



2017/0293(COD)

28.8.2018

OPINION

of the Committee on Transport and Tourism

for the Committee on Environment, Public Health and Food Safety

on the proposal for a Regulation of the European Parliament and of the Council setting emission performance standards for new passenger cars and for new light commercial vehicles as part of the Union's integrated approach to reduce CO₂ emissions from light-duty vehicles and amending Regulation (EC) No 715/2007 (recast)
(COM(2017)0676 – C8-0395/2017 – 2017/0293(COD))

Rapporteur: Karima Delli

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AMENDMENTS

The Committee on Transport and Tourism calls on the Committee on Environment, Public Health and Food Safety, as the committee responsible, to take into account the following amendments:

Amendment 1

Proposal for a regulation

Recital 3

Text proposed by the Commission

(3) The European Strategy for Low-Emission Mobility¹⁶ sets a clear ambition: by mid-century, greenhouse gas emissions from transport will need to be at least 60% lower than in 1990 and be firmly on the path towards zero. Emissions of air pollutants from transport that harm our health need to be drastically reduced without delay. Emissions from conventional combustion engines will need to further reduce after 2020. Zero- and low emission vehicles will need to be deployed and gain significant market share by 2030.

Amendment

(3) The European Strategy for Low-Emission Mobility¹⁶ sets a clear ambition: by mid-century, greenhouse gas emissions from transport will need to be at least 60% lower than in 1990 and be firmly on the path towards zero. Emissions of air pollutants from transport that harm our health need to be drastically reduced without delay. Emissions from conventional combustion engines will need to further reduce after 2020. Zero- and low emission vehicles will need to be deployed and gain significant market share by 2030, ***bearing in mind also policies in support of the automotive industry. In order to meet the Union's commitments of the 21st Conference of the Parties to the United Nations Framework Convention on Climate Change (UNFCCC), held in Paris in 2015, the decarbonisation of the transport sector needs to be accelerated and greenhouse gas emissions from passenger cars and light commercial vehicles should be firmly on the path towards zero-emission by mid-century. Ambitions should be kept to a realistic level in order to allow the car industry to adapt and so as not to increase costs for carmakers, which would discourage the manufacture and purchase of new passenger cars in the Union and impact, amongst other things, the employment. Similarly, if over-ambitious targets are proposed and transport emissions are not reduced sufficiently, this could engender***

a risk of not achieving the greenhouse gas emission reduction targets set under the Paris Agreement.

¹⁶ Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions A European Strategy for Low-Emission Mobility (COM(2016) 501 final).

¹⁶ Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions A European Strategy for Low-Emission Mobility (COM(2016) 501 final).

Amendment 2

Proposal for a regulation Recital 4

Text proposed by the Commission

(4) The Commissions Communications "Europe on the move"¹⁷ and "Delivering on the European Strategy for low-emission mobility A European Union that protects the planet, empowers its consumers, and defends its industry and workers"¹⁸ highlight that the CO₂ emissions standards for passenger cars and light commercial vehicles are a strong driver for innovation and efficiency and will contribute to strengthening competitiveness of the automotive industry and pave the way for zero and low-emission vehicles in a technology-neutral way.

Amendment

(4) The Commissions Communications "Europe on the move"¹⁷ and "Delivering on the European Strategy for low-emission mobility A European Union that protects the planet, empowers its consumers, and defends its industry and workers"¹⁸ highlight that the CO₂ emissions standards for passenger cars and light commercial vehicles are a strong driver for innovation and efficiency and will contribute to strengthening competitiveness of the automotive industry and pave the way for zero and low-emission vehicles in a technology-neutral way. ***Nevertheless, the market share of clean vehicles remains small and the vast majority of the cars in the Union are still powered by gasoline or diesel engines. For these reasons, providing Union consumers with sustainable and affordable options will therefore require a holistic approach, which includes support for the uptake of clean vehicles both in the private and public sectors, as well as accelerating the deployment of alternative infrastructure.***

¹⁷ Communication from the Commission to the European Parliament, the Council, the

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European Economic and Social Committee and the Committee of the Regions
EUROPE ON THE MOVE An agenda for a socially fair transition towards clean, competitive and connected mobility for all (COM(2017) 283 final).

¹⁸ Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions [...]

European Economic and Social Committee and the Committee of the Regions
EUROPE ON THE MOVE An agenda for a socially fair transition towards clean, competitive and connected mobility for all (COM(2017) 283 final).

¹⁸ Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions [...]

Amendment 3

Proposal for a regulation Recital 4 a (new)

Text proposed by the Commission

Amendment

(4 a) The structural transition towards alternative powertrains will be associated with structural changes in automotive value chains. This raises questions, as where components are produced and sourced, and how the Union suppliers remain competitive. In this context, the Commission's initiatives, like the Union Battery Alliance, are welcome, but will require that the Commission monitors developments on an on-going basis.

Amendment 4

Proposal for a regulation Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) In view of the uncertainties inherent in future technological and sociological developments in the sector, rather than prioritising radically, at an early stage, one or more technical options which may prove to be generally less relevant in the future, it is preferable to explore the potential, and the possible synergies, of the various technologies

currently available. In that regard, it is appropriate to recall the fundamental principle of technological neutrality to which the Union is committed and by which it is required to abide.

Amendment 5

Proposal for a regulation

Recital 10

Text proposed by the Commission

(10) It is therefore appropriate to pursue the objectives of those Regulations by setting new EU fleet-wide CO₂ reduction targets for passenger cars and light commercial vehicles for the period up to 2030. In defining the reduction levels, account has been taken of their effectiveness in delivering a cost-effective contribution to reducing emissions of the sectors covered by the Effort Sharing Regulation [.../...] by 2030, of the resulting costs and savings for society, manufacturers and vehicle users, as well as of their direct and indirect implications for employment, competitiveness and innovation and the co-benefits generated in terms of reduced air pollution and energy security.

Amendment

(10) It is therefore appropriate to pursue the objectives of those Regulations by setting new EU fleet-wide CO₂ reduction targets for passenger cars and light commercial vehicles for the period up to 2030. In defining the reduction levels, account has been taken of their effectiveness in delivering a cost-effective contribution to reducing emissions of the sectors covered by the Effort Sharing Regulation [.../...] by 2030, of the resulting costs and savings for society, manufacturers and vehicle users, as well as of their direct and indirect implications for employment, competitiveness and innovation and the co-benefits generated in terms of reduced air pollution and energy security. ***The use of renewable de-fossilised fuels (focus on synthetic fuels following definition(s) of Article 2 of Renewable Energy Directive (RED) II with advanced renewable fuels (Annex IX of RED II) in accordance with sustainability criteria) can offer significant CO₂-reduction in well-to-wheel terms, in the new and in the existing fleet. To encourage technology development and increase the share of these fuels in the market, the use of renewable de-fossilised fuels should be accounted for in the specific emission target of manufactures in case of voluntary commitment of a manufacturer.***

Amendment 6

Proposal for a regulation Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) The revision of Regulation (EC) No 715/2007 aims to significantly reduce the use of carbon-based energy for the propulsion of light private vehicles and light commercial vehicles. This revision therefore has a threefold purpose: an environmental purpose, namely to combat climate change and minimise emissions harmful to human health, a sustainability purpose, namely to reduce the use of fossil fuels, and an economic purpose, namely to improve the competitiveness of the Union automotive industry without causing irreversible damage to the industry.

Amendment 7

Proposal for a regulation Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) Although, in comparison with the New European Driving Cycle (NEDC), the introduction of the new Worldwide Harmonised Light Vehicle Test Procedure (WLTP test procedure) can be expected to reduce the gap between reported CO₂ emission values and actual emissions from vehicles, such gap will nonetheless persist. It is, therefore, essential to continue the efforts to develop and establish tests to be performed both in the laboratory and elsewhere which reflect reality as completely as possible by measuring actual energy consumption and emissions under real driving conditions. To this end, the Commission should include such tests in the regulatory framework as soon as they have been

developed.

Amendment 8

Proposal for a regulation Recital 12

Text proposed by the Commission

(12) It is *important* that the *setting of CO₂ emissions reduction requirements continues to provide Union -wide predictability and planning security for vehicle manufacturers across their new car and light commercial vehicle fleets in the Union.*

Amendment

(12) It is *established* that the *gap between declared CO₂ emission rates and those under real driving conditions has widened substantially since the entry into force of the first Union legislation on CO₂ standards for light-duty vehicles, and, although WLTP should reflect more closely typical real-world driving conditions than the NEDC, it will still be limited to a laboratory test procedure, which means that the gap may grow again after a few years, but also that the illegal use of defeat devices remains possible and can stay undetected.*

Amendment 9

Proposal for a regulation Recital 12 a (new)

Text proposed by the Commission

Amendment

(12a) *It is essential that this revision amending Regulation (EC) No 715/2007 on the establishment of requirements for the reduction of CO₂ emissions should aim for continuity and seek to maintain a certain stability and predictability for the various players in the industry in the Union, particularly car manufacturers, for the whole of their fleets of new cars and new light commercial vehicles within the territory of the Union. The aim should therefore be to continue efforts so as to improve elements of the original regulation whilst adapting them to environmental needs and the new technological potential of the industry, in*

such a way as not to unbalance major sectors in the Union but, on the contrary, to promote Union competitiveness and innovation.

Amendment 10

Proposal for a regulation

Recital 13

Text proposed by the Commission

(13) *Reduction levels for the Union-wide fleets of new passenger cars and light commercial vehicles should therefore be set for 2025 and for 2030, taking into account the vehicle fleet renewal time and the need for the road transport sector to contribute to the 2030 climate and energy targets. This stepwise approach also provides a clear and early signal for the automotive industry not to delay the market introduction of energy efficient technologies and zero- and low-emission vehicles.*

Amendment

(13) *It is therefore crucial to pursue the work for establishing even more reliable and realistic CO₂ testing, especially to elaborate a testing methodology for Real Driving Emissions measurements; to this end the Joint Research Centre should study and compare various testing methodologies, also covering potential discrepancies related to physical conditions and driving behaviours. It is also important to keep the testing procedure under regular review.*

Amendment 11

Proposal for a regulation

Recital 13 a (new)

Text proposed by the Commission

Amendment

(13 a) *Road transport needs to be fully decarbonised to allow the Union to reach its 2050 climate goals. Therefore, new CO₂-emitting cars and light commercial vehicles should be phased out by 2040 the latest. The Commission should evaluate how to take into account on-road vehicle, through market surveillance tools but also incentives for retrofitting vehicles, when efficient and cost-competitive. To this end, further exploratory studies would be useful to help elaborate an Union framework for retrofitting technologies.*

Renewable energy also has a key role to play in reducing GHG emissions from the Union transport, it is thus vital to take into consideration all forms of renewable energy and less-carbon intensive fuels and create incentives to effectively contribute to the decarbonisation of the Union transport sector and to retrofitting on-road vehicles. This Regulation does not take into account the renewable energy content of the liquid and/or gaseous road transport fuels used, since no distinction is made at the measuring stage between CO₂ originating from non-renewable and renewable energy carriers. The development of a methodology to allow taking into account the renewable energy content of the liquid and/or gaseous road transport fuels in the determination of the specific emissions of CO₂ for new cars and new light commercial vehicles needs to be developed.

Amendment 12

Proposal for a regulation Recital 14

Text proposed by the Commission

(14) While the Union is among the world's major producers of motor vehicles and demonstrates technological leadership in this sector, competition is increasing and the global automotive sector is changing rapidly through new innovations in electrified powertrains, and cooperative, connected and automated mobility. In order to retain its global competitiveness and access to markets, the Union needs a regulatory framework, including a particular incentive in the area of zero- and low-emission vehicles, which creates a large home market and supports technological development and innovation.

Amendment

(14) While the Union is among the world's major producers of motor vehicles and demonstrates technological leadership in this sector, competition is increasing and the global automotive sector is changing rapidly through new innovations in electrified powertrains, and cooperative, connected and automated mobility. ***If the Union industry engages late in the necessary energy transition in the transport sector, it will lose its leading role.*** In order to retain its global competitiveness and access to markets, the Union needs a regulatory framework, including a particular incentive in the area of zero- and low-emission vehicles, which creates a large home market and supports

technological development and innovation.

Amendment 13

Proposal for a regulation Recital 14 a (new)

Text proposed by the Commission

Amendment

(14a) It will not be possible to achieve the long-term goal of entirely decarbonising the Union mobility without technological innovation and technical progress. With that in mind, and in the face of increased international competition, it is essential that the Union and Member States continue their efforts to explore and develop initiatives that promote the synergies possible in the sector, taking as a model the recent Union Batteries Alliance, and support public and private investment in research and innovation in the Union n car industry in order to maintain Union technological leadership in that sector and to ensure the long-term sustainability of its industrial base, keeping it efficient and competitive on the world market.

Amendment 14

Proposal for a regulation Recital 14 b (new)

Text proposed by the Commission

Amendment

(14b) It is of critical importance to consider the social and environmental impacts of the transition and to be proactive in addressing the unavoidable job destruction caused by the deep industrial transition; in this context the redeployment, re-skilling and up-skilling of workers, education, job-seeking initiatives in dialogue with the social partners should be a key priority before

social damages occur.

Amendment 15

Proposal for a regulation Recital 15

Text proposed by the Commission

(15) A dedicated incentive mechanism should be introduced to facilitate a smooth transition towards zero-emission mobility. This crediting mechanism should be designed so as to promote the deployment on the Union market of zero- and low-emission vehicles.

Amendment

(15) A dedicated incentive mechanism should be introduced to facilitate a smooth ***and timely*** transition towards zero-emission mobility. This crediting mechanism should be designed so as to promote the deployment on the Union market of zero- and low-emission vehicles. ***This mechanism should be neutral towards all technologies or innovative fuels.***

Amendment 16

Proposal for a regulation Recital 17 a (new)

Text proposed by the Commission

Amendment

(17 a) Swift and adequate deployment of recharging and refuelling infrastructure for alternative fuels is essential for the development of the market for zero- and low-emission vehicles, especially to provide confidence to consumers; it is vital that investment in its deployment should be continued and increased, through different support instruments at both Union and Member State, to contribute to achieving a comprehensive enabling landscape, also including reliable car labelling schemes, strong enforcement of air quality and climate change mitigation standards, and strong support schemes for workers in the automotive industry. The issue of refuelling is intrinsically linked to the range capacity of vehicles – the more the

latter increases, the less frequent refuelling will need to be – and the Commission should therefore take account of technological developments, in particular with regard to the autonomy of batteries, which affect the deployment of infrastructure.

Amendment 17

Proposal for a regulation Recital 17 b (new)

Text proposed by the Commission

Amendment

(17b) Better designed car labelling providing consumers with comparable, reliable and user friendly information about the benefits of low emission cars, including information concerning air pollutants and running costs in addition to CO₂ emissions and fuel consumption, could support the uptake of the most fuel efficient and environmentally friendly cars across the Union. The Commission should therefore review Directive 1999/94/EC no later than 31st December 2019 and put forward a relevant legislative proposal.

Amendment 18

Proposal for a regulation Recital 19

Text proposed by the Commission

Amendment

(19) In order to maintain the diversity of the market for passenger cars and light commercial vehicles and its ability to cater for different consumer needs, CO₂ targets can be specific for each car manufacturer. Maintaining mass as the utility parameter is considered coherent with the existing regime. In order to better reflect the mass of vehicles used on the road, the parameter should be changed from mass in running

(19) In order to maintain the diversity of the market for passenger cars and light commercial vehicles and its ability to cater for different consumer needs, CO₂ targets can be specific for each car manufacturer. Maintaining mass as the utility parameter is considered coherent with the existing regime. In order to better reflect the mass of vehicles used on the road, the parameter should be changed from mass in running

order to the vehicle's test mass as specified in Regulation (EU) 2017/1151 of 1 June 2017 with effect from **2025**.

order to the vehicle's test mass as specified in Regulation (EU) 2017/1151 of 1 June 2017 with effect from **2030**.

Amendment 19

Proposal for a regulation Recital 20

Text proposed by the Commission

(20) It should be avoided that the EU fleet-wide targets are altered due to changes in the average mass of the fleet. Changes in the average mass should therefore be reflected without delay in the specific emission target calculations, and the adjustments of the average mass value that is used to this end should therefore take place every two years with effect from **2025**.

Amendment

(20) It should be avoided that the EU fleet-wide targets are altered due to changes in the average mass of the fleet. Changes in the average mass should therefore be reflected without delay in the specific emission target calculations, and the adjustments of the average mass value that is used to this end should therefore take place every two years with effect from **2030**.

Amendment 20

Proposal for a regulation Recital 21

Text proposed by the Commission

(21) In order to distribute the emission reduction effort in a competitively neutral and fair way that reflects the diversity of the market for passenger cars and light commercial vehicles, and in view of the change in 2021 to WLTP-based specific emission targets, it is appropriate to determine the slope of the limit value curve on the basis of the specific emissions of all newly registered vehicles in that year, and to take into account the change in the EU fleet-wide targets between 2021, **2025** and 2030 with a view to ensuring an equal reduction effort of all manufacturers. With regard to light commercial vehicles, the same approach as that for car manufacturers should apply to manufacturers of lighter, car derived, vans,

Amendment

(21) In order to distribute the emission reduction effort in a competitively neutral and fair way that reflects the diversity of the market for passenger cars and light commercial vehicles, and in view of the change in 2021 to WLTP-based specific emission targets, it is appropriate to determine the slope of the limit value curve on the basis of the specific emissions of all newly registered vehicles in that year, and to take into account the change in the EU fleet-wide targets between 2021 and 2030 with a view to ensuring an equal reduction effort of all manufacturers. With regard to light commercial vehicles, the same approach as that for car manufacturers should apply to manufacturers of lighter, car derived, vans, while for manufacturers

while for manufacturers of vehicles falling within the heavier segments, a higher and fixed slope should be set for the whole target period.

of vehicles falling within the heavier segments, a higher and fixed slope should be set for the whole target period.

Amendment 21

Proposal for a regulation

Recital 22

Text proposed by the Commission

(22) The aim of this Regulation is to **create** incentives for the automotive industry to invest in new technologies. This Regulation actively promotes eco-innovation and provides a mechanism that should be able to acknowledge future technological development. Experience shows that eco-innovations have successfully contributed to the cost-effectiveness of Regulations (EC) No 443/2009 and (EU) No 510/2011 and to the reduction of real world CO₂ emissions. This modality should therefore be maintained and the scope should be extended to incentivise efficiency improvements in air-conditioning systems.

Amendment

(22) The aim of this Regulation is to **allow real world emissions reduction, through creating** incentives for the automotive industry to invest in new technologies **and reduce real world emissions, while remaining technology neutral**. This Regulation actively promotes eco-innovation and provides a mechanism that should be able to acknowledge future technological development. Experience shows that eco-innovations have successfully contributed to the cost-effectiveness of Regulations (EC) No 443/2009 and (EU) No 510/2011 and to the reduction of real world CO₂ emissions. This modality should therefore be maintained and the scope should be extended to incentivise efficiency improvements in air-conditioning systems **and CO₂ and NO_x emissions reductions, and should consider engines retrofitting, and take into account material used for production, manufacturing and end-of-life stages of the vehicle lifecycle.**

Amendment 22

Proposal for a regulation

Recital 22 a (new)

Text proposed by the Commission

Amendment

(22a) CO₂ emissions for new cars and new light commercial vehicles registered

in the Union are measured in accordance with Regulation (EC) 715/2007, without any distinction at the measuring stage between CO₂ originating from non-renewable and renewable energy carriers. A methodology that takes into account the renewable energy content of the liquid and/or gaseous road transport fuels in the determination of the specific CO₂ emissions for cars and new light commercial vehicles should be developed.

Amendment 23

Proposal for a regulation Recital 22 b (new)

Text proposed by the Commission

Amendment

(22 b) The use of certain alternative fuels can offer significant CO₂ reductions in well-to-wheel terms, however, a robust methodology to take that into account is not yet available; it is therefore recommended that the Commission supports exploratory research in that direction, so as to include it as soon as possible in the regulatory framework.

Amendment 24

Proposal for a regulation Recital 22 c (new)

Text proposed by the Commission

Amendment

(22c) As the objective of this Regulation is to reduce CO₂ emissions in the real world, off-cycle technologies not covered by the normal test cycle and not falling within the scope of the eco-innovations mechanism should also be considered and taken into account by the Commission if they show measurable, demonstrable and verified CO₂ reductions.

Amendment 25

Proposal for a regulation Recital 22 d (new)

Text proposed by the Commission

Amendment

(22d) Having in mind the uncertainty on the market uptake of alternatively powered vehicles, relevant infrastructure deployment and changing consumer demand the ambition level has to be modified in a transparent way. The Commission proposal of a directive on Alternative Fuels Infrastructure provides guidance for the alternative infrastructure needs.

Amendment 26

Proposal for a regulation Recital 22 e (new)

Text proposed by the Commission

Amendment

(22e) The development of innovative propulsion technologies should particularly be promoted, as they result in significantly lower emissions than traditional passenger cars. In this way, the long-term competitiveness of the Union industry is promoted and more high-quality jobs are created.

Amendment 27

Proposal for a regulation Recital 23

Text proposed by the Commission

Amendment

(23) A balance should however be ensured between incentives given to eco-innovations and those technologies for which the emission reduction effect is demonstrated on the official test procedure. As a consequence, it is appropriate to

(23) A balance should however be ensured between incentives given to eco-innovations and those technologies for which the emission reduction effect is demonstrated on the official test procedure. As a consequence, it is appropriate to

maintain a cap on the eco-innovation savings that a manufacturer may take into account for target compliance purposes. The Commission should **have the possibility to** review the level of the cap, in particular, to take into account the effects of the change in the official test procedure. It is also appropriate to clarify how the savings should be calculated for target compliance purposes.

Amendment 28

Proposal for a regulation

Recital 28

Text proposed by the Commission

(28) The procedure for granting derogations from the 95 g CO₂/km fleet target to niche car manufacturers ensures that the reduction effort required by niche manufacturers is consistent with that of large volume manufacturers with regard to that target., ***However, experience shows that niche manufacturers have the same potential as large manufacturers to meet the CO₂ targets and with regard to the targets set from 2025 onwards it is not considered appropriate to distinguish between those two categories of manufacturers.***

Amendment 29

Proposal for a regulation

Recital 29 a (new)

Text proposed by the Commission

maintain a cap on the eco-innovation savings that a manufacturer may take into account for target compliance purposes. The Commission should review the level of the cap, in particular, to take into account the effects of the change in the official test procedure. It is also appropriate to clarify how the savings should be calculated for target compliance purposes.

Amendment

(28) The procedure for granting derogations from the 95 g CO₂/km fleet target to niche car manufacturers ensures that the reduction effort required by niche manufacturers is consistent with that of large volume manufacturers with regard to that target.

(29a) Alternative powertrains, which include hybrid powertrains, are those which, for the purpose of mechanical propulsion, draw energy from consumable fuel and/or a battery or other electrical or mechanical power storage device. Their use for light commercial vehicles may

generate extra weight, but reduces pollution. That extra weight should not be counted as part of the effective load of the vehicle, since this would penalise the road transport sector in economic terms. However, the extra weight should not result in the load capacity of the vehicle being increased either. The Commission should therefore analyse to what extent new light commercial vehicles running on alternative fuels (with heavier powertrains than those used in conventionally fuelled vehicles) might also benefit from an extra weight allowance, without jeopardising the overall CO₂ emission reduction targets covered by this Regulation.

Amendment 30

Proposal for a regulation Recital 30 a (new)

Text proposed by the Commission

Amendment

(30 a) In order to ensure that the values of CO₂ emissions and fuel efficiency of completed vehicles are representative, the Commission should come forward with a specific procedure and consider, reviewing the type-approval legislation and establishing a European Agency for Market Surveillance of Road Transport, that would be in charge of market surveillance activities, especially in the matter of CO₂ emissions, and would have the power to organise European-wide recall programs and to withdraw type-approval when appropriate; additionally, the Agency should initiate a test or inspection following a submission of third party test verification results, which show evidence of suspicious emission behaviour.

Amendment 31

Proposal for a regulation

Recital 38

Text proposed by the Commission

(38) Manufacturers' compliance with the targets under this Regulation should be assessed at Union level. Manufacturers whose average specific emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium with respect to each calendar year. The amounts of the excess emissions premium should be considered as revenue for the *general budget* of the *Union*.

Amendment

(38) Manufacturers' compliance with the targets under this Regulation should be assessed at Union level. Manufacturers whose average specific emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium with respect to each calendar year. The amounts of the excess emissions premium should be considered as revenue *primarily to be earmarked for the Union road transport sector, to enable the just transition to low-carbon mobility, and to contribute to research and development in the automotive industry, on technologies such as new drivetrains, fuels, testing, and for road safety. These should also be used to proactively address the inevitable social impacts of the low-carbon transition in the automotive sector, which will be particularly pronounced in certain most affected regions. It is paramount therefore that current measures facilitating the low-carbon transition are also accompanied by targeted programmes for redeployment, re-skilling and up-skilling of workers, as well as education and job-seeking initiatives conducted in close dialogue with the social partners.*

Amendment 32

Proposal for a regulation

Recital 41

Text proposed by the Commission

(41) The effectiveness of the targets set out in this Regulation in reducing CO₂ emissions in reality is strongly dependent

Amendment

(41) The effectiveness of the targets set out in this Regulation in reducing CO₂ emissions in reality is strongly dependent

on the representativeness of the official test procedure. In accordance with the Opinion of the Scientific Advice Mechanism (SAM)²³ and the recommendation of the European Parliament, following its inquiry into emission measurements in the automotive sector²⁴, a mechanism should be put in place to assess the real world representativeness of vehicle CO₂ emissions and energy consumption values determined in accordance with Regulation (EU) 2017/1151. The Commission should have the powers to ensure the public availability of such data, and, where necessary, develop the procedures needed for identifying and collecting the data required for performing such assessments.

on the representativeness of the official test procedure. In accordance with the Opinion of the Scientific Advice Mechanism (SAM)²³ and the recommendation of the European Parliament, following its inquiry into emission measurements in the automotive sector²⁴, a mechanism should be put in place to assess the real world representativeness of vehicle CO₂ emissions and energy consumption values determined in accordance with Regulation (EU) 2017/1151. ***The most reliable way to ensure the real world representativeness of type-approval values is by introducing a real-world CO₂ emissions test, therefore the Joint Research Centre should be given the mandate to start working on its feasibility, to allow such testing to be included in the regulatory framework as soon as possible. The real-world emissions of vehicles should lie within a not-to-exceed (NTE) limit, of a maximum of 15 % above the type-approval values measured as of 2021 using the WLTP test, set for each manufacturer in 2021 in respect of their 2025 and 2030 emission targets. The Commission should have the powers to ensure the public availability of such data, and from fuel consumption meters, and also, where necessary, develop the procedures needed for identifying and collecting the data required for performing such assessments.***

²³ High Level Group of Scientific Advisors, Scientific Opinion 1/2016 "Closing the gap between light-duty vehicle real-world CO₂ emissions and laboratory testing"

²⁴ European Parliament recommendation of 4 April 2017 to the Council and the Commission following the inquiry into emission measurements in the automotive sector (2016/2908(RSP))

²³ High Level Group of Scientific Advisors, Scientific Opinion 1/2016 "Closing the gap between light-duty vehicle real-world CO₂ emissions and laboratory testing"

²⁴ European Parliament recommendation of 4 April 2017 to the Council and the Commission following the inquiry into emission measurements in the automotive sector (2016/2908(RSP))

Amendment 33

Proposal for a regulation
Recital 41 a (new)

Text proposed by the Commission

Amendment

(41a) Although this Regulation aims to reduce CO₂ emissions from light duty vehicles, it should not lose sight of the overall carbon balance in the ‘manufacture – use – scrapping’ cycle of the vehicles concerned and the ‘extraction/production – transportation – consumption’ cycle of the fuel used (well-to-wheel). In this respect, the Commission should develop a harmonised methodology for reporting the carbon balance of the life-cycle of such vehicles and the energy consumed in order to obtain a full picture of their environmental impacts and thus ensure consistency of the means deployed in pursuit of the Union’s climate objectives.

Amendment 34

Proposal for a regulation
Recital 42

Text proposed by the Commission

Amendment

(42) In 2024 it is foreseen to review the progress achieved under the [Effort Sharing Regulation and Emissions Trading System Directive]. It is therefore appropriate to assess the effectiveness of this Regulation in that same year to allow a coordinated and coherent assessment of the measures implemented under all these instruments.

(42) In 2024 it is foreseen to review the progress achieved under the [Effort Sharing Regulation and Emissions Trading System Directive]. ***In 2023 the new emissions test procedure would have come into effect since two years for all light-duty vehicles.*** It is, therefore, ***possible and*** appropriate to assess the effectiveness of this Regulation in that same year ***and to confirm the fleet-wide CO₂ emission target for 2030 together with the benchmark for zero- and low-emission vehicles,*** to allow a coordinated and coherent assessment of the measures implemented under all these instruments, ***and, as soon as possible, to take into account upstream and embedded***

emissions. The calculation of the environmental impact of each vehicle should take into account the type of load that comes with the amount of emissions, and the Commission should consider creating of a harmonised methodology of the type 'x g CO₂/km per passenger/per tonne of goods' to reduce empty runs by light vehicles, whether carrying goods or passengers.

Amendment 35

Proposal for a regulation Article 1 – paragraph 1

Text proposed by the Commission

1. This Regulation establishes CO₂ emissions performance requirements for new passenger cars and for new light commercial vehicles in order to ensure the *proper functioning of the internal market*.

Amendment

1. This Regulation establishes CO₂ emissions performance requirements for new passenger cars and for new light commercial vehicles in order to ensure the *achievement of Union's climate commitments and targets*.

Amendment 36

Proposal for a regulation Article 1 – paragraph 3

Text proposed by the Commission

3. This Regulation will *until 31 December 2024* be complemented by additional measures corresponding to a reduction of 10 g CO₂/km as part of the Union's integrated approach referred to in the 2007 Communication from the Commission to the Council and the European Parliament²⁷.

Amendment

3. This Regulation will be complemented by additional measures corresponding to a reduction of 10 g CO₂/km as part of the Union's integrated approach referred to in the 2007 Communication from the Commission to the Council and the European Parliament²⁷.

²⁷ Communication from the Commission to the Council and the European Parliament of 7 February 2007 Results of the review of the Community Strategy to reduce CO₂ emissions from passenger cars and light-

²⁷ Communication from the Commission to the Council and the European Parliament of 7 February 2007 Results of the review of the Community Strategy to reduce CO₂ emissions from passenger cars and light-

commercial vehicles (COM(2007) 19 final).

commercial vehicles (COM(2007) 19 final).

Amendment 37

Proposal for a regulation

Article 2 – paragraph 1 – point b

Text proposed by the Commission

(b) category N₁ as defined in Annex II to Directive 2007/46/EC with a reference mass not exceeding 2610 kg and to vehicles of category N₁ to which type-approval is extended in accordance with Article 2(2) of Regulation (EC) No 715/2007 ('light commercial vehicles') which are registered in the Union for the first time and which have not previously been registered outside the Union ('new light commercial vehicles').

Amendment

(b) category N₁ as defined in Annex II to Directive 2007/46/EC with a reference mass not exceeding 2610 kg and to vehicles of category N₁ to which type-approval is extended in accordance with Article 2(2) of Regulation (EC) No 715/2007 ('light commercial vehicles') which are registered in the Union for the first time and which have not previously been registered outside the Union ('new light commercial vehicles'). ***The Commission, in accordance with the objectives of this Regulation, is empowered to update, if necessary, the limit of the reference mass (2 610 kg) for light commercial vehicles using alternative fuels that require additional weight because they use powertrains and energy storage systems (e.g. batteries) which are heavier than those used in conventional vehicles.***

Amendment 38

Proposal for a regulation

Article 3 – paragraph 1 – point n a (new)

Text proposed by the Commission

Amendment

(na) 'retrofitting' means modifications to parts of a vehicle engine with pollution-reducing and/or fuel saving technologies. These include fuel saving technologies such as hybridisation or more extensive modifications to electric or other technologies using alternative fuels as

defined in point (1) of the first paragraph of Article 2 of Directive 2014/94/EU”

Amendment 39

Proposal for a regulation

Article 4 – paragraph 1 – introductory part

Text proposed by the Commission

1. The manufacturer shall ensure that its average specific emissions of CO₂ do not exceed the following specific emissions targets:

Amendment

1. ***For the purpose of determining compliance by a manufacturer with its specific emissions target referred to in this Article, the average specific CO₂-emission shall be reduced, if renewable de-fossilised fuels with reducing CO₂ effect have been introduced to the fuel market by the manufacturer in the year of registration of the new vehicles. The reducing CO₂ effect is to be documented according to the definition in the relevant version of the mechanism of the Renewable Energy Directive (RED). The manufacturer shall report the energy amount of different supplemented de-fossilised fuels (Fuel_i^{1a}), which have been entered the market, for the operational year to an authority nominated by the Commission. The de-fossilised fuel is not allowed to count for CO₂ target in other regulations (RED II or ETS) to avoid any kind of double-counting.*** The manufacturer shall ensure that its average specific emissions of CO₂ do not exceed the following specific emissions targets:

^{1a} Values to be reported: Fuel_i = energy amount of the renewable de-fossilized fuel introduced to the market (MJ)

Amendment 40

Proposal for a regulation

Article 4 – paragraph 1 – point b

Text proposed by the Commission

(b) for each calendar year from 2021 until **2024**, the specific emissions target determined in accordance with points 3 and 4 of Parts A or B of Annex I as appropriate or, where a manufacturer is granted a derogation under Article 10, in accordance with that derogation and point 5 of Parts A or B of Annex I;

Amendment

(b) for each calendar year from 2021 until **2029**, the specific emissions target determined in accordance with points 3 and 4 of Parts A or B of Annex I as appropriate or, where a manufacturer is granted a derogation under Article 10, in accordance with that derogation and point 5 of Parts A or B of Annex I;

Amendment 41

Proposal for a regulation

Article 4 – paragraph 1 – point c

Text proposed by the Commission

(c) for each calendar year, starting from **2025**, the specific emissions targets determined in accordance with point 6.3 of Parts A or B of Annex I.

Amendment

(c) for each calendar year, starting from **2030**, the specific emissions targets determined in accordance with point 6.3 of Parts A or B of Annex I.

Amendment 42

Proposal for a regulation

Article 6 – paragraph 2 – point d

Text proposed by the Commission

(d) the category of vehicles registered as M₁ **or** N₁, for which the pool shall apply.

Amendment

(d) the category of vehicles registered as M₁ **and** N₁, for which the pool shall apply.

Amendment 43

Proposal for a regulation

Article 6 – paragraph 8 a (new)

Text proposed by the Commission

Amendment

8a. In order to determine the average specific M1 and N1 emissions of CO₂ of each manufacturer, when a manufacturer overachieves the CO₂ M1 or N1 target, his performance shall be taken into account

for the same manufacturer or for other manufacturer(s). In this case, the difference between M1 or N1 specific emission targets of the manufacturer and its average specific emissions shall be deducted from its average specific emissions of CO₂ for M1 or N1 specific target, weighted with the registration volumes. The total contribution of those transfers of credits between M1 or N1 manufacturers may be up to 10g CO₂/km per manufacturer.

Amendment 44

Proposal for a regulation Article 7 – paragraph 4 – subparagraph 3

Text proposed by the Commission

The register shall be publicly available.

Amendment

The register shall be publicly available,
including in digital format.

Amendment 45

Proposal for a regulation Article 7 – paragraph 8 a (new)

Text proposed by the Commission

Amendment

8 a. *From 2025 onwards manufacturers shall report on the lifecycle CO₂ emissions of the vehicle types they put on the market after 1 January 2025 based on the harmonised Union methodology, for reporting and monitoring purpose until 2030. For that purpose, the Commission shall develop, no later than 1 January 2022, by way of delegated acts a reliable and representative harmonized methodology on lifecycle CO₂ emissions of all fuel types and vehicle powertrains found on the Union market. Such methodology shall be in line with the relevant ISO standards*

and account for the global warming potential (GWP) of vehicle's production, raw material sourcing, well-to-wheel, and vehicle recycling and dismantling emissions.

Amendment 46

Proposal for a regulation Article 7 – paragraph 9 a (new)

Text proposed by the Commission

Amendment

9a. *During the monitoring and reporting phase, the amount of advanced liquid and gaseous biofuels sold at the stations shall be taken into account and shall be deducted from the CO₂ emissions reported at the type-approval phase. These values are used for the calculation of the Carbon Correction Factor (CCF). The Carbon Correction Factor (CCF) is calculated using the following formula: CCF = national share of advanced liquid and gaseous biofuels used. The corrected CO₂ fleet calculation shall therefore be calculated as follow:
CO₂ fleet = (CO₂ Type-approval)*(1-CCF)*

Amendment 47

Proposal for a regulation Article 8 – paragraph 4

Text proposed by the Commission

Amendment

4. The amounts of the excess emissions premium shall be considered as revenue for the **general budget** of the **Union**.

4. **Where applicable**, the amounts of the excess emissions premium shall be considered as revenue for the **just transition in affected regions including re-skilling and redeployment of workers of the automotive sector, deployment of clean mobility and low-carbon economy, transport infrastructures, research and development, covering of negative**

Amendment 48

Proposal for a regulation

Article 9 – paragraph 3 – point a

Text proposed by the Commission

(a) the **2025 and** 2030 EU fleet-wide targets referred to in Article 1(4) and (5) calculated by the Commission in accordance with **points 6.1.1 and 6.1.2** of Parts A and B of Annex I;

Amendment

(a) the 2030 EU fleet-wide targets referred to in Article 1(4) calculated by the Commission in accordance with **point 6.1.** of Parts A and B of Annex I;

Amendment 49

Proposal for a regulation

Article 9 – paragraph 3 – point b

Text proposed by the Commission

(b) the values for a_{2021} , **a_{2025}** and a_{2030} calculated by the Commission in accordance with point 6.2 of Parts A and B of Annex I.

Amendment

(b) the values for a_{2021} and a_{2030} calculated by the Commission in accordance with point 6.2 of Parts A and B of Annex I.

Amendment 50

Proposal for a regulation

Article 11 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Upon application by a supplier or a manufacturer, CO₂ savings achieved through the use of innovative technologies or a combination of innovative technologies ('innovative technology packages') shall be considered.

Amendment

Upon application by a supplier or a manufacturer, CO₂ savings achieved through the use of innovative technologies **(such as retrofitting)** or a combination of innovative technologies ('innovative technology packages') shall be considered.

Amendment 51

Proposal for a regulation

Article 11 – paragraph 1 – subparagraph 3

Text proposed by the Commission

The total contribution of those technologies to reducing the average specific emissions of a manufacturer may be up to 7 g CO₂/km.

Amendment

The total contribution of those technologies to reducing the average specific emissions of a manufacturer may be up to **9** g CO₂/km.

Amendment 52

Proposal for a regulation

Article 11 – paragraph 1 – subparagraph 4

Text proposed by the Commission

The Commission **may** adjust the cap with effect from **2025** onwards. Those adjustments shall be performed by means of delegated acts in accordance with Article 16.

Amendment

The Commission **shall** adjust the cap with effect from **2021** onwards, **in order to reflect WLTP calculation**. Those adjustments shall be performed by means of delegated acts in accordance with Article 16.

Amendment 53

Proposal for a regulation

Article 11 – paragraph 2 – point d

Text proposed by the Commission

(d) the innovative technologies must not be covered by mandatory provisions due to complementary additional measures complying with the 10 g CO₂/km reduction referred to in Article 1 or be mandatory under other provisions of Union law. **With effect from 1 January 2025**, this criterion shall not apply with regard to efficiency improvements for air conditioning systems.

Amendment

(d) the innovative technologies must not be covered by mandatory provisions due to complementary additional measures complying with the 10 g CO₂/km reduction referred to in Article 1 or be mandatory under other provisions of Union law. This criterion shall not apply with regard to efficiency improvements for air conditioning systems.

Amendment 54

Proposal for a regulation

Article 12 – paragraph 1

Text proposed by the Commission

1. The Commission shall monitor and assess the real world representativeness of the CO₂ emission and energy consumption values determined in accordance with Regulation (EU) 2017/1151. It shall ensure that the public is informed of how that representativeness evolves over time.

Amendment

1. The Commission shall monitor and assess the real world representativeness of the CO₂ emission and energy consumption values determined in accordance with Regulation (EU) 2017/1151. It shall ensure that the public is informed of how that representativeness evolves over time, **and shall launch further investigations towards certain manufacturers following identification of significant CO₂ emission excess.**

Amendment 55

**Proposal for a regulation
Article 12 – paragraph 2**

Text proposed by the Commission

2. For that purpose, the Commission shall **ensure the availability, from manufacturers or national authorities**, as the case may be, of robust non-personal data on real world CO₂ emissions and energy consumption of passenger cars and light commercial vehicles.

Amendment

2. For that purpose, the Commission shall **make publicly available and in digitally searchable format**, as the case may be, of robust non-personal data on real world CO₂ emissions and energy consumption of passenger cars and light commercial vehicles, **from manufacturers or national authorities.**

Amendment 56

**Proposal for a regulation
Article 12 – paragraph 2 a (new)**

Text proposed by the Commission

Amendment

2a. To ensure that CO₂ emissions are genuinely reduced as referred to in Article 1 of this Regulation, the WLTP tests shall be used to determine emission levels until the Commission develops tests under real driving conditions which are more in line with reality to replace them.

Amendment 57

Proposal for a regulation Article 14 – paragraph 1

Text proposed by the Commission

1. The Commission shall in **2024** submit a report to the European Parliament and the Council on the effectiveness of this Regulation, where appropriate, accompanied by a proposal for amending the Regulation. This report will consider, inter alia, the real world representativeness of the **CO₂** emission and energy consumption values determined in accordance with Regulation (EU) 2017/1151, the deployment on the Union market of zero- and low-emission vehicles and the roll-out of recharging and refuelling infrastructure reported under Directive 2014/94/EU of the European Parliament and of the Council²⁹.

Amendment

1. The Commission shall in **2023** submit a report to the European Parliament and the Council on the effectiveness of this Regulation, where appropriate, accompanied by a proposal for amending the Regulation. ***The Commission may be assisted by independent experts that will assess all the major parameters influencing the ramp-up of alternative powertrains.*** This report will consider, inter alia:

-the real world representativeness of the **CO₂** emission and energy consumption values determined in accordance with Regulation (EU) 2017/1151, ***also including in it an assessment of the life cycle of vehicles and the well-to-wheel impact of emissions in the case of fuels;***

-the deployment on the Union market of zero- and low-emission vehicles and the roll-out of recharging and refuelling infrastructure reported under Directive 2014/94/EU of the European Parliament and of the Council²⁹.

For this report, the Commission shall set up, by considering the following indicators:

- ***Range of vehicles on offer (battery electric vehicles [BEV], plug-in hybrid electric vehicles [PHEV], fuel-cell electric vehicles [FCEV], etc.);***

- ***Oil, fuel and energy prices.***

²⁹ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1)

²⁹ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1)

Amendment 58

Proposal for a regulation Article 14 – paragraph 2

Text proposed by the Commission

2. The Commission shall take into account the assessments performed pursuant to Article 12 and may, where appropriate, review the procedures for measuring CO₂ emissions as set out under Regulation (EC) No 715/2007. The Commission shall, in particular, make appropriate proposals to adapt those procedures to reflect adequately the real world CO₂ emissions of cars and light commercial vehicles .

Amendment

2. The Commission shall take into account the assessments performed pursuant to Article 12 and may, where appropriate, review the procedures for measuring CO₂ emissions as set out under Regulation (EC) No 715/2007. The Commission shall, in particular, make appropriate proposals to adapt those procedures to reflect adequately the real world CO₂ emissions of cars and light commercial vehicles, ***including using Portable Emissions Measurement System and remote-sensing.***

Amendment 59

Proposal for a regulation Article 14 – paragraph 3 – subparagraph 2 a (new)

Text proposed by the Commission

Amendment

The Commission shall by 31 December 2019 review Directive 1999/94/EC, and where appropriate, submit a relevant proposal in order to provide consumers with accurate, robust and comparable information on the fuel consumption, CO₂ emissions and air pollutant emissions of new passenger cars placed on the market.

Amendment 60

Proposal for a regulation

Annex I – part A – point 6 – point 6.3 – paragraph 1

Text proposed by the Commission

Amendment

The specific emissions target from **2025** onwards

The specific emissions target from **2030** onwards

Amendment 61

Proposal for a regulation

Annex I – part A – point 6 – point 6.3 – paragraph 3 – subparagraph 1

Text proposed by the Commission

Amendment

Specific emissions reference target is the specific emissions reference target of CO₂ determined in accordance with point **6.2.1 for the period 2025 to 2029 and 6.2.2** for 2030 onwards

Specific emissions reference target is the specific emissions reference target of CO₂ determined in accordance with point **6.2.** for 2030 onwards

Amendment 62

Proposal for a regulation

Annex I – part A – point 6 – point 6.3 – paragraph 3 – subparagraph 2

Text proposed by the Commission

Amendment

ZLEV factor is $(1+y-x)$, unless this sum is larger than **1.05** or lower than 1.0 in which case the ZLEV factor shall be set to **1.05** or 1.0 as the case may be

ZLEV factor is $(1+y-x)$, unless this sum is larger than **1.15** or lower than 1.0 in which case the ZLEV factor shall be set to **1.15** or 1.0 as the case may be

Amendment 63

Proposal for a regulation

Annex I – part A – point 6 – point 6.3 – paragraph 4 – subparagraph 1

Text proposed by the Commission

Amendment

y is the share of zero- and low-emission vehicles in the manufacturer's fleet of newly registered passenger cars calculated as the total number of zero- and low-emission vehicles, where each of them is counted as $ZLEV_{\text{specific}}$ in accordance with the formula below, divided by the total

y is the share of zero- and low-emission vehicles in the manufacturer's fleet of newly registered passenger cars calculated as the total number of zero- and low-emission vehicles, where each of them is counted as $ZLEV_{\text{specific}}$ in accordance with the formula below, divided by the total

number of passenger cars registered in the relevant calendar year

number of passenger cars registered in the relevant calendar year $ZLEV_{specific} = 1 - [(specific\ emissions \times 0,5) / 50]$

Amendment 64

Proposal for a regulation

Annex I – part A – point 6 – point 6.3 – paragraph 4 – subparagraph 2

Text proposed by the Commission

Amendment

null

deleted

Amendment 65

Proposal for a regulation

Annex I – part A – point 6 – point 6.3 – paragraph 4 – subparagraph 3

Text proposed by the Commission

Amendment

x is **15% in the years 2025 to 2029 and 30%** in 2030 onwards.

x is **20%** in 2030 onwards.

Amendment 66

Proposal for a regulation

Annex I – part B – point 4 – introductory part

Text proposed by the Commission

Amendment

4. For the calendar years 2021 to **2024**, the specific emissions target for a manufacturer shall be calculated as follows:

4. For the calendar years 2021 to **2029**, the specific emissions target for a manufacturer shall be calculated as follows:

Amendment 67

Proposal for a regulation

Annex I – part B – point 6 – point 6.3 – introductory part

Text proposed by the Commission

Amendment

6.3. Specific emissions targets from **2025** onwards

6.3. Specific emissions targets from **2030** onwards

Amendment 68

Proposal for a regulation

Annex I – part B – point 6 – point 6.3 – point 6.3.1

Text proposed by the Commission

Amendment

6.3.1. From 2025 to 2029

deleted

The specific emissions target = (specific emissions reference target – ($\theta_{\text{targets}_{2025}}$)) · ZLEV factor

Where,

Specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.1;

θ_{targets} is the average, weighted on the number of newly registered light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.1;

ZLEV factor is $(1+y-x)$, unless this sum is larger than 1.05 or lower than 1.0 in which case the ZLEV factor shall be set to 1.05 or 1.0 as the case may be

Where,

y is the share of zero- and low-emission vehicles in the manufacturer's fleet of newly registered light commercial vehicles calculated as the total number of zero- and low-emission vehicles, where each of them is counted as $ZLEV_{\text{specific}}$ in accordance with the formula below, divided by the total number of light commercial vehicles registered in the relevant calendar year

is null

x 15 %.

Amendment 69

Proposal for a regulation

Annex I – part B – point 6 – point 6.3 – point 6.3.2 – paragraph 2

Text proposed by the Commission

Amendment

The specific emissions target = (specific emissions reference target – ($\theta_{\text{targets}} - \text{EU fleet-wide target}_{2030}$)) · ZLEV factor

The specific emissions target = specific emissions reference target · ZLEV factor

Amendment 70

Proposal for a regulation

Annex I – part B – point 6 – point 6.3 – point 6.3.2 – paragraph 3 – subparagraph 2

Text proposed by the Commission

Amendment

θ_{targets} is the average, weighted on the number of newly registered light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.2

deleted

Amendment 71

Proposal for a regulation

Annex I – part B – point 6 – point 6.3 – point 6.3.2 – paragraph 3 – subparagraph 3

Text proposed by the Commission

Amendment

ZLEV factor is $(1+y-x)$, unless this sum is larger than **1.05** or lower than 1.0 in which case the ZLEV factor shall be set to **1.05** or 1.0 as the case may be

ZLEV factor is $(1+y-x)$, unless this sum is larger than **1.15** or lower than 1.0 in which case the ZLEV factor shall be set to **1.15** or 1.0 as the case may be

Amendment 72

Proposal for a regulation

Annex I – part B – point 6 – point 6.3 – point 6.3.2 – paragraph 4 – subparagraph 3

Text proposed by the Commission

Amendment

x is **30%**

x is **15%**

Amendment 73

Proposal for a regulation

Annex II – part A – point 1 – paragraph 1 – point t a (new)

Text proposed by the Commission

Amendment

(ta) vehicle family lifecycle CO₂ emissions, where available.

PROCEDURE – COMMITTEE ASKED FOR OPINION

Title	Emission performance standards for new passenger cars and for new light commercial vehicles (recast)
References	COM(2017)0676 – C8-0395/2017 – 2017/0293(COD)
Committee responsible Date announced in plenary	ENVI 5.2.2018
Opinion by Date announced in plenary	TRAN 5.2.2018
Rapporteur Date appointed	Christine Revault d'Allonnes Bonnefoy 16.1.2018
Discussed in committee	25.4.2018
Date adopted	10.7.2018
Result of final vote	+ : 23 - : 18 0 : 2
Members present for the final vote	Daniela Aiuto, Lucy Anderson, Marie-Christine Arnautu, Georges Bach, Izaskun Bilbao Barandica, Deirdre Clune, Michael Cramer, Luis de Grandes Pascual, Andor Deli, Karima Delli, Isabella De Monte, Ismail Ertug, Jacqueline Foster, Dieter-Lebrecht Koch, Merja Kyllönen, Miltiadis Kyrkos, Bogusław Liberadzki, Peter Lundgren, Marian-Jean Marinescu, Georg Mayer, Gesine Meissner, Markus Pieper, Gabriele Preuß, Christine Revault d'Allonnes Bonnefoy, Dominique Riquet, Massimiliano Salini, Claudia Schmidt, Keith Taylor, Pavel Telička, Peter van Dalen, Wim van de Camp, Marie-Pierre Vieu, Elissavet Vozemberg-Vrionidi, Janusz Zemke, Roberts Ziļe, Kosma Złotowski, Elżbieta Katarzyna Łukacijewska
Substitutes present for the final vote	Jakop Dalunde, Maria Grapini, Karoline Graswander-Hainz, Werner Kuhn, Evžen Tošenovský, Henna Virkkunen
Substitutes under Rule 200(2) present for the final vote	Anna Hedh

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

23	+
ALDE	Izaskun Bilbao Barandica, Gesine Meissner, Dominique Riquet, Pavel Telička
ECR	Jacqueline Foster, Evžen Tošenovský, Roberts Zile, Kosma Zlotowski, Peter van Dalen
PPE	Georges Bach, Deirdre Clune, Andor Deli, Dieter-Lebrecht Koch, Werner Kuhn, Marian-Jean Marinescu, Markus Pieper, Massimiliano Salini, Claudia Schmidt, Henna Virkkunen, Elissavet Vozemberg-Vrionidi, Luis de Grandes Pascual, Wim van de Camp, Elżbieta Katarzyna Łukacijewska

18	-
ECR	Peter Lundgren
EFDD	Daniela Aiuto
ENF	Marie-Christine Arnautu
GUE/NGL	Merja Kyllönen, Marie-Pierre Vieu
S&D	Lucy Anderson, Isabella De Monte, Ismail Ertug, Karoline Graswander-Hainz, Anna Hedh, Miltiadis Kyrkos, Bogusław Liberadzki, Gabriele Preuß, Christine Revault d'Allonnes Bonnefoy, Janusz Zemke
VERTS/ALE	Michael Cramer, Jakop Dalunde, Keith Taylor

2	0
ENF	Georg Mayer
S&D	Maria Grapini

Key to symbols:

+ : in favour

- : against

0 : abstention