



14.3.2018

*****I**

DRAFT REPORT

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))

Committee on the Environment, Public Health and Food Safety

Rapporteur: Miriam Dalli

(Recast – Rule 104 of the Rules of Procedure)

Symbols for procedures

- * Consultation procedure
- *** Consent procedure
- ***I Ordinary legislative procedure (first reading)
- ***II Ordinary legislative procedure (second reading)
- ***III Ordinary legislative procedure (third reading)

(The type of procedure depends on the legal basis proposed by the draft act.)

Amendments to a draft act

Amendments by Parliament set out in two columns

Deletions are indicated in ***bold italics*** in the left-hand column. Replacements are indicated in ***bold italics*** in both columns. New text is indicated in ***bold italics*** in the right-hand column.

The first and second lines of the header of each amendment identify the relevant part of the draft act under consideration. If an amendment pertains to an existing act that the draft act is seeking to amend, the amendment heading includes a third line identifying the existing act and a fourth line identifying the provision in that act that Parliament wishes to amend.

Amendments by Parliament in the form of a consolidated text

New text is highlighted in ***bold italics***. Deletions are indicated using either the **■** symbol or ~~strikeout~~. Replacements are indicated by highlighting the new text in ***bold italics*** and by deleting or striking out the text that has been replaced.

By way of exception, purely technical changes made by the drafting departments in preparing the final text are not highlighted.

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DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

**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))**

(Ordinary legislative procedure – recast)

The European Parliament,

- having regard to the Commission proposal to Parliament and the Council (COM(2017)0676),
 - having regard to Article 294(2) and Article 192(1) of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C8-0395/2017),
 - having regard to Article 294(3) of the Treaty on the Functioning of the European Union,
 - having regard to the Interinstitutional Agreement of 28 November 2001 on a more structured use of the recasting technique for legal acts¹,
 - having regard to the letter of 14 March 2018 sent by the Committee on Legal Affairs to the Committee on the Environment, Public Health and Food Safety in accordance with Rule 104(3) of its Rules of Procedure,
 - having regard to Rules 104 and 59 of its Rules of Procedure,
 - having regard to the report of the Committee on the Environment, Public Health and Food Safety and the opinions of the Committee on Industry, Research and Energy and the Committee on Transport and Tourism (A8-0000/2018),
- A. whereas, according to the Consultative Working Party of the legal services of the European Parliament, the Council and the Commission, the Commission proposal does not include any substantive amendments other than those identified as such in the proposal and whereas, as regards the codification of the unchanged provisions of the earlier acts together with those amendments, the proposal contains a straightforward codification of the existing texts, without any change in their substance;
1. Adopts its position at first reading hereinafter set out, taking into account the recommendations of the Consultative Working Party of the legal services of the European Parliament, the Council and the Commission;
 2. Calls on the Commission to refer the matter to Parliament again if it replaces, substantially amends or intends to substantially amend its proposal;
 3. Instructs its President to forward its position to the Council, the Commission and the

¹ OJ C 77, 28.3.2002, p. 1.

national parliaments.

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.

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

(3) ***In order to meet the Union's commitments made at 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 ***that sector should*** be firmly on the path towards ***zero-emission by mid-century***. 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.

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).

Or. en

Amendment 2

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 the automotive value chains. It is of critical importance to consider the inevitable social impacts of the low-carbon transition in the automotive sector and to be proactive in addressing the unavoidable job implications that will be particularly pronounced in the most affected regions.

Or. en

Justification

There is a need to clearly acknowledge the inevitable structural changes that low-carbon transition will result in.

Amendment 3

Proposal for a regulation

Recital 9

Text proposed by the Commission

(9) An evaluation of Regulations (EC) No 443/2009 and (EU) No 510/2011 in 2015 concluded that those Regulations have been relevant, broadly coherent, and have generated significant emissions savings, whilst being more cost-effective than originally anticipated. They have also generated significant added value for the Union that could not have been achieved to the same extent through national measures.

Amendment

(9) An evaluation of Regulations (EC) No 443/2009 and (EU) No 510/2011 in 2015 concluded that those Regulations have been relevant, broadly coherent, and have generated significant emissions savings, whilst being more cost-effective than originally anticipated. They have also generated significant added value for the Union that could not have been achieved to the same extent through national measures. ***However, that evaluation also concluded that actual CO₂ savings achieved are considerably less than those suggested by the type-approval test performance and that the ‘emissions gap’ between type-approval test and real-world performance has considerably undermined the effectiveness of the CO₂ performance standards as well as consumers' trust in the potential fuel savings of new vehicles.***

Or. en

Amendment 4

Proposal for a regulation Recital 12 a (new)

Text proposed by the Commission

Amendment

(12 a) The Commission's evaluation of Directive 1999/94/EC^{1a} in 2016 identified a need for further clarification and simplification of the legislation, which could increase its relevance, effectiveness, efficiency and coherence. Commission Recommendation (EU) 2017/948^{1b} aims to encourage a harmonised application of Directive 1999/94/EC. Nevertheless, better designed and further harmonised Union requirements on 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 31 December 2019 and put forward a relevant legislative proposal.

^{1a} Directive 1999/94/EC of the European Parliament and of the Council of 13 December 1999 relating to the availability of consumer information on fuel economy and CO₂ emissions in respect of the marketing of new passenger cars (OJ L 12, 18.1.2000, p. 16).

^{1b} Commission Recommendation (EU) 2017/948 of 31 May 2017 on the use of fuel consumption and CO₂ emission values type-approved and measured in accordance with the World Harmonised Light Vehicles Test Procedure when making information available for consumers pursuant to Directive 1999/94/EC of the European Parliament

Justification

Consumers need access to realistic fuel consumption values to make well-informed purchasing decisions. Values on EU fuel consumption labels, which are presented at sale point, should be adjusted to reflect average on-road fuel consumption, not just laboratory measurements. A 2016 evaluation of the car labelling directive by the Commission shows that the lack of label harmonisation across Member States undermines its overall efficiency. The absence of information on air pollutant emissions also limits its effectiveness. Therefore, the Commission should be mandated to come up with a revision.

Amendment 5

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) 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 ***and long-term climate goals***. 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 6

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. In order to retain its global competitiveness and access to markets, the Union needs a regulatory framework, including a particular ***policy mechanism*** in the area of zero- and low-emission vehicles, which creates a large home market and supports technological development and innovation.

Or. en

Amendment 7

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 ***policy*** mechanism should be introduced to facilitate a smooth transition towards zero-emission mobility. This crediting ***and debiting*** mechanism should be designed so as to promote the deployment on the Union market of zero- and low-emission vehicles.

Or. en

Amendment 8

Proposal for a regulation

Recital 16

Text proposed by the Commission

(16) Setting a benchmark for the share of zero- and low-emission vehicles in the EU fleet together with a well-designed mechanism for adjusting a manufacturer's specific CO₂ target based on the share of zero- and low-emission vehicles in the manufacturer's own fleet should provide a strong and credible signal for the development and deployment of such vehicles while still allowing for the further improvement of the efficiency of the conventional internal combustion engines.

Amendment

(16) Setting **a strong** benchmark for the share of zero- and low-emission vehicles in the EU fleet together with a well-designed mechanism for adjusting a manufacturer's specific CO₂ target based on the share of zero- and low-emission vehicles in the manufacturer's own fleet should provide a strong and credible signal for the development and deployment of such vehicles while still allowing for the further improvement of the efficiency of the conventional internal combustion engines.

Or. en

Amendment 9

Proposal for a regulation Recital 17

Text proposed by the Commission

(17) In determining the credits for the zero- and low-emission vehicles, it is appropriate to account for the difference in CO₂ emissions between the vehicles. The adjustment mechanism should ensure that a manufacturer exceeding the benchmark level would benefit from a higher specific CO₂ target. In order to ensure a balanced approach, limits should be set to the level of adjustment possible within that mechanism. This will provide for incentives, promoting a timely roll-out of recharging and refuelling infrastructure and yielding high benefits for consumers, competitiveness, and the environment.

Amendment

(17) In determining the credits for the zero- and low-emission vehicles, it is appropriate to account for the difference in CO₂ emissions between the vehicles. The adjustment mechanism should ensure that a manufacturer exceeding the benchmark level would benefit from a higher specific CO₂ target, **whereas a manufacturer not achieving the benchmark would have to comply with a stricter CO₂ target**. In order to ensure a balanced approach, limits should be set to the level of adjustment possible within that mechanism. This will provide for incentives, promoting a timely roll-out of recharging and refuelling infrastructure and yielding high benefits for consumers, competitiveness, and the environment.

Or. en

Amendment 10

Proposal for a regulation

Recital 17 a (new)

Text proposed by the Commission

Amendment

(17 a) That recharging and refuelling infrastructure needs to be put in place quickly in order to provide confidence to consumers of zero- and low- emission vehicles, and different support instruments at both Union and Member State level need to effectively work together mobilising significant public and private investment.

Or. en

Justification

This is related to recital 17 - logical continuation.

Amendment 11

Proposal for a regulation

Recital 17 b (new)

Text proposed by the Commission

Amendment

(17b) A successful transition to zero-emission mobility requires a comprehensive enabling landscape through the deployment of alternative fuels infrastructure, robust car labelling schemes, strong enforcement of air quality and climate change mitigation standards. Strong support schemes for workers in the automotive industry are needed for a just transition. That transition further requires a common policy framework for vehicles, infrastructures, electricity grids, employment and economic incentives working across Union, national, regional and local levels. All of this requires stronger Union funding instruments.

Justification

This is related to recitals 4a, 17, 17a - logical continuation.

Amendment 12

**Proposal for a regulation
Recital 18 a (new)**

Text proposed by the Commission

Amendment

(18 a) A utility parameter that accounts for vehicles' weight is no longer necessary. Technology development has meant that heavier, larger vehicles need not produce higher emissions, with additional efficiency technology such as hybridisation now decoupled from CO₂ emissions. A mass utility parameter may therefore lead to over-rewarding heavier cars. Therefore, in order to allow for the environmental and other benefits of down-sizing and light weighting to be captured, CO₂ targets for passenger cars should no longer be differentiated by vehicle mass. As the emission targets for 2025 and 2030 are in relative percentage terms, it is appropriate not to include any utility parameter.

Or. en

Justification

This is related to AMs deleting the mass utility parameter in the Annex I - refer to justification there.

Amendment 13

**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 should be defined according to the utility of the vehicles on a linear basis. 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.

deleted

Or. en

Justification

This is related to AMs deleting the mass utility parameter in the Annex I - refer to justification there.

Amendment 14

Proposal for a regulation Recital 20

Text proposed by the Commission

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 2025.

deleted

Or. en

Justification

This is related to AMs deleting the mass utility parameter in the Annex I - refer to justification there.

Amendment 15

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

Amendment

(21) In order to distribute the emission reduction effort in a competitively neutral and fair way, an equal reduction effort of all manufacturers should be ***ensured***.

Or. en

Amendment 16

Proposal for a regulation

Recital 23

Text proposed by the Commission

(23) A balance should however be ensured between incentives given to eco-innovations and those technologies for

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 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.

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 **downwards**, 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.

Or. en

Justification

The text should be clarified that it only makes sense to allow the downward adjustment of the cap and avoid possible loopholes that can increase the share of eco-innovations.

Amendment 17

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

(28) Experience shows that niche manufacturers have the same potential as large manufacturers to meet the CO₂ targets, ***therefore***, it is not considered appropriate to distinguish between those two categories of manufacturers.

Or. en

Justification

Experience shows that niche manufacturers, producing 10,000–300,000 cars a year, have the same potential as large manufacturers to meet the CO₂ targets, therefore it is not considered appropriate any more to distinguish between those two categories of manufacturers. Granting this derogation any further would have drawbacks in terms of competitive neutrality and may reduce the effectiveness of the regulation.

Amendment 18

Proposal for a regulation Recital 38 a (new)

Text proposed by the Commission

Amendment

(38 a) It is of critical importance to consider the inevitable social impacts of the low-carbon transition in the automotive sector and to be proactive in addressing the unavoidable job implications that 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. Such efforts should be co-financed by earmarked revenues from the collected excess emissions premiums.

Or. en

Justification

The revenues from the collected excess emissions premiums should be used to promote re-skilling and up-skilling of workers and redeployment of labour in order to contribute to a just transition to a low carbon economy, in particular in regions most affected by the transition of the automotive sector, in close coordination with the social partners

Amendment 19

Proposal for a regulation Recital 41

(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.

(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 most reliable way to ensure the real world representativeness of type-approval values is by introducing a real-world CO₂ emissions test, which the Commission should be empowered to develop. That test should be developed by means of delegated acts and introduced at the latest two years after the date of application of this Regulation. However, in the meantime, and until it becomes applicable, compliance should be ensured by using data from the fuel consumption meters to be reported by manufacturers coupled with a not-to-exceed (NTE) limit of a maximum of 15 % above the type-approval values measured as of 2021 using the WLTP test.** The Commission should have the powers to ensure the public availability of such data, **and to** develop the procedures needed for collecting the **fuel consumption** 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

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))

emission measurements in the automotive sector (2016/2908(RSP)).

Or. en

Justification

The AM relates to AMs on Article 12 - see justification there.

Amendment 20

Proposal for a regulation

Recital 41 a (new)

Text proposed by the Commission

Amendment

(41a) Currently, there is no harmonised way to assess life-cycle emissions from light duty vehicles. It is appropriate that the Commission should provide such analysis by the end of 2026 to present a broad picture of carbon emissions from the light duty vehicles sector. For that purpose, the Commission should develop, by means of delegated acts, a common Union methodology for the consistent data reporting, as of 2025, by manufacturers of the lifecycle CO₂ emissions of all fuel types and vehicle powertrains they put on the market. The methodology should also be in line with the relevant ISO standards and account for the global warming potential (GWP) of vehicle's well-to-wheel, tank-to-wheel and end-of-life emissions. The analysis by the Commission should be based on the data reported by manufacturers as well as any other available relevant data.

Or. en

Justification

Although the current regulation is effectively a tail-pipe emissions cut instrument, there is a lack of clear understanding about the overall life-cycle emissions of the various fuel types of vehicles. The Commission should strive to develop a common methodology for OEMs to report on such data. The Commission is to analyse the well-to-wheel emissions in order to better inform future policy making in the sector.

Amendment 21

Proposal for a regulation Recital 42

Text proposed by the Commission

(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.*

Amendment

(42) It is appropriate to assess the effectiveness of this Regulation **already in 2023** to allow a coordinated and coherent assessment of the measures implemented under all these instruments **and the progress made towards achieving the set targets within the set timeline.**

Or. en

Justification

The review year should be moved slightly forward in order to allow for more timely picture on progress made and if the set targets are well on path of attainment.

Amendment 22

Proposal for a regulation Recital 46

Text proposed by the Commission

(46) In order to amend or supplement non-essential elements of the provisions of this Regulation the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amending Annexes II and III as regards data requirements and data parameters, supplementing the rules on the interpretation of the eligibility criteria for derogations from the specific emissions targets, on the content of applications for a derogation and on the content and assessment of programmes for the reduction of specific emissions of CO₂,

Amendment

(46) In order to amend or supplement non-essential elements of the provisions of this Regulation the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amending Annexes II and III as regards data requirements and data parameters, **establishing the rules and procedures for reporting life-cycle emissions referred to in Article 7(8a)**, supplementing the rules on the interpretation of the eligibility criteria for derogations from the specific emissions targets, on the content of applications for a

adjusting the figure of M0 and TM0, referred to in Article 13, the 7 g CO₂/km cap referred to in Article 11, and the adjustment of the formulae in Annex I referred to in Article 14(3). It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council should receive all documents at the same time as Member States' experts, and their experts should systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

derogation and on the content and assessment of programmes for the reduction of specific emissions of CO₂, adjusting the figure of M0 and TM0, referred to in Article 13, the 7 g CO₂/km cap referred to in Article 11, ***developing a real-world CO₂ emissions test referred to in Article 12(1a)*** and the adjustment of the formulae in Annex I referred to in Article 14(3). It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council should receive all documents at the same time as Member States' experts, and their experts should systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

Or. en

Justification

Necessary adjustment resulting from new delegated powers in Article 7(8a) and Article 12(1a) - see justifications there.

Amendment 23

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 ***achieve the Union's climate targets and*** ensure the proper functioning of the internal market.

Justification

As the title of the Regulation indicates, the regulation's objective is to contribute to the overall Union climate targets and it is key to stress that in Article 1.

Amendment 24

Proposal for a regulation
Article 1 – paragraph 4 – point a

Text proposed by the Commission

(a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to a **15%** reduction of the average of the specific emissions targets in 2021 determined in accordance with point 6.1.1 of Part A of Annex I;

Amendment

(a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to a **25 %** reduction of the average of the specific emissions targets in 2021 determined in accordance with point 6.1.1 of Part A of Annex I;

Or. en

Amendment 25

Proposal for a regulation
Article 1 – paragraph 4 – point b

Text proposed by the Commission

(b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a **15%** reduction of the average of the specific emissions targets in 2021 determined in accordance with point 6.1.1 of Part B of Annex I;

Amendment

(b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a **25 %** reduction of the average of the specific emissions targets in 2021 determined in accordance with point 6.1.1 of Part B of Annex I;

Or. en

Amendment 26

Proposal for a regulation
Article 1 – paragraph 4 – point b a (new)

Text proposed by the Commission

Amendment

(b a) for the share of zero- and low-emission vehicles, a benchmark equal to a 20 % market share of the sales of new passenger cars and new light commercial vehicles in 2025, determined in accordance with point 6.3 of Part A of Annex I and point 6.3 of Part B of Annex I.

Or. en

Amendment 27

Proposal for a regulation

Article 1 – paragraph 5 – point a

Text proposed by the Commission

(a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to a **30%** reduction of the average of the specific emissions targets in 2021 determined in accordance with point 6.1.2 of Part A of Annex I;

Amendment

(a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to a **50 %** reduction of the average of the specific emissions targets in 2021 determined in accordance with point 6.1.2 of Part A of Annex I;

Or. en

Amendment 28

Proposal for a regulation

Article 1 – paragraph 5 – point b

Text proposed by the Commission

(b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a **30%** reduction of the average of the specific emissions targets in 2021 determined in accordance with point 6.1.2 of Part B of Annex I.

Amendment

(b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a **50 %** reduction of the average of the specific emissions targets in 2021 determined in accordance with point 6.1.2 of Part B of Annex I.

Or. en

Amendment 29

Proposal for a regulation

Article 1 – paragraph 5 – point b a (new)

Text proposed by the Commission

Amendment

(b a) for the share of zero- and low-emission vehicles, a benchmark equal to a 50 % market share of the sales of new passenger cars and new light commercial vehicles in 2030, determined in accordance with point 6.3 of Part A of Annex I and point 6.3 of Part B of Annex I.

Or. en

Amendment 30

Proposal for a regulation

Article 3 – paragraph 1 – point g

Text proposed by the Commission

Amendment

(g) ‘mass in running order ’ means the mass of the passenger car or light commercial vehicle with bodywork in running order as stated in the certificate of conformity and defined in section 2.6 of Annex I to Directive 2007/46/EC;

deleted

Or. en

Justification

This is related to AMs deleting the mass utility parameter in the Annex I - refer to justification there.

Amendment 31

Proposal for a regulation

Article 3 – paragraph 1 – point i

Text proposed by the Commission

Amendment

(i) **'footprint' means the average track width multiplied by the wheelbase as stated in the certificate of conformity and defined in Sections 2.1 and 2.3 of Annex I to Directive 2007/46/EC;** **deleted**

Or. en

Justification

This is related to AMs deleting the mass utility parameter in the Annex I - refer to justification there.

Amendment 32

Proposal for a regulation

Article 3 – paragraph 1 – point l

Text proposed by the Commission

Amendment

(l) **'test mass' means the test mass of a passenger car or light commercial vehicle as stated in the certificate of conformity and as defined in point 3.2.25 of Annex XXI to Regulation (EU) 2017/1151;** **deleted**

Or. en

Justification

This is related to AMs deleting the mass utility parameter in the Annex I - refer to justification there.

Amendment 33

Proposal for a regulation

Article 7 – paragraph 8 – subparagraph 3

Text proposed by the Commission

Amendment

The Commission **may** adopt detailed rules on the procedures for reporting such deviations and for taking them into account in the calculation of the average specific emissions. Those procedures shall be

The Commission **shall** adopt detailed rules on the procedures for reporting such deviations and for taking them into account in the calculation of the average specific emissions. Those procedures shall be

adopted by way of implementing acts in accordance with the examination procedure referred to in Article 15(2).

adopted by way of implementing acts in accordance with the examination procedure referred to in Article 15(2).

Or. en

Amendment 34

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

Text proposed by the Commission

Amendment

8a. From 1 January 2025 onwards manufacturers shall report to the Commission on the lifecycle CO₂ emissions of the vehicle types they put on the market as of that date based on a harmonised Union methodology. For that purpose, the Commission is empowered to adopt delegated acts in accordance with Article 16 in order to supplement this Regulation by developing detailed rules on the procedures for reporting lifecycle CO₂ emissions of all fuel types and vehicle powertrains found on the Union market.

No later than 31 December 2026, the Commission shall provide an analysis of the overall life-cycle emissions from new light duty vehicles in the Union in order to better direct future policy efforts in emissions cuts in the sector. The analysis shall be made publicly available.

Or. en

Justification

Although the current regulation is effectively a tail-pipe emissions cut instrument, there is a lack of clear understanding about the overall life-cycle emissions of the various fuel types of vehicles. The Commission should strive to develop a common methodology for OEMs to report on such data. The Commission is to analyse the well-to-wheel emissions in order to better inform future policy making in the sector.

Amendment 35

Proposal for a regulation

Article 8 – paragraph 4

Text proposed by the Commission

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

Amendment

4. The amounts of the excess emissions premium shall be considered as revenue for the general budget of the Union ***and shall be earmarked for policy measures, conducted in close cooperation with social partners, promoting re-skilling and redeployment in the automotive sector in order to contribute to a just transition to a low-carbon economy.***

Or. en

Justification

The revenues from excess emissions premium should be used to promote re-skilling and up-skilling of workers and redeployment of labour in order to contribute to a just transition to a low carbon economy, in particular in regions most affected by the transition of the automotive sector, in close coordination with the social partners.

Amendment 36

Proposal for a regulation

Article 10 – paragraph 3

Text proposed by the Commission

3. Where the Commission considers that the manufacturer is eligible for a derogation applied for under paragraph 1 and is satisfied that the specific emissions target proposed by the manufacturer is consistent with its reduction potential, including the economic and technological potential to reduce its specific emissions of CO₂, and taking into account the characteristics of the market for the type of light commercial vehicle manufactured, the Commission shall grant a derogation to the manufacturer. The application shall be submitted at the latest by 31 October of the first year in which the derogation shall apply.

Amendment

3. Where the Commission considers that the manufacturer is eligible for a derogation applied for under paragraph 1 and is satisfied that the specific emissions target proposed by the manufacturer is consistent with its reduction potential, including the economic and technological potential to reduce its specific emissions of CO₂, and taking into account the characteristics of the market for the type of ***passenger car or*** light commercial vehicle manufactured, the Commission shall grant a derogation to the manufacturer. The application shall be submitted at the latest by 31 October of the first year in which the derogation shall apply.

Justification

Correcting an omission in the text.

Amendment 37**Proposal for a regulation
Article 10 – paragraph 4**

Text proposed by the Commission

Amendment

4. An application for a derogation from the specific emissions target calculated in accordance with points 1 to 4 of Part A of Annex I may be made by a manufacturer which is responsible, together with all of its connected undertakings, for between 10 000 and 300 000 new passenger cars registered in the Union per calendar year. *deleted*

Such application may be made by a manufacturer in respect of itself or in respect of itself together with any of its connected undertakings. An application shall be made to the Commission and shall include:

(a) all of the information referred to in paragraphs 2(a) and (c) including, where relevant, information about any connected undertakings;

(b) a target which is a 45 % reduction on the average specific emissions of CO₂ in 2007 or, where a single application is made in respect of a number of connected undertakings, a 45 % reduction on the average of those undertakings' average specific emissions of CO₂ in 2007.

Where information on a manufacturer's average specific emissions of CO₂ does not exist for the year 2007, the Commission shall determine an equivalent reduction target based upon the best available CO₂ emissions reduction technologies deployed in

passenger cars of comparable mass and taking into account the characteristics of the market for the type of car manufactured. This target shall be used by the applicant for the purposes of point (b).

The Commission shall grant a derogation to the manufacturer where it is demonstrated that the criteria for the derogation referred to in this paragraph have been met.

Or. en

Justification

Experience shows that niche manufacturers, producing 10,000–300,000 cars a year, have the same potential as large manufacturers to meet the CO₂ targets, therefore it is not considered appropriate any more to distinguish between those two categories of manufacturers. Granting this derogation any further would have drawbacks in terms of competitive neutrality and may reduce the effectiveness of the regulation.

Amendment 38

Proposal for a regulation

Article 11 – paragraph 1 – subparagraph 2

Text proposed by the Commission

Such technologies shall be taken into consideration only if the methodology used to assess them is capable of producing verifiable, repeatable and comparable results.

Amendment

Such technologies shall be taken into consideration only if the methodology used to assess them is capable of producing verifiable, repeatable and comparable results, ***and only until the WLTP-measured value is not complemented or replaced by other data that are more representative of real world emissions.***

Or. en

Justification

In case real world emissions value will be measured under the current regulation, these innovative technologies will be fully included in the official emissions value, therefore, extra credits should not apply.

Amendment 39

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

Or. en

Justification

The text should be clarified that it only makes sense to allow the downward adjustment of the cap and avoid possible loopholes that can increase the share of eco-innovations.

Amendment 40

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.

Or. en

Amendment 41

Proposal for a regulation

Article 12 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1 a. In order to ensure the representativeness referred to in paragraph 1, compliance shall be

measured by means of a real-world CO₂ emissions test. The Commission is empowered to adopt delegated acts in accordance with Article 16 in order to supplement this Regulation by developing the real-world CO₂ emissions test, at the latest two years after the date of application of this Regulation.

Or. en

Justification

The growing divergence between official and real-world CO₂ emission values has important implications for society as a whole. While the switch from NEDC to WLTP is likely to yield more representative type approval CO₂ emission figures, it is not expected to completely close this gap. In order to ensure the robustness of this regulation and that indeed it delivers on the emissions cuts it is meant to achieve, it is appropriate that a proper RDE test for CO₂ emissions is developed, and until this becomes effective, additional verification is done and a ceiling of exceedances introduced.

Amendment 42

Proposal for a regulation

Article 12 – paragraph 1 b (new)

Text proposed by the Commission

Amendment

1b. Until the real-world CO₂ emissions test becomes applicable, compliance shall be measured on the basis of data from fuel consumption meters and subject to a not-to-exceed (NTE) limit of a maximum of 15 % above a manufacturer's specific CO₂ emissions that is measured for the purpose of type approval certification procedures initiated from 2021 onwards in accordance with Regulation (EC) No 715/2007.

Or. en

Justification

Same justification as for Article 12(1a).

Amendment 43

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

Text proposed by the Commission

Amendment

2a. The Commission shall ensure that the public is informed of how the real world representativeness evolves over time.

Or. en

Justification

Same justification as for Article 12(1a).

Amendment 44

Proposal for a regulation Article 12 – paragraph 3

Text proposed by the Commission

Amendment

3. The Commission *may* adopt *the measures referred to in this Article* by means of implementing acts in accordance with the examination procedure referred to in Article 15(2).

3. The Commission *shall* adopt *detailed rules on the procedures for reporting data from fuel consumption meters* by means of implementing acts in accordance with the examination procedure referred to in Article 15(2).

Or. en

Justification

Same justification as for Article 12(1a).

Amendment 45

Proposal for a regulation Article 13 – paragraph 1 – point b

Text proposed by the Commission

Amendment

(b) by 31 October 2022, the figure M_0 in points 1 to 5 of Part B of Annex I shall be adjusted to the average mass in running order of new light commercial

deleted

vehicles in the previous three calendar years 2019, 2020 and 2021. That new M_0 shall apply in 2024;

Or. en

Justification

Deleting these three paragraphs in order to delete mass as parameter

Amendment 46

Proposal for a regulation

Article 13 – paragraph 1 – point c

Text proposed by the Commission

Amendment

(c) by 31 October 2022, the indicative TM_0 for 2025 shall be determined as the respective average test mass of new passenger cars and new light commercial vehicles in 2021; **deleted**

Or. en

Justification

Deleting these three paragraphs in order to delete mass as parameter

Amendment 47

Proposal for a regulation

Article 13 – paragraph 1 – point d

Text proposed by the Commission

Amendment

(d) by 31 October 2024, and every second year thereafter, the figures TM_0 in Parts A and B of Annex I shall be adjusted to the respective average test mass of new passenger cars and new light commercial vehicles in the preceding two calendar years starting with 2022 and 2023. The new respective TM_0 shall apply from 1 January of the calendar year following the date of the adjustment. **deleted**

Justification

Deleting these three paragraphs in order to delete mass as parameter

Amendment 48**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.

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

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, *to confirm or revise upwards, as necessary, the Union fleet-wide CO₂ emissions target and zero- and low-emission benchmark in accordance with Article 1*. This report *shall* 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.

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)

Justification

The review year should be moved slightly forward in order to allow for more timely picture on progress made and if the set targets are well on path of attainment.

Amendment 49

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 **shall**, 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.

Or. en

Amendment 50

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.

Or. en

Justification

Consumers need access to realistic fuel consumption values to make well-informed purchasing decisions. Values on EU fuel consumption labels, which are presented at sale point, should be adjusted to reflect average on-road fuel consumption, not just lab measurements. A 2016 evaluation of the car labelling directive by the Commission shows that the lack of label harmonisation across Member States undermines its overall efficiency. The absence of information on air pollutant emissions also limits its effectiveness. Therefore, the

Commission should be mandated to come up with a revision.

Amendment 51

Proposal for a regulation Article 15 – paragraph 1

Text proposed by the Commission

1. The Commission shall be assisted by the **Energy Union** Committee established by [Article 37] of [Regulation (EU) [...]] of the European Parliament and of the Council³⁰. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011 of the European Parliament and of the Council³¹.

³⁰ **Regulation (EU) [...]] of the European Parliament and the Council on the Governance of the Energy union (OJ L ...,...).**

³¹ Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

Amendment

1. The Commission shall be assisted by the **Climate Change** Committee established by Article 26 of Regulation (EU) **No 525/2013** of the European Parliament and of the Council. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011 of the European Parliament and of the Council³¹.

³¹ Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

Or. en

Justification

Alignment to EP position in the Energy Union Governance file

Amendment 52

Proposal for a regulation Article 16 – paragraph 1

Text proposed by the Commission

1. The power to adopt delegated acts

Amendment

1. The power to adopt delegated acts

referred to in the second subparagraph of Article 7(7), Article 10(8), the fourth subparagraph of Article 11(1), Article 13(2) and the second subparagraph of Article 14(3) shall be conferred on the Commission for *an indeterminate* period of *time* from [the date of entry into force of this Regulation].

referred to in the second subparagraph of Article 7(7), **Article 7(8a)**, Article 10(8), the fourth subparagraph of Article 11(1), **Article 12(1a)**, Article 13(2) and the second subparagraph of Article 14(3) shall be conferred on the Commission for a period of *five years* from ... [the date of entry into force of this Regulation]. ***The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.***

Or. en

Justification

Reverting back to original scope of the delegation of power to 5 years with reporting on the use of it and adding the two new delegated powers introduced.

Amendment 53

Proposal for a regulation Article 16 – paragraph 2

Text proposed by the Commission

2. The delegation of power referred to in the second subparagraph of Article 7(7), Article 10(8), the fourth subparagraph of Article 11(1), Article 13(2) and the second subparagraph of Article 14(3) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

Amendment

2. The delegation of power referred to in the second subparagraph of Article 7(7), **Article 7(8a)**, Article 10(8), the fourth subparagraph of Article 11(1), **Article 12(1a)**, Article 13(2) and the second subparagraph of Article 14(3) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in

force.

Or. en

Justification

Adding the two new delegated powers introduced.

Amendment 54

**Proposal for a regulation
Article 16 – paragraph 4**

Text proposed by the Commission

4. A delegated act adopted pursuant to the second subparagraph of Article 7(7), Article 10(8), the fourth subparagraph of Article 11(1), Article 13(2) and the second subparagraph of Article 14(3) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

Amendment

4. A delegated act adopted pursuant to the second subparagraph of Article 7(7), **Article 7(8a)**, Article 10(8), the fourth subparagraph of Article 11(1), **Article 12(1a)**, Article 13(2) and the second subparagraph of Article 14(3) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

Or. en

Justification

Adding the two new delegated powers introduced.

Amendment 55

**Proposal for a regulation
Annex I – part A –point 6.2**

Text proposed by the Commission

Amendment

[...]

deleted

Or. en

Justification

Targets to reduce CO₂ emissions should be set in such a way that they are the most cost effective. The existing targets have been determined by way of factoring in the mass of the vehicle that in essence mean that the heavier the car, the more lenient the targets are. Reducing vehicle weight is seen as a very efficient technical option for reducing CO₂ emissions and fuel consumption from vehicles. Therefore, it's better to treat the vehicle market as a single entity, and consequently not require a mass adjustment factor which is designed to scale relative to the market average mass.

Amendment 56

Proposal for a regulation

Annex I – part A –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 1.05 or lower than **0.95** in which case the ZLEV factor shall be set to 1.05 or **0.95** as the case may be

Or. en

Amendment 57

Proposal for a regulation

Annex I – part A –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 the years 2025 to 2029 and **50 %** in 2030 onwards.

Or. en

Amendment 58

Proposal for a regulation Annex I – part B –point 6.2

Text proposed by the Commission

Amendment

[...]

deleted

Or. en

Justification

Targets to reduce CO₂ emissions should be set in such a way that they are the most cost effective. The existing targets have been determined by way of factoring in the mass of the vehicle that in essence mean that the heavier the car, the more lenient the targets are. Reducing vehicle weight is seen as a very efficient technical option for reducing CO₂ emissions and fuel consumption from vehicles. Therefore, it's better to treat the vehicle market as a single entity, and consequently not require a mass adjustment factor which is designed to scale relative to the market average mass.

Amendment 59

Proposal for a regulation Annex I – part B – point 6.3.1 - 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 1.05 or lower than **0.95** in which case the ZLEV factor shall be set to 1.05 or **0.95** as the case may be

Or. en

Amendment 60

Proposal for a regulation Annex I – part B –point 6.3.1 – paragraph 4 – subparagraph 3

Text proposed by the Commission

Amendment

x is **15%**

x is **20 %**

Or. en

Amendment 61

Proposal for a regulation

Annex I – part B – point 6.3.2 - paragraph 3 – subparagraph 3

Text proposed by the Commission

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

Amendment

ZLEV factor is $(1+y-x)$, unless this sum is larger than 1.05 or lower than **0.95** in which case the ZLEV factor shall be set to 1.05 or **0.95** as the case may be

Or. en

Amendment 62

Proposal for a regulation

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

Text proposed by the Commission

x is **30%**

Amendment

x is **50 %**

Or. en

EXPLANATORY STATEMENT

Improved emission performance standards for new passenger cars and new light commercial vehicles have the potential to reduce CO₂ emissions whilst contributing towards the reduction of greenhouse gas emissions and the mitigation of climate change. At the same time the proper standards can deliver significant fuel savings to consumers and can also bring about air quality improvements to our citizens.

The rapporteur considers that having the right CO₂ targets for vehicles is fundamental for the shift towards the decarbonisation of the economy, in line with the Paris Agreement. This is necessary if the European Union is to contribute its fair share to the global climate efforts, whilst ensuring the competitiveness of the European vehicle manufacturing industry.

Change is happening fast in today's global automotive landscape. Stronger focus on innovation and new technologies will help the European industry adapt to changing demands. Furthermore, steadfast developments in battery and fuel cell technology are expected to result in a quicker increase in global market shares for Zero and Low Emission Vehicles for the coming years.

The rapporteur acknowledges that until now, it was the ambitious emission reduction standards already in place that pushed for further innovation. Moreover, the automotive industry is an economic sector where affordable emission reduction technologies already exist, and these can enable a more cost-effective and extensive transformation. Given this, the CO₂ targets and benchmark levels for Zero and Low Emission Vehicles set in this regulation have to be ambitious enough to be in line with the Union's climate objectives and help support an effective technological transition to a low-carbon economy.

Having in place the proper CO₂ targets and the required policy mechanisms supporting Zero and Low Emission Vehicles is important to achieve technology neutrality, prevent market distortion and stimulate technology production and development within the EU. To make sure that we are in line with our climate commitments whilst safeguarding the automotive industry's competitiveness CO₂ reductions need to be firmly in place as of 2025. Leaving reduction targets for as late as 2030 will result in having only theoretical drops. Thus, the current Regulation needs to set stronger and more ambitious CO₂ reductions and ZLEV targets to ensure that the EU is in line with its long-term climate commitments and delivers the benefits for our citizens and consumers alike.

The rapporteur believes that ambitious CO₂ reduction targets for light duty vehicles and a strong and stable home market for ZLEVs will help stimulate economic growth whilst reinforcing the competitiveness of the European industry. The shift away from dependence on imported oil and petroleum products towards domestically produced energy and electricity is expected to result both in an increase in GDP and in domestic employment in electricity supply and its related sectors. The transition to low-carbon mobility will help also bring about growth in the motor vehicles' supply chain and will help boost employment in relevant industrial sectors. Despite a presumed and temporary higher initial cost for purchasing vehicles, in the long-run, consumers, both first and second-hand vehicle owners, will benefit from a marked reduction in the total cost of car ownership, as they will pay much less for fuelling and maintaining their vehicles. This is expected to leave more money available to consumers that they can use for purchasing other goods and services and thus giving a boost to real incomes, consumer expenditure and further increase GDP.

The transition towards alternative powertrains will be associated with structural changes in the automotive value chain. For this reason, it is imperative that the inevitable social impacts of the low-carbon transition in the automotive sector are seriously considered. It is equally important that the European Union is proactive in addressing the job implications that will be particularly pronounced in the most affected regions. Current policy measures therefore have to be accompanied by targeted programmes for redeployment, re-skilling and up-skilling of workers. Education programmes and job-seeking initiatives are to be conducted in close dialogue with all the relevant social partners. Such efforts should be co-financed through earmarked revenues from the collected premiums paid for additional emissions under this Regulation.

A successful transition to zero- and low-emission mobility requires a coherent policy framework for vehicles, infrastructures, electricity grids, employment programmes and economic incentives across EU, national, regional and local levels. This goes hand in hand with the proper deployment of alternative fuels infrastructure. Such infrastructure has to be put in place without delay in order to provide confidence to consumers and potential purchasers of Zero and Low Emission Vehicles. Consequently, different support schemes at both EU and Member State level need to effectively work together mobilising significant public and private investment.

The rapporteur emphasises that consumers require realistic fuel consumption values in order to make well-informed purchasing decisions. In turn, such information will help renew consumer confidence. Better designed and further harmonised Union requirements on car labelling will help provide consumers with comparable, reliable and user friendly information about the benefits of zero and low emission vehicles. Such labelling shall include information concerning air pollutants, CO₂ emissions and fuel consumption together with running costs. Proper car labelling will also help support the uptake of the most fuel efficient and environment friendly cars across the European Union.

The increasing gap between official type approval figures and real-world CO₂ emissions for new passenger vehicles is alarming; it was 42% in 2015 and is still growing. The rapporteur is concerned that this gap significantly reduces the effectiveness of the current CO₂ regulations and requires immediate attention for the post 2020 regulations. While the switch from NEDC to WLTP is likely to yield more representative type approval CO₂ emission figures, it is not expected to completely close the real-world emissions gap. This growing gap has significant implications for consumers, air quality, cities and policy makers and needs to be addressed seriously and effectively.

The rapporteur's view is that the most reliable way to ensure the real world representativeness of type-approval values is by introducing a real-world CO₂ emissions test, which the Commission will have to be empowered to develop. However, in the meantime and until such a real-world test comes into force and becomes applicable, compliance should be ensured by using data from the fuel consumption meters that are reported by manufacturers together with a not-to-exceed limit which should be fixed.

For the longer term, the rapporteur's vision is to ensure that there is a clear understanding of the overall life-cycle emissions of the various fuel types of vehicles. Through such information future policy making in this sector can be better modelled ensuring serious emissions reductions throughout the whole value chain.

ANNEX: LETTER FROM THE COMMITTEE ON LEGAL AFFAIRS

ANNEX: OPINION OF THE CONSULTATIVE WORKING PARTY OF THE LEGAL SERVICES OF THE EUROPEAN PARLIAMENT, THE COUNCIL AND THE COMMISSION



CONSULTATIVE WORKING PARTY
OF THE LEGAL SERVICES

Brussels, 14 March 2018

OPINION

**FOR THE ATTENTION OF THE EUROPEAN PARLIAMENT
THE COUNCIL
THE COMMISSION**

**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 of 15.12.2016 – 2017/0293(COD)**