlýsing borgarstjóra í Evrópuríkjum

Mobility

Dear Hilmar Hildarson Magnússon,

The European Commission is planning to review the CO₂ standards for cars and vans by the end of this year, following the public consultation launched this summer. These standards, including the 2035 phase-out date for internal combustion engine vehicles (ICE) are crucial for cities to meet their air quality and climate goals.

Eurocities has already responded to the consultation, underlining how cities across Europe rely on these CO₂ targets to **implement low- and zero-emission zones, expand charging infrastructure, and cut congestion and air pollution**. Weakening the 2035 target would jeopardise these efforts and undermine Europe's credibility in climate leadership ahead of COP30.

Together with our partners C40 Cities and POLIS, Eurocities is preparing to publish a joint letter from European mayors and regional leaders calling on the EU to **maintain the 2035 CO₂ targets for cars and vans**.

The letter expresses cities' and regions' shared commitment to clean air, public health, and Europe's green industrial transition. It urges the European Commission to stay the course on the 2035 ICE phase-out, a cornerstone of Europe's climate credibility ahead of **COP30 this November**.

[Find the letter here](#)

To include your mayor's name in the final version of the letter, we kindly ask you to **confirm by 31 October** that your mayor is happy to be listed as a signatory. Please send your confirmation to clarisse.decerjat@eurocities.eu.

Please note that you may also receive similar requests from C40 and POLIS, as we are coordinating this joint effort together.

Thank you very much for your support and for helping us demonstrate strong and united city leadership on this vital issue.

Best regards,

Clarisse de Cerjat, Policy and Project Coordinator, Eurocities



Frá: Björn Teitsson <Bjorn.Teitsson@reykjavik.is>
Sent: föstudagur, 31. október 2025 09:06
Til: clarisse.decerjat@eurocities.eu
Afrítt: Alþjóðamál <althjodamal@reykjavik.is>
Efní: RE: Confirm your mayor's signature for joint letter on the 2035 CO₂ targets for cars and vans

Dear Clarissa,

On behalf of the office of the mayor of Reykjavík, Ms. Heida Björg Hilmsdóttir, we would gladly want to participate and have her name in the final letter.

All the best.

Björn Teitsson



Björn Teitsson
International Affairs & Housing
Economic & Urban Development

Tel.: +354 848-1254

Office of Mayor and CEO
Reykjavík City Hall,
Tjarnargata 11,
101 Reykjavík

Dr Ursula von der Leyen

President of the European Commission;

Teresa Ribera Executive Vice-President

for a Clean, Just and Competitive Transition;

Stéphane Séjourné Executive Vice-President

for Prosperity and Industrial Strategy;

Wopke Hoekstra Commissioner

for Climate, Net Zero and Clean Growth;

Apostolos Tzitzikostas Commissioner

for Sustainable Transport and Tourism

Date: 20 November 2025

Object: European Cities and Regions Call on the EU to Maintain the 2035 CO2 targets for cars and vans

We, representatives of European Cities and Regions, wish to express our deep concern about the recent announcement to bring forward the review of the EU framework on CO₂ emissions for road vehicles and the risk of weakening of this important and powerful directive. **At a time when our communities continue to suffer from the impacts of climate change and air pollution, we must not roll back our ambitions.** Cities across Europe are proving that phasing out polluting vehicles is both feasible and beneficial: delivering cleaner air, healthier lives, good green jobs, and stronger local economies.

Air pollution remains one of the most urgent health threats in our cities and regions, with a staggering [94% of urban residents exposed to harmful levels of pollution](#). The 2035 target supports the ambitious action we are taking to fight this urgent threat to our communities and comply with the [EU's Ambient Air Quality Directive](#), through local action. In Brussels, [deadly black carbon pollution fell by 60% due to the Low Emission Zone \(LEZ\)](#); in Germany, [children growing up in LEZs are prescribed 13% less asthma medication](#) by age five. These actions would be undermined and stalled by removing clarity and direction for the clean vehicle market, and opening the door to synthetic fuels, which have been demonstrated to be as toxic as petrol and diesel. We must prevent further harm to the [disadvantaged communities that are already the most vulnerable](#) to the devastating impacts of air pollution in our cities and regions.

Electrification is already driving job creation, competitiveness and innovation. The market is already moving. Current EU standards have helped reduce CO₂ by pushing technology innovation and allowing cities and regions to electrify their public fleets, alongside expanding charging networks and creating world-leading low- and zero-emission zones. Aggregated demand alongside clear, coherent policy de-risks supply chains and allows certainty for investment by both cities and businesses - strengthening Europe's automotive industry. This ensures that Europe's businesses can compete in a thriving, innovation-led global urban mobility market, without anyone being left behind.

This transition is also a jobs engine, capable of fuelling a thriving and sustainable European automotive sector: in Italy alone, transport decarbonisation could [unlock 90,000 new green jobs](#)¹, pointing to millions across the Union. A thriving automotive sector supports our cities, ensuring skilled jobs and the availability of vehicles to serve everyone's needs - both here in Europe and across the world. Weakening the 2035 target would jeopardise these investments and the industrial certainty needed to compete globally.

Europe's credibility and leadership on the global stage depend on keeping its commitments. Maintaining the 2035 phase-out is vital to demonstrate EU leadership in climate diplomacy and empower other governments to act. This is also a security issue - without a strong commitment to the 2035 target, Europe will remain dependent on importing fossil fuels from countries that, given the current political climate, are not aligned with its interests. As city leaders, we want the European continent to take pride in having the first zero-emission cities, inspiring other regions to follow our lead. We ask that we be enabled to do so.

Weakening the EU's 2035 commitment would undercut pioneering local efforts, undermine Europe's global standing, and send the wrong signal to industry and citizens alike. One thing is clear: this political hesitation will ultimately push away consumers from EV adoption.

Cities, businesses, and investors (as underlined in the recent [industry letter](#)) are united: the 2035 ICE phase-out must be maintained. European mayors stand ready to accelerate the transition with the right frameworks, ensuring a healthier, fairer, and more competitive Europe.

Yours sincerely,

Anne Hidalgo, Mayor of Paris and C40 vice chair

Giuseppe Sala, Mayor of Milan and C40 vice chair

Eirik Lae Solberg, Governing Mayor of Oslo and C40 vice chair

Mathias De Clercq, Mayor of Ghent and President of Eurocities

Jaume Collboni, Mayor of Barcelona and Vice-President of Eurocities

Martin Horn, Mayor of Freiburg and President of ICLEI Europe

Bruno Bernard, President of Lyon Métropole

Sharon Dijksma, Mayor of Utrecht

Haris Doukas, Mayor of Athens

Piia Elo, Mayor of Turku

Christophe Ferrari, Mayor of the Municipality of Le Pont-de-Claix and President of Grenoble-Alpes Métropole

Heiða Björg Hilmisdóttir, Mayor of Reykjavik

Pierre Hurmic, Mayor of Bordeaux

Arjen Kapteijns, Deputy Mayor of The Hague

Matteo Lepore, Mayor of Bologna

Ray McAdam, Lord Mayor of Dublin

Harry Mergel, Mayor of Heilbronn

Aleksander Miszalski, Mayor of Kraków

¹ From C40 research, jobs estimated in Italian cities include 65,000 from mode shift, 20,000 from efficient and electric passenger transport, 3,000 from improved freight logistics and 2,000 from urban planning actions to improve mobility.

Ilmari Nurminen, Mayor of Tampere

Erik Pelling, Mayor of Uppsala

Klaas Ruitenberg, Regional Minister of the province of Gelderland

Carola Schouten, Mayor of Rotterdam

Lars Weiss, Lord Mayor of Copenhagen

Prof. Dr. Würzner, Mayor of Heidelberg

Tina Zapf-Rodríguez, City Councillor of Frankfurt am Main

With the support of C40 Cities, Eurocities, ICLEI Europe and Polis

