



2017/0293(COD)

4.5.2018

AMENDMENTS

37 - 291

Draft opinion

Jakop Dalunde

(PE619.365v01-00)

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)

Proposal for a regulation

(COM(2017)0676 – C8-0395/2017 – 2017/0293(COD))

Amendment 37

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis, Theresa Griffin

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) 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. ***In order to meet the EU'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 must 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.***

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 38

Neoklis Sylikiotis, Xabier Benito Ziluaga

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***. 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 39
Dario Tamburrano, Eleonora Evi

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.

sector needs to be accelerated and greenhouse gas emissions *have also to* be firmly on the path towards zero *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).

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 40

Martina Werner, Jens Geier, Răzvan Popa

Proposal for a regulation

Recital 4 a (new)

Text proposed by the Commission

Amendment

(4a) *The transition to a low-carbon automotive mobility will necessarily result in structural changes in the automotive industry. It is of critical importance to consider and address the inevitable social impacts of this transition, particularly in the most affected regions.*

Or. en

Amendment 41

Theresa Griffin, Jude Kirton-Darling, Clare Moody, Carlos Zorrinho

Proposal for a regulation

Recital 4 a (new)

Text proposed by the Commission

Amendment

(4a) 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 42

Dominique Riquet, Fredrick Federley

Proposal for a regulation

Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) In addition, in view of the uncertainty associated with future technological and sociological developments in the sector, it would be undesirable to prioritise radically, at an early stage, one or more technical options which may prove to be generally less relevant in the future, and it is preferable on the contrary to explore the potential, and the possible synergies, of the various current technologies available. In that regard, it is appropriate to recall the fundamental principle of technological neutrality to which the EU is committed and by which it is required to abide.

Or. fr

Amendment 43

Theresa Griffin, Jude Kirton-Darling, Clare Moody, Carlos Zorrinho

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 44

Neoklis Sylikiotis, Xabier Benito Ziluaga

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

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.

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

Justification

Consumers need access to realistic fuel consumption values to make well-informed purchasing decisions.

Amendment 45
Dario Tamburrano, Eleonora Evi

Proposal for a regulation
Recital 9 a (new)

Text proposed by the Commission

Amendment

(9a) Efforts in prolonging the life cycle and the use of a car should be considered as they bring about very important emissions savings. All vehicles experience three distinct life stages: manufacturing, operation and end-of-life. Each stage involves greenhouse gas emissions. The estimated total ecological footprint for an average family car is more than 22 tonnes of carbon dioxide. Buying a used similar car (even with higher emissions per Km) could result in less than half the emissions of carbon dioxide.

Or. en

Amendment 46
Dario Tamburrano, Eleonora Evi

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 *improved* energy security.

Or. en

Amendment 47
Dominique Riquet

Proposal for a regulation
Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) This 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 European automotive industry without causing irreversible damage to the industry.

Or. fr

Amendment 48
Răzvan Popa, Carlos Zorrinho

Proposal for a regulation
Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) Investing in R&D&I and promoting the private-public partnerships, actively involving technical universities, will create the necessary technical competences (micro-electronics, mechatronics, digital skills) for testing and type approval of vehicles and components.

Or. en

Amendment 49
Dominique Riquet, Fredrick Federley

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 WLTP test procedure can be expected to reduce the gap between reported CO₂ emission values and actual emissions from vehicles, such a 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.

Or. fr

Amendment 50
Dominique Riquet

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 European competitiveness and innovation.

Or. fr

Amendment 51
Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

Proposal for a regulation
Recital 12 a (new)

(12a) 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 L12, 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 and of the Council (OJ L 142, 2.6.2017, p.100).**

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 52**Neoklis Sylikiotis, Xabier Benito Ziluaga****Proposal for a regulation****Recital 12 a (new)***Text proposed by the Commission**Amendment*

(12a) Better designed 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.

Or. en

Amendment 53**Dan Nica, Martina Werner, Carlos Zorrinho****Proposal for a regulation****Recital 12 a (new)**

(12a) For the better implementation of this regulation, Member States shall be encouraged to propose a minimum target for recharging points and/or refuelling points for zero and low emissions vehicles and shall provide the Commission with the relevant data in order to create a real-time interactive map to be publically available

Or. en

Amendment 54

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis, Theresa Griffin

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 longer-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.

Or. en

Amendment 55

Neoklis Sylikiotis, Xabier Benito Ziluaga

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.

Or. en

Amendment 56

Dario Tamburrano, Eleonora Evi

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.

Or. en

Amendment 57
Martina Werner

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 **2026** 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.

Or. en

Amendment 58
Massimiliano Salini, Lara Comi, Aldo Patriciello, Markus Pieper, Francesc Gambús

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 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.

Or. en

Amendment 59

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis

Proposal for a regulation

Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) In its recommendation^{20a} following the inquiry into emission measurements in the automotive sector, the European Parliament "calls on the Commission (...) to come forward with a draft regulation on CO₂ standards for the car fleets coming onto the market from 2025 onwards, with the inclusion of Zero-Emission Vehicles (ZEV) and ULEV mandates that impose a stepwise increasing share of zero- and ultra-low-emission vehicles in the total fleet with the aim of phasing out new CO₂-emitting cars by 2035". If we want to fully decarbonise the transport sector by 2050 - needed to meet our climate goals - new passenger cars and light commercial vehicles sold from 2035 onwards need indeed to be zero emission, taking into account the fleet renewal rates and the average lifetime of vehicles on the EU market of 15 years.

^{20a} 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))

Or. en

Amendment 60

Răzvan Popa, Carlos Zorrinho

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 together with incentives*** in the area of ***zero- and*** low-emission vehicles, which creates a large home market and supports technological development and innovation.

Or. en

Amendment 61

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis, Theresa Griffin

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, ***and to create the needed security for investors in the supply chains of the new technologies***, the Union needs a regulatory framework, including a ***guaranteed minimal uptake*** in the area of zero- and low-emission vehicles, which creates a large home market and supports technological development and innovation.

Amendment 62

Dario Tamburrano, Eleonora Evi

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 *sales mandate* in the area of zero- and low-emission vehicles, which creates a large home market and supports technological development and innovation.

Or. en

Amendment 63

Dominique Riquet, Fredrick Federley

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 European mobility without technological innovation and technical progress. With that in mind, and in the face of increased international competition, it is essential that the EU 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 EU Batteries Alliance, and support public and private investment in research and innovation in the European car industry in order to maintain European 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.

Or. fr

Amendment 64
Dario Tamburrano, Eleonora Evi

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 *sales target of zero- and low-emission vehicles in the EU vehicle fleet* should be introduced to facilitate a smooth transition towards zero-emission mobility. This *sales target* should be designed so as to promote the *development and* deployment of zero- and low-emission vehicles *on the Union market*.

Or. en

Amendment 65
Rolandas Paksas

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

Amendment

(15) A dedicated incentive mechanism should be introduced *and a regulatory framework should be established that allows for the rapid utilisation of*

designed so as to promote the deployment on the Union market of zero- and low-emission vehicles.

programmes to assist restructuring operations in order 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.

Or. It

Amendment 66

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis, Theresa Griffin

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 ***guaranteed minimum share of zero- and low-emission vehicles in the newly sold EU vehicle fleet*** should be introduced to facilitate a smooth transition towards zero-emission mobility. This ***minimum share*** should be designed so as to promote the deployment on the Union market of zero- and low-emission vehicles.

Or. en

Amendment 67

Neoklis Sylikiotis, Xabier Benito Ziluaga

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 ***sales mandate*** should be introduced to facilitate ***and accelerate*** a smooth transition towards zero-emission mobility. This ***mandatory mechanism will create volume certainty thus incentivising domestic production.***

Or. en

Amendment 68
Miapetra Kumpula-Natri, Peter Kouroumbashev

Proposal for a regulation
Recital 15 a (new)

Text proposed by the Commission

Amendment

(15a) Lower emissions are only achievable if a sufficient recharging and refuelling infrastructure for zero or near zero-emissions vehicles is in place. The EU should make efforts to combine different policy objectives and foster a coherent implementation of different policies concerning low-emission mobility. For example, the Energy Performance of Buildings Directive provides for charging infrastructure to be built in buildings that are new or undergoing major renovation. Innovative funding schemes combining contributions from car manufacturers, public authorities, energy and fuel providers and private households should be explored.

Or. en

Amendment 69
Neoklis Sylikiotis, Xabier Benito Ziluaga

Proposal for a regulation
Recital 16

Text proposed by the Commission

Amendment

(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

(16) Setting a sales mandate would provide a strong and credible signal for the production and marketing as such vehicles in the Union and ensure manufacturers make timely investments and supply adequate vehicles that consumers wish to buy.

such vehicles *while still allowing for the further improvement of the efficiency of the conventional internal combustion engines.*

Or. en

Amendment 70

Dario Tamburrano, Eleonora Evi

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 ***sales target*** 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 ***would*** provide a strong and credible signal for the development and deployment of such vehicles

Or. en

Amendment 71

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis

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***

Amendment

(16) Setting a ***binding step-wise increasing minimum*** share of zero- and low-emission vehicles in the EU fleet in the ***form of minimum quota of tradable and exchangeable ZLEV certificates that car manufacturers have to turn in,*** should

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.

provide a strong and credible signal for the development and deployment of such vehicles, *also by new entrants with only electrified powertrains*, while still allowing for the further improvement of the efficiency of the conventional internal combustion engines.

Or. en

Justification

The incentive mechanism in the Commission's proposal with an adjusted manufacturer's specific CO₂ target based on the share of zero- and low-emission vehicles in the manufacturer's own fleet, only gives an incentive to incumbent OEMs with internal combustion engines in their fleet. The alternative of tradable ZLEV certificates also rewards new entrants that bring only electrified powertrains (BEV, FCEV...) onto the market, whilst allowing the current OEMs to focus on the further improvement of the efficiency of their internal combustion engine, also via hybridisation.

Amendment 72 **Barbara Kappel**

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 benchmark for the share of zero- and low-emission vehicles in the **Union** fleet together with a well-designed mechanism for adjusting a manufacturer's specific CO₂ target *should be* based on *a technologically-neutral choice and* 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 73

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis

Proposal for a regulation

Recital 17

Text proposed by the Commission

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. 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.

deleted

Or. en

Amendment 74

Neoklis Sylikiotis, Xabier Benito Ziluaga

Proposal for a regulation

Recital 17

Text proposed by the Commission

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. 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

(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

recharging and refuelling infrastructure and yielding high benefits for consumers, competitiveness, and the environment.

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 75

Dario Tamburrano, Eleonora Evi

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 *sales target of* the zero- and low-emission vehicles, it is appropriate to account for the *sales levels already planned by the manufacturers, as well as the levels necessary to meet the Union's climate and environmental goals*. 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 76

Dominique Riquet

Proposal for a regulation

Recital 17 a (new)

Text proposed by the Commission

Amendment

(17a) Adequate deployment of recharging and refuelling infrastructure

for alternative fuels is essential for the development of the market for zero- and low-emission vehicles; in this connection, it is vital that investment in its deployment should be continued and increased. In this context, it is important to underline that the issue of refuelling is intrinsically linked to the very autonomy of vehicles, that, the more the latter increases, the less frequent refuelling will need to be – and that the Commission should therefore take account of technological developments, in particular with regard to the autonomy of batteries, which affect the deployment of infrastructure.

Or. fr

Amendment 77

Martina Werner, Jens Geier, Răzvan Popa

Proposal for a regulation

Recital 17 a (new)

Text proposed by the Commission

Amendment

(17a) One of the main barriers to an accelerated transition to zero- and low-emission vehicles is the lack of confidence of consumers and insufficient roll-out of recharging and refuelling infrastructure across the Union to service a significant percentage of consumers and additional support instruments at Union and Member States level are needed to mobilise appropriate public and private investment.

Or. en

Amendment 78

Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

Proposal for a regulation

Recital 17 a (new)

Text proposed by the Commission

Amendment

(17a) 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

Amendment 79
Neoklis Sylikiotis

Proposal for a regulation
Recital 17 a (new)

Text proposed by the Commission

Amendment

(17a) Recharging and refuelling infrastructure needs to be put in place quickly and different support instruments at both Union and Member State level need to effectively work together mobilising significant public investment.

Or. en

Justification

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

Amendment 80
Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

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.

Or. en

Amendment 81
Neoklis Sylikiotis

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.

Or. en

Justification

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

Amendment 82

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis, Theresa Griffin

Proposal for a regulation

Recital 18

Text proposed by the Commission

(18) The legislative framework for implementing the average new car and light commercial vehicle fleet target should ensure competitively neutral, socially equitable and sustainable reduction targets which take account of the diversity of European automobile manufacturers and avoid any unjustified distortion of competition between them.

Amendment

(18) The legislative framework for implementing the average new car and light commercial vehicle fleet target should ensure competitively neutral, socially equitable and sustainable reduction targets which take account of the diversity of European automobile manufacturers and avoid any unjustified distortion of competition between them, ***whilst giving fair chances to new entrants.***

Or. en

Amendment 83

Dario Tamburrano, Eleonora Evi

Proposal for a regulation

Recital 19

Text proposed by the Commission

(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.***

Amendment

(19) 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.***

Or. en

Justification

Using the weight of a car as a measure of utility has a number of important limitations. Notably, it discourages light weighting of vehicles, making it more expensive to achieve the targets. Without shifting away entirely from a mass-based CO₂ target system, manufacturers would have an incentive to increase the mass of their vehicles to comply with the regulatory requirements. This amendment is therefore necessary in order to maintain the internal logic of the text.

Amendment 84

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis

Proposal for a regulation

Recital 19

Text proposed by the Commission

(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.*

Amendment

(19) *A mass utility parameter may lead to over-rewarding heavier cars, whilst technology is available to decouple CO₂ emissions from the mass of a car. Therefore, and 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 amendment is inextricably linked to the admissible amendments on the targets in Article 1, the specific emission targets in Article 4 and the deletion of the mass utility parameter in point 6.2 of Parts A and B of Annex I; deleting the mass utility parameter gives the strongest possible incentive for light-weighting and downsizing of vehicles.

Amendment 85

Massimiliano Salini, Lara Comi, Aldo Patriciello, Markus Pieper, Francesc Gambús

Proposal for a regulation
Recital 19

Text proposed by the Commission

(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**.

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 **2030**.

Or. en

Amendment 86
Dario Tamburrano, Eleonora Evi

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

deleted

Or. en

Amendment 87
Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis

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

Related to AMs deleting the mass utility parameter

Amendment 88

Massimiliano Salini, Lara Comi, Aldo Patriciello, Markus Pieper, Francesc Gambús

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.

(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.

Or. en

Amendment 89

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis, Theresa Griffin

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 90

Dario Tamburrano, Eleonora Evi

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***

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***.

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.

Or. en

Amendment 91

Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

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*

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*.

segments, a higher and fixed slope should be set for the whole target period.

Or. en

Amendment 92

Massimiliano Salini, Lara Comi, Aldo Patriciello, Markus Pieper, Francesc Gambús

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

Or. en

Amendment 93

Dan Nica, Carlos Zorrinho

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 create incentives for the automotive industry to invest in **all new neutral** technologies **that aim for zero and low emissions**. 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.

Or. en

Justification

The reference to all new neutral technologies that aim for zero and low emissions is necessary for clarifying and reinforcing the idea that all technologies should be treated equal in order to promote innovation and technologies development

Amendment 94
Barbara Kappel

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-

Amendment

(22) The aim of this Regulation is to create incentives for the automotive industry to invest in new technologies **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

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.

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.

Or. en

Justification

This Amendment is inextricably linked to other admissible amendments.

Amendment 95

Dario Tamburrano, Eleonora Evi

Proposal for a regulation

Recital 22 a (new)

Text proposed by the Commission

Amendment

(22a) There is no harmonised way to assess life-cycle emissions of light duty vehicles. This kind of information is essential in order to gain a broad understanding of carbon emissions of light duty vehicles and of their global warming potential. For that purpose, the Commission should develop by 2023 a common Union methodology for calculating the life-cycle emissions of light duty vehicles, taking into account all fuel types (i.e. electricity from the energy mix of each Member State; gasoline; diesel; natural gas; biomethane) and vehicle powertrains put on the market and using either the data reported by manufacturers or any other available relevant data.

Or. en

Amendment 96

Massimiliano Salini, Lara Comi, Aldo Patriciello, Markus Pieper, Francesc Gambús

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.

Or. en

Justification

In order to enhance the role of fuels generated from renewable sources such as synthetic fuel and biomethane, the methodology to assign CO₂ emission values to the vehicle should be adapted by a correction proportional to the CO₂ fraction generated by the renewable energy used in the fuels.

Amendment 97

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis, Theresa Griffin

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 maintain a cap on the eco-innovation

(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.

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

Amendment 98

Dario Tamburrano, Eleonora Evi

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 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

(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 *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

Amendment 99

Massimiliano Salini, Lara Comi, Aldo Patriciello, Markus Pieper, Francesc Gambús

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 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

(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 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.

Or. en

Justification

As the 7g cap was designed under the NEDC conditions, it should be revised in order to reflect the new WLTP conditions.

Amendment 100
Dan Nica, Carlos Zorrinho

Proposal for a regulation
Recital 25 a (new)

Text proposed by the Commission

Amendment

(25a) In cases where for heavy Light Commercial Vehicles (N1 Class III category) the inclusion of electric battery might increase the weight of the vehicle to the extent that it is re-classified into N2 category, this technical problem should be correctly addressed.

Or. en

Amendment 101

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis

Proposal for a regulation

Recital 27

Text proposed by the Commission

Amendment

(27) In recognition of the disproportionate impact on the smallest manufacturers resulting from compliance with specific emissions targets defined on the basis of the utility of the vehicle, the high administrative burden of the derogation procedure, and the marginal resulting benefit in terms of CO₂ emissions reduction from the vehicles sold by those manufacturers, manufacturers responsible for fewer than 1 000 new passenger cars and new light commercial vehicles registered in the Union annually should be excluded from the scope of the specific emissions target and the excess emissions premium. However, where a manufacturer that is covered by an exemption nevertheless applies for and is granted a derogation, it is appropriate that the manufacturer should be required to comply with that derogation target.

deleted

Or. en

Justification

This amendment is inextricably linked to the targets in Article 1. In order to obtain a rapid reduction of average CO₂ emissions, it is not appropriate to provide exemptions for small manufacturers.

Amendment 102

Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

Proposal for a regulation

Recital 28

Text proposed by the Commission

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., 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.

(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 103

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis, Theresa Griffin

Proposal for a regulation

Recital 28

Text proposed by the Commission

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., However,* experience shows that niche manufacturers have the same potential as large manufacturers to meet the CO₂ targets *and with regard to the*

(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.

targets set from 2025 onwards it is not considered appropriate to distinguish between those two categories of manufacturers.

Or. en

Justification

Granting this derogation any further would have drawbacks in terms of competitive neutrality and may reduce the effectiveness of the regulation.

Amendment 104

Massimiliano Salini, Lara Comi, Aldo Patriciello, Markus Pieper, Francesc Gambús

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) 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 **2030** onwards it is not considered appropriate to distinguish between those two categories of manufacturers.

Or. en

Amendment 105

Dominique Riquet

Proposal for a regulation

Recital 29 a (new)

(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 that 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.

Or. fr

Justification

A similar provision is also included in EU Directive 2015/719 on heavy-duty vehicles.

Amendment 106

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis

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

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 for the general budget of the Union.*

Regulation should pay an excess emissions premium with respect to each calendar year. *Likewise, manufacturers that didn't turn in the minimum quota on ZLEV certificates should pay a ZLEV-penalty with respect to each calendar year. The revenues from the collected excess emissions premiums and ZLEV penalties should be earmarked to co-finance targeted programs for redeployment, re-skilling and up-skilling of workers in the automotive industry and programs for the further deployment of recharging infrastructure.*

Or. en

Justification

This amendment is inextricably linked to the logic of Article 1, paragraphs 4 and 5 setting out EU fleet-wide targets for 2025 and 2030; indeed these targets will also have a social impact on jobs, which should be taken into account. This amendment also takes into account the revenues from the ZLEV penalties that are interlinked with the proposed replacement of the ZLEV incentives in meeting the specific emissions targets by a system of binding ZLEV quota (Article 3 (m) with the definition of ZLEV, Article 4 on the specific emissions targets and point 6.3 of Parts A and B of Annex I with the specific ZLEV formula).

Amendment 107

Martina Werner, Jens Geier

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 for the general budget of the Union *and be earmarked for targeted programmes for*

redeployment, re-skilling and up-skilling of workers affected by structural changes in the automotive sectors, education and job-seeking initiatives in close dialogue with social partners as well as public-private initiatives in the roll-out of infrastructure for alternative fuels.

Or. en

Amendment 108
Dominique Riquet

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 for the general budget of the Union ***and be earmarked for the European road transport sector, to attain the goals pursued by the EU for a transition to low-carbon mobility.***

Or. fr

Amendment 109
Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

Proposal for a regulation
Recital 38 a (new)

Text proposed by the Commission

Amendment

(38a) 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 reskilling 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 110

Neoklis Sylikiotis, Xabier Benito Ziluaga

Proposal for a regulation

Recital 38 a (new)

Text proposed by the Commission

Amendment

(38a) 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 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 111

Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

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 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.

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 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 identifying and 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 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))

Or. en

Justification

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

Amendment 112

Neoklis Sylikiotis, Xabier Benito Ziluaga

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 on the representativeness of the official test procedure. In accordance with the Opinion of the Scientific Advice Mechanism

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.***

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))

(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.***

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))

Or. en

Amendment 113
Dario Tamburrano, Eleonora Evi

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. 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.***

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))

Or. en

Amendment 114

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis, Theresa Griffin

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 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.

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

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.

Based on this data, the Commission should calculate and publish each year a specific real-world exceedance factor for each manufacturer that reflects the difference between the averaged real-world CO₂ emissions of its newly registered vehicles in a certain year and the type approved values. The real world exceedance factors should be used to adjust the specific emission targets for each manufacturer.

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

Justification

This amendment is inextricably linked to the amendment on the specific emissions targets of Article 4, paragraph 1.

Amendment 115

Răzvan Popa, Carlos Zorrinho

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 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.

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 real-world emissions of vehicles should lie within a not-go-exceed (NTE) limit, set for each manufacturer in 2021 in respect of their 2025 and 2030 targets. The compliance should be measured either by means of a real-world CO₂ emission test or using data from fuel consumption meters. The Commission should have the powers to develop the real-world CO₂ test as well as to ensure the public availability of the data, from fuel consumption meters, and, 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))

Or. en

Amendment 116

Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

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 117

Dominique Riquet, Fredrick Federley

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 must 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.

Or. fr

Amendment 118

Françoise Grossetête

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) 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. ***In view of the uncertainties that remain with regard to the opening-up of the market to alternative vehicles and the deployment of appropriate infrastructure, the level of ambition should be adjusted upwards or downwards in a transparent way.***

Or. fr

Amendment 119
Werner Langen

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) 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. ***Upstream and embedded emissions, reported either by individual vehicle or by vehicle type, should be taken into account in order to make real world Well-to Wheel and Life-Cycle emissions of vehicles transparent and part of the review.***

Justification

A Well-to-Wheel or Life-Cycle approach offers a more comprehensive overview of the overall footprint of a vehicle, taking carbon intensity of fuel and energy, even the production of the vehicle and its parts into account, and thereby offers a more adequate basis for decarbonisation in the long term. In a first step, monitoring such data would serve to create the basis for legislation and consumer information later on.

Amendment 120

Răzvan Popa, Peter Kouroumbashev, Carlos Zorrinho

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) 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. ***Upstream and embedded emissions, report either by individual vehicle or by vehicle type, should be taken into account in order to make real word Well-to-Wheel and Life-Cycle emissions of vehicles transparent ad part of the review.***

Justification

A Well-to-Wheel or Life-Cycle approach offers a more comprehensive overview of the overall footprint of a vehicle, taking carbon intensity of fuel and energy, even the production of the vehicle and its parts into account, and thereby offers a more adequate basis for decarbonisation in the long term. In a first step, monitoring such data would serve to create the basis for legislation and consumer information later on.

Amendment 121

Massimiliano Salini, Lara Comi, Aldo Patriciello, Markus Pieper, Francesc Gambús

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) 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. ***Upstream and embedded emissions should be taken into account in order to make Well-to-Wheel and Life-cycle emissions of vehicles part of the review.***

Or. en

Justification

Embedding the emissions of the whole life cycle of the vehicle offers a broader overview of the overall footprint of the vehicle and would allow to tackle the process of decarbonisation in a more comprehensive and adequate way.

Amendment 122

Dario Tamburrano, Eleonora Evi

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***

Amendment

(42) It is ***necessary*** to assess the effectiveness of this Regulation in ***2022 to evaluate the appropriateness of targets and other modalities, as well as to confirm the fleet-wide CO₂ emission target for 2030 and the sales target for zero- and low-emission vehicles. The review must be completed by end of 2022*** to allow enough

instruments.

time for the industry in case changes are necessary.

Or. en

Amendment 123

Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

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 124

Dominique Riquet

Proposal for a regulation

Recital 42 a (new)

Text proposed by the Commission

Amendment

(42a) **Although it is difficult to include in such a regulation, the ‘social’ performance of emissions is very important: ‘x g CO₂/km’ do not have the same implications in the case of a different load transported (whether in**

terms of number of passengers or tonnes of freight). This being so, in order to ensure the coherence and effectiveness of the arrangements put in place in order to attain the climate targets pursued by the EU, the Commission should consider the creation of a harmonised methodology of the type 'x g CO₂/km per passenger/per tonne of goods' and the various possibilities available to it, on the basis of those results, to reduce empty runs by light vehicles, whether carrying goods or passengers.

Or. fr

Amendment 125

Dario Tamburrano, Eleonora Evi

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, 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

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 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

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-Making²⁶. 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.

²⁶ OJ L 123, 12.5.2016, p. 1.

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-Making²⁶. 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.

²⁶ OJ L 123, 12.5.2016, p. 1.

Or. en

Amendment 126

Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

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 M_0 and TM_0 , 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-Making²⁶. 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.

²⁶ OJ L 123, 12.5.2016, p. 1.

derogation and on the content and assessment of programmes for the reduction of specific emissions of CO₂, adjusting the figure of M_0 and TM_0 , referred to in Article 13, the 7 g CO₂/km cap referred to in Article 11, ***developing areal-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-Making²⁶. 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.

²⁶ OJ L 123, 12.5.2016, p. 1.

Or. en

Justification

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

Amendment 127 **Fredrick Federley**

Proposal for a regulation **Recital 46**

Text proposed by the Commission

(46) In order to amend or supplement

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, 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, 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-Making²⁶ . 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.

²⁶ OJ L 123, 12.5.2016, p. 1.

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 methodology for recording life-cycle CO₂-missions as referred to in Article 7*, 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, 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-Making²⁶ . 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.

²⁶ OJ L 123, 12.5.2016, p. 1.

Or. en

Amendment 128

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis, Theresa Griffin

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 the Union's climate targets, the improvement of the innovativeness and competitiveness of the European economy and the*** proper functioning of the internal market .

Or. en

Justification

This amendment is inextricably linked to the targets in Article 1. The objective of the Regulation is to meet the Union's climate commitments and targets.

Amendment 129
Răzvan Popa, Carlos Zorrinho

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 Union's energy targets in decarbonisation, energy efficiency and renewables*** ensure the proper functioning of the internal market .

Or. en

Amendment 130
Martina Werner, Jens Geier, Constanze Krehl

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 .

Or. en

Justification

As the title of the Regulation indicates, the Regulation's objective is also to contribute to the overall Union climate targets and this should be reflected in Article 1. The amendment is therefore necessary for pressing reasons relating to the internal logic of the text.

Amendment 131
Neoklis Sylikiotis, Xabier Benito Ziluaga

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 ***achievement*** of the ***Union's climate commitments and targets*** .

Or. en

Justification

This amendment is inextricably linked to the targets in Article 1. The objective of the Regulation is to meet Union climate commitments and targets.

Amendment 132
Evžen Tošenovský, Hans-Olaf Henkel, Dita Charanzová

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 .

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).

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-commercial vehicles (COM(2007) 19 final).

Or. en

Amendment 133

Evžen Tošenovský, Hans-Olaf Henkel, Dita Charanzová

Proposal for a regulation
Article 1 – paragraph 4

Text proposed by the Commission

4. ***From 1 January 2025 the following EU fleet-wide targets shall apply:***

(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;***

(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***

Amendment

deleted

emissions targets in 2021 determined in accordance with point 6.1.1 of Part B of Annex I;

Or. en

Amendment 134

Massimiliano Salini, Lara Comi, Aldo Patriciello, Markus Pieper, Francesc Gambús

Proposal for a regulation

Article 1 – paragraph 4

Text proposed by the Commission

Amendment

4. From 1 January 2025 the following EU fleet-wide targets shall apply: *deleted*

(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;

(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;

Or. en

Justification

2025 represents a too short period of time for the target proposed, since elements necessary for the industry to provide solutions will only be available in 2022. The imposed emission targets prevent the industry from cost-efficiently reacting to changes. Cars and LCV production cycles make the 2025 timing impossible to respect, and the lack of investment into alternative fuels does not fit with 2030 climate-energy package agreed by Heads of States and Governments and COP21 timeline.

Amendment 135
Neoklis Sylikiotis, Xabier Benito Ziluaga

Proposal for a regulation
Article 1 – paragraph 4 – introductory part

Text proposed by the Commission

4. From 1 January 2025 the following EU fleet-wide targets shall apply:

Amendment

4. From 1 January 2025 the following EU fleet-wide **and manufacturers** targets shall apply:

Or. en

Amendment 136
Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis, Theresa Griffin

Proposal for a regulation
Article 1 – paragraph 4 – introductory part

Text proposed by the Commission

4. From 1 January 2025 the following EU fleet-wide targets shall apply:

Amendment

4. From 1 January 2025 the following EU fleet-wide **and manufacturers** targets shall apply:

Or. en

Amendment 137
Răzvan Popa, Martina Werner, Carlos Zorrinho

Proposal for a regulation
Article 1 – paragraph 4 – introductory part

Text proposed by the Commission

4. From 1 January **2025** the following EU fleet-wide targets shall apply:

Amendment

4. From 1 January **2026** the following EU fleet-wide targets shall apply:

Or. en

Amendment 138
Martina Werner

Proposal for a regulation
Article 1 – paragraph 4 – introductory part

Text proposed by the Commission

4. From 1 January **2025** the following EU fleet-wide targets shall apply:

Amendment

4. From 1 January **2026** the following EU fleet-wide targets shall apply:

Or. en

Amendment 139
Dario Tamburrano, Eleonora Evi

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 **35%** 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 140
Patrizia Toia

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 compared to 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 reduction **of at least 25%** compared to the average of the specific emissions targets in 2021 determined in accordance with point 6.1.1 of Part A of Annex I;

Or. it

Justification

Ambitious targets will enable the EU to achieve long-term results in terms of reducing greenhouse gases.

Amendment 141

Olle Ludvigsson

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 142

Neoklis Sylikiotis, Xabier Benito Ziluaga

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 143

Fredrick Federley, Carolina Punset

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 144

Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

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 145

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis, Theresa Griffin

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;

Amendment 146

Dario Tamburrano, Eleonora Evi

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 **35%** 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 147

Patrizia Toia

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 reduction ***of at least 25%*** 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. it

Justification

Ambitious targets will enable the EU to achieve long-term results in terms of reducing greenhouse gases.

Amendment 148
Fredrick Federley, Carolina Punset

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 149
Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

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 150
Neoklis Sylikiotis, Xabier Benito Ziluaga

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

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;

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 151

Olle Ludvigsson

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 152

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis, Theresa Griffin

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 153

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis

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

Text proposed by the Commission

Amendment

(ba) a minimum amount of zero- and low-emission vehicles (ZLEV) certificates equal to 15% of the total number of new passenger cars and new light commercial vehicles registered by each manufacturer in a certain calendar year; to comply with this target, each manufacturer shall transfer its ZLEV certificates for deletion to the Commission's central register, mentioned in Article 7(4), by the end of the following calendar year.

Or. en

Amendment 154
Neoklis Sylikiotis, Xabier Benito Ziluaga

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

Text proposed by the Commission

Amendment

(ba) for the share of zero and low emission vehicles, a sales target 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 155
Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

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

Text proposed by the Commission

Amendment

(ba) 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 156

Dario Tamburrano, Eleonora Evi

Proposal for a regulation

Article 1 – paragraph 4 – point b a (new)

Text proposed by the Commission

Amendment

(ba) for the share of zero and low emission vehicles, a sales target 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 157

Dario Tamburrano, Eleonora Evi

Proposal for a regulation

Article 1 – paragraph 5 – point a

Text proposed by the Commission

Amendment

(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

(a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to a **70%** 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;

2021 determined in accordance with point 6.1.2 of Part A of Annex I;

Or. en

Amendment 158
Olle Ludvigsson

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 **55%** 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 159
Patrizia Toia

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 compared to 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 reduction **of at least 50%** compared to the average of the specific emissions targets in 2021 determined in accordance with point 6.1.2 of Part A of Annex I;

Or. it

Justification

Ambitious targets will enable the EU to achieve long-term results in terms of reducing greenhouse gases.

Amendment 160

Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

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 161

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis, Theresa Griffin

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 162

Martina Werner, Jens Geier, Constanze Krehl

Proposal for a regulation

Article 1 – paragraph 5 – point a

Text proposed by the Commission

(a) for the average emissions of the

Amendment

(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;

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 163

Neoklis Sylikiotis, Xabier Benito Ziluaga

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 164

Fredrick Federley, Carolina Punset

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 165

Evžen Tošenovský, Hans-Olaf Henkel, Dita Charanzová

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 **20%** 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 166

Massimiliano Salini, Lara Comi, Aldo Patriciello, Markus Pieper, Francesc Gambús

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 **20%** reduction of the average of the specific emissions targets in 2021 determined in accordance with point **6.1.** of Part A of Annex I;

Or. en

Justification

The target proposed for passenger cars is in line with the level of ambition in accordance with COP21, as indicated in Commission Staff Working Document accompanying the Communication "A European Strategy for Low emissions mobility" from July 2016.

Amendment 167

Dario Tamburrano, Eleonora Evi

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 **70%** 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 168
Olle Ludvigsson

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 **55%** 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 169
Patrizia Toia

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 reduction **of at least 50%** of the average of the specific emissions targets in 2021 determined in accordance with point 6.1.2 of Part B of

Justification

Ambitious targets will enable the EU to achieve long-term results in terms of reducing greenhouse gases.

Amendment 170

Fredrick Federley, Carolina Punset

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 171

Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

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 172

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis, Theresa Griffin

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 173

Martina Werner, Jens Geier, Constanze Krehl

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 174

Neoklis Sylikiotis, Xabier Benito Ziluaga

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

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.

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 175

Evžen Tošenovský, Hans-Olaf Henkel, Dita Charanzová

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 **15%** 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 176

Massimiliano Salini, Lara Comi, Aldo Patriciello, Markus Pieper, Francesc Gambús

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 **15%** reduction of the average of the specific emissions targets in 2021 determined in accordance with point **6.1.** of Part B of Annex I.

Or. en

Justification

The target proposed for light duty vehicles is in line with the level of ambition in accordance with COP21, as indicated in Commission Staff Working Document accompanying the

Amendment 177

Dario Tamburrano, Eleonora Evi

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(ba) for the share of zero and low emission vehicles, a sales target equal to a 60% 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 178

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(ba) a minimum amount of zero- and low-emission vehicles (ZLEV) certificates equal to 50% of the total number of new passenger cars and new light commercial vehicles registered by each manufacturer in a certain calendar year; to comply with this target, each manufacturer shall transfer its ZLEV certificates for deletion to the Commission's central register, mentioned in Article 7(4), by the end of the following calendar year.

Or. en

Amendment 179

Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(ba) 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 180

Neoklis Sylikiotis, Xabier Benito Ziluaga

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(ba) for the share of zero and low emission vehicles, a sales target equal to a 40-60% 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 181

Dario Tamburrano, Eleonora Evi

Proposal for a regulation

Article 1 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

5a. *From 1 January 2035, the EU fleet-wide CO₂ emissions from fossil fuels of new passenger cars and new light commercial vehicles registered in the Union shall be 0 g CO₂/km.*

Or. en

Amendment 182

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis

Proposal for a regulation

Article 1 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

5a. *From 1 January 2035, the EU fleet-wide emissions target for new passenger cars and new light commercial vehicles registered in the Union shall equal 0 g CO₂/km.*

Or. en

Justification

See recital 13a. As recommended by the European Parliament in its recommendation following the inquiry into emission measurements in the automotive sector, new passenger cars and light commercial vehicles sold from 2035 onwards need to be zero emission in order to fully decarbonise the transport sector by 2050.

Amendment 183

Dominique Riquet

Proposal for a regulation

Article 2 – paragraph 1 – point b

Text proposed by the Commission

Amendment

(b) category N₁ as defined in Annex II to Directive 2007/46/EC with a reference mass not exceeding 2610 kg and to

(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').

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.

Or. fr

Justification

This amendment is inextricably linked to the logic of the amendment on Recital 29 a (new) inviting the Commission to assess and to allow if necessary an extra weight allowance for light duty vehicles using alternative powertrains, including hybrid powertrains.

Amendment 184

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis

Proposal for a regulation

Article 2 – paragraph 4

Text proposed by the Commission

Amendment

4. Article 4, Article 7 (4)(b) and (c), Article 8 and Article 9(1)(a) and (c) shall not apply to a manufacturer which, together with all of its connected undertakings, is responsible for fewer than 1 000 new passenger cars or for fewer than 1 000 new light commercial vehicles registered in the Union in the previous calendar year, unless that manufacturer applies for and is granted a

deleted

derogation in accordance with Article 10.

Or. en

Justification

This amendment is inextricably linked to the targets in Article 1. In order to obtain a rapid reduction of average CO₂ emissions, it is not appropriate to provide exemptions for small manufacturers.

Amendment 185

Dan Nica, Carlos Zorrinho

Proposal for a regulation

Article 2 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

4a. This Regulation shall apply to alternatively fuelled vehicles with a maximum authorised mass above 3 500 kg but not exceeding 4 250 kg, provided that the mass in excess of 3 500 kg is exclusively due to the excess of mass of the propulsion system in relation to the propulsion system of a vehicle of the same dimensions, which is equipped with a conventional internal combustion engine with positive ignition or compression ignition.

Or. en

Amendment 186

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis

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

deleted

running order as stated in the certificate of conformity and defined in section 2.6 of Annex I to Directive 2007/46/EC;

Or. en

Justification

Related to AMS deleting the mass utility parameter.

Amendment 187

Dario Tamburrano, Eleonora Evi

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 amendment is related to our AMs deleting the mass utility parameter in the Annex I and it is therefore necessary in order to maintain the internal logic of the text.

Amendment 188

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(ha) 'specific real-world exceedance factor' means the factor that expresses the difference between a manufacturer's averaged specific real world fleet-wide

CO₂ emissions of its newly registered passenger cars and light commercial vehicles in a certain calendar year, measured on the base of fuel consumption meters fitted to their vehicles in accordance with Regulation (EU) 2018/XXX (new WLTP 2ndact), and the averaged CO₂ emissions of its fleet based on the values certified during type approval in accordance with Regulation (EU) 2017/1151;

Or. en

Justification

Related to the amendments on the adjusted specific emissions targets under point c and point ca of article 4(1).

Amendment 189

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis

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

Related to AMS deleting the mass utility parameter.

Amendment 190

Dario Tamburrano, Eleonora Evi

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 amendment is related to our AMs deleting the mass utility parameter in the Annex I and it is therefore necessary in order to maintain the internal logic of the text.

Amendment 191

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis

Proposal for a regulation

Article 3 – paragraph 1 – point 1

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

Related to AMS deleting the mass utility parameter.

Amendment 192

Dario Tamburrano, Eleonora Evi

Proposal for a regulation

Article 3 – paragraph 1 – point 1

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

Amendment 193

Patrizia Toia

Proposal for a regulation

Article 3 – paragraph 1 – point m

Text proposed by the Commission

Amendment

(m) 'zero- and low-emission vehicle' means a passenger car or a light commercial vehicle with tailpipe emissions from zero up to **50** g CO₂/km, as determined in accordance with Regulation (EU) 2017/1151.

(m) 'zero- and low-emission vehicle' means a passenger car or a light commercial vehicle with tailpipe emissions from zero up to **25g CO₂/km for passenger cars and from zero to 40g CO₂/km for light commercial vehicles**, as determined in accordance with Regulation (EU) 2017/1151.

Or. it

Justification

The revised Clean Vehicles Directive establishes lower thresholds in its definitions. It is vital to align thresholds in all pieces of legislation currently undergoing revision.

Amendment 194

Françoise Grossetête

Proposal for a regulation

Article 3 – paragraph 1 – point m

Text proposed by the Commission

Amendment

(m) 'zero- and low-emission vehicle' means a passenger car **or** a light

(m) 'zero- and low-emission vehicle' means a passenger car **with tailpipe**

commercial vehicle with tailpipe emissions from zero up to **50** g CO₂/km, as determined in accordance with Regulation (EU) 2017/1151.

emissions from zero up to 50g CO₂/km and a light commercial vehicle with tailpipe emissions from zero up to 70g CO₂/km, as determined in accordance with Regulation (EU) 2017/1151.

Or. fr

Justification

The proposed definition does not take account of the fundamental differences between passenger cars and light commercial vehicles, and in particular the impossibility of applying certain technologies developed for passenger cars to light commercial vehicles. It must therefore be adapted to the specificities of that segment.

Amendment 195

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis

Proposal for a regulation

Article 3 – paragraph 1 – point m

Text proposed by the Commission

(m) 'zero- and low-emission vehicle' means a passenger car or a light commercial vehicle with tailpipe emissions from zero up to 50 g CO₂/km, as determined in accordance with Regulation (EU) 2017/1151.

Amendment

(m) 'zero- and low-emission vehicle' means a passenger car or a light commercial vehicle with tailpipe emissions from zero up to 50 g CO₂/km **and with a minimum all electric range (AER) of 50km** as determined in accordance with Regulation (EU) 2017/1151.

Or. en

Amendment 196

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(ma) 'zero- and low-emission vehicle certificate' (ZLEV certificate) means a certificate issued by the Commission to

manufacturers and their designated importers or representatives for each zero emission vehicle registered in the EU in a certain calendar year and for each low-emission vehicle based on the following formula $ZLEV_{certificate} = 1 - (\text{specific emissions}/50)$. The ZLEV certificate is tradable amongst manufacturers and will be deleted after transfer to the central register mentioned under Article 7(4) at the end of the calendar year following its issuing when checking the compliance with the targets under Article 1(4)(ba) and Article 1(5)(ba); the Commission may adopt specific rules by delegated act for the issuing of the certificates, their tradability and transferability;

Or. en

Justification

Related to the amendments on the objectives and targets under Article 1(4)(ba) and Article 1(5)(ba).

Amendment 197

Răzvan Popa, Martina Werner, Carlos Zorrinho

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 **2025 for passenger cars and for light commercial vehicles**, 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;

Or. en

Amendment 198

Massimiliano Salini, Lara Comi, Aldo Patriciello, Markus Pieper, Francesc Gambús

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;

Or. en

Justification

2025 represents a too short period of time for the target proposed, since elements necessary for the industry to provide solutions will only be available in 2022. The imposed emission targets prevent the industry from cost-efficiently reacting to changes. Cars and LCV production cycles make the 2025 timing impossible to respect, and the lack of investment into alternative fuels does not fit with 2030 climate-energy package agreed by Heads of States and Governments and COP21 timeline.

Amendment 199

Evžen Tošenovský, Hans-Olaf Henkel, Dita Charanzová

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 200**Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis****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 2025, the specific emissions targets *will be* determined *as follows*:

Specific emissions target₂₀₂₅ = specific emissions target₂₀₂₁ multiplied by (1-reduction factor) and divided by the specific real-world exceedance factor₂₀₂₁

Where,

Specific emissions target₂₀₂₁ is the specific emissions target determined for each individual manufacturer in 2021;

Reduction factor is the reduction factor specified in point (a) of Article 1(4) for passengers cars and point (b) of Article 1(4) for light commercial vehicles;

Specific real-word exceedance factor₂₀₂₁ is the specific real world exceedance factor for each individual manufacture for the year 2021.

Or. en

Justification

This formula entails a kind of “auto correction” since it takes into account the “real world exceedance” of the type approved CO₂ values of the fleet of each manufacturer. It will refrain manufacturers to send a “golden car” to the type-approval (using all possible allowed “flexibilities”) that is not representative for the cars put on the market. It will also encourage manufacturers to develop robust cars with a certain durability, capable to meet emission values under a wide variety of real world conditions. Together with the deletion of the mass utility parameter, this leads to a much more simple formula to calculate the specific emissions target and enable us to delete point 6.2 and point 6.3 in parts A and B of Annex I.

Amendment 201

Evžen Tošenovský, Hans-Olaf Henkel, Dita Charanzová

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.

Or. en

Amendment 202

Massimiliano Salini, Lara Comi, Aldo Patriciello, Markus Pieper, Francesc Gambús

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.

Or. en

Justification

2025 represents a too short period of time for the target proposed, since elements necessary for the industry to provide solutions will only be available in 2022. The imposed emission targets prevent the industry from cost-efficiently reacting to changes. Cars and LCV production cycles make the 2025 timing impossible to respect, and the lack of investment into alternative fuels does not fit with 2030 climate-energy package agreed by Heads of States and Governments and COP21 timeline.

Amendment 203

Răzvan Popa, Martina Werner, Carlos Zorrinho

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 **2026 for passenger cars and for light commercial vehicles**, the specific emissions targets determined in accordance with point 6.3 of Parts A or B of Annex I.

Or. en

Amendment 204

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis

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

Text proposed by the Commission

Amendment

(ca) for each calendar year, starting from 2030, the specific emissions targets will be determined as follows:

Specific emissions target₂₀₃₀ = specific emissions target₂₀₂₁ multiplied by (1-reduction factor) and divided by the specific real-world exceedance factor₂₀₂₅₋₂₀₂₇

Where,

Specific emissions target₂₀₂₁ is the specific emissions target determined for each individual manufacturer in 2021;

Reduction factor is the reduction factor specified in point (a) of Article 1(5) for passenger cars and point (b) of Article 1(5) for light commercial vehicles;

Specific real-world exceedance factor₂₀₂₅₋₂₀₂₇ is the average of the specific real-world exceedance factor for each individual manufacture for the years 2025, 2026 and 2027.

Or. en

Justification

This formula entails a kind of “auto correction” since it takes into account the “real world exceedance” of the type approved CO₂ values of the fleet of each manufacturer. It will refrain manufacturers to send a "golden car" to the type-approval (using all possible allowed "flexibilities") that is not representative for the cars put on the market. It will also encourage manufacturers to develop robust cars with a certain durability, capable to meet emission values under a wide variety of real world conditions. Together with the deletion of the mass utility parameter, this leads to a much more simple formula to calculate the specific emissions target and enable us to delete point 6.2 and point 6.3 in parts A and B of Annex I.

Amendment 205

Patrizia Toia

Proposal for a regulation

Article 4 – paragraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(ca) from 2025, specific CO₂ emissions should be measured, for the purposes identified in this Regulation, through a new test on real-world emissions that is able to evaluate real driving conditions and avoid possible uncertainties relating to laboratory tests. The Commission shall adopt implementing acts in accordance with this Regulation, with a view to determining the procedures relating to the introduction of new tests in real driving conditions by 1 January 2025. The new tests shall cover both in-cycle and off-cycle systems.

Or. it

Justification

Tests must be conducted under real driving conditions to prevent the automotive industry from refraining to comply with the set targets.

Amendment 206

Massimiliano Salini, Lara Comi, Françoise Grossetête, Aldo Patriciello, Markus Pieper, Francesc Gambús

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.

Or. en

Justification

The credit transfer system between M1 and N1 manufacturers should be encouraged, in order to contribute to the emission reduction in the most cost-effective way. Pooling between different categories should not penalise manufacturers present in only one segment.

Amendment 207
Răzvan Popa, Carlos Zorrinho

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.

Or. en

Amendment 208
Massimiliano Salini, Lara Comi, Françoise Grossetête, Aldo Patriciello, Markus Pieper, Francesc Gambús

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.

Or. en

Justification

The credit transfer system between M1 and N1 manufacturers should be encouraged, in order to contribute to the emissions reduction in the most cost-effective way. The credit transfer between different categories is acceptable from an environmental point of view, since there is no distinction if the CO₂ emissions is reduced for passenger cars or light commercial vehicles.

Amendment 209 Fredrick Federley

Proposal for a regulation Article 7 – paragraph 1

Text proposed by the Commission

1. For each calendar year, each Member State shall record information for each new passenger car and each new light commercial vehicle registered in its territory in accordance with Parts A of Annexes II and III. This information shall be made available to the manufacturers and their designated importers or representatives in each Member State. Member States shall make every effort to ensure that reporting bodies operate in a transparent manner. Each Member State shall ensure that the specific emissions of CO₂ of passenger cars which are not type-approved in accordance with Regulation

Amendment

1. For each calendar year, each Member State shall record information for each new passenger car and each new light commercial vehicle registered in its territory in accordance with Parts A of Annexes II and III. This information shall be made available to the manufacturers and their designated importers or representatives in each Member State. Member States shall make every effort to ensure that reporting bodies operate in a transparent manner. Each Member State shall ensure that the specific emissions of CO₂ of passenger cars which are not type-approved in accordance with Regulation

(EC) No 715/2007 are measured and recorded in the certificate of conformity.

(EC) No 715/2007 are measured and recorded in the certificate of conformity.

From 1 January 2025 Member States shall record information on life-cycle CO₂-emissions for each new passenger car and each new light commercial vehicle registered in its territory based on a methodology established by the Commission. The Commission is empowered to adopt delegated acts in accordance with Article 16 in order to supplement this Regulation with a detailed methodology, with operational guidance for Member States and manufacturers, for recording life-cycle CO₂-emissions for new passenger car and new light commercial vehicle.

Or. en

Justification

Increased ambition in this area needs to go hand in hand with a view of going towards a technology neutral approach in terms of life-cycle CO₂-emissions. Therefore it is appropriate to mandate the Commission to develop a methodology on how to record life-cycle CO₂-emissions and mandate the member states as of 2025 to properly record it. In order to have a proper decarbonisation of the transport sector we cannot only record for tail-pipe emissions but consider overall life-cycle emissions.

Amendment 210

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis

Proposal for a regulation

Article 7 – paragraph 4 – subparagraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(ca) the amount of assigned ZLEV certificates in the preceding calendar year;

Or. en

Justification

This amendment is inextricably linked to the proposed introduction of a system of ZLEV certificates under Article 1(4) and Article 1(5) and to the replacement of the ZLEV incentives in meeting the specific emissions targets under Article 4 (as further elaborated in point 6.3 of Parts A and B of Annex I) by this system of binding ZLEV quota.

Amendment 211

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis

Proposal for a regulation

Article 7 – paragraph 4 – subparagraph 1 – point c b (new)

Text proposed by the Commission

Amendment

(cb) the minimum amount of ZLEV certificates in the preceding calendar year that has to be turned in to comply with the target under Article 1(4)(ba) and Article 1(5)(ba);

Or. en

Justification

This amendment is inextricably linked to the proposed introduction of a system of ZLEV certificates under Article 1(4) and Article 1(5) and to the replacement of the ZLEV incentives in meeting the specific emissions targets under Article 4 (as further elaborated in point 6.3 of Parts A and B of Annex I) by this system of binding ZLEV quota.

Amendment 212

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis

Proposal for a regulation

Article 7 – paragraph 4 – subparagraph 1 – point c c (new)

Text proposed by the Commission

Amendment

(cc) the amount of assigned ZLEV certificates in the preceding calendar year that actually has been transferred to the register to comply with the obligations under Article 1(4)(ba) and Article 1(5)(ba);

Justification

This amendment is inextricably linked to the proposed introduction of a system of ZLEV certificates under Article 1(4) and Article 1(5) and to the replacement of the ZLEV incentives in meeting the specific emissions targets under Article 4 (as further elaborated in point 6.3 of Parts A and B of Annex I) by this system of binding ZLEV quota.

Amendment 213
Dominique Riquet

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

Text proposed by the Commission

Amendment

7a. In order to ensure harmonisation and surveillance of the market, the Commission should set up a European agency for surveillance of the road transport market to monitor the conformity of the results and CO₂ emission tests under real conditions of use and to coordinate national market surveillance authorities.

Or. fr

Amendment 214
Dominique Riquet

Proposal for a regulation
Article 7 – paragraph 8 – subparagraph 1

Text proposed by the Commission

Amendment

Type approval authorities shall without delay report to the Commission deviations found in the CO₂ emissions of vehicles in service as compared to those values indicated in the certificates of conformity as a result of verifications performed in accordance with the procedure referred to in [Article 11a] of Regulation (EC) No

Type approval authorities shall without delay report to **the European agency set up for the purpose, or, if no such agency exists**, the Commission deviations found in the CO₂ emissions of vehicles in service as compared to those values indicated in the certificates of conformity as a result of verifications performed in accordance with

715/2007.

the procedure referred to in [Article 11a] of Regulation (EC) No 715/2007.

Or. fr

Amendment 215
Dominique Riquet

Proposal for a regulation
Article 7 – paragraph 8 – subparagraph 2

Text proposed by the Commission

The Commission shall take those deviations into account for the purpose of calculating the average specific emissions of a manufacturer.

Amendment

The European Road Transport Monitoring Agency, or, if no such agency exists, the Commission shall take those deviations into account for the purpose of calculating the average specific emissions of a manufacturer.

Or. fr

Amendment 216
Dominique Riquet

Proposal for a regulation
Article 7 – paragraph 8 – subparagraph 3 – introductory part

Text proposed by the Commission

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

Amendment

The European Road Transport Monitoring Agency, or, if no such agency exists, 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 adopted by way of implementing acts in accordance with the examination procedure referred to in Article 15(2).

Or. fr

Amendment 217

Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

Proposal for a regulation

Article 7 – paragraph 8 – subparagraph 3 – introductory part

Text proposed by the Commission

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

Amendment

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).

Or. en

Amendment 218

Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

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 219

Dario Tamburrano, Eleonora Evi

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 by 2023 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

Amendment 220
Henna Virkkunen, Massimiliano Salini

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

Text proposed by the Commission

Amendment

9a. During the monitoring and reporting phase, Member States may take into account the amount of sustainable renewable energy supplied for final consumption and their GHG saving benefit (according to the Directive of the European Parliament and of the Council on the promotion of the use of energy from renewable sources (recast), and communicate these values to the Commission. Those values may be deducted from the CO₂ emissions, and complement information as requested in paragraph 4 of this Article.

Or. en

Justification

This amendment is inextricably linked to the logic of the amendments on Article 1, paragraphs 4 and 5, (non-codified) outlining the new EU fleet-wide targets for 2025 and 2030- the methodology for the calculation of those targets should also evolve to take into account life cycle CO₂ emissions.

Amendment 221
Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis

Proposal for a regulation
Article 8 – title

Text proposed by the Commission

Amendment

8 Excess emissions premium

Excess emissions premium **and ZLEV penalty**

Or. en

Amendment 222

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis

Proposal for a regulation

Article 8 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. In respect of each calendar year, the Commission shall impose a ZLEV penalty on a manufacturer or pool manager, as appropriate, where a manufacturer's transferred ZLEV certificates are below the minimum amount of ZLEV certificates as determined under Article 1(4)(ba) and Article 1(5)(ba);

Or. en

Amendment 223

Dario Tamburrano, Eleonora Evi

Proposal for a regulation

Article 8 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. For the purposes of compliance with the zero and low emission sales target in Article 1, the Commission shall impose an excess emission premium on a manufacturer or pool manager, as appropriate, where the sales target is not achieved. The excess emissions premium shall be calculated using the following formulae:

in 2025: (Specific emissions target in 2025 × EUR 95) × number of zero or low emission vehicles needed to reach the sales target of 20%;

in 2030: (Specific emissions target in 2030 × EUR 95) × number of zero or low emission vehicles needed to reach the sales target of 60%.

Amendment 224

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis

Proposal for a regulation

Article 8 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. The ZLEV penalty under paragraph 1a is 4.500€ for each ZLEV certificate that is not transferred.

Or. en

Justification

Comparable to penalties applicable in other Z(L)EV schemes such as the one in California (US).

Amendment 225

Răzvan Popa, Carlos Zorrinho

Proposal for a regulation

Article 8 – paragraph 3

Text proposed by the Commission

Amendment

3. The Commission shall determine the means for collecting excess emissions premiums under paragraph 1 by means of **implementing** acts. **Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 15(2).**

3. The Commission shall determine the means for collecting excess emissions premiums under paragraph 1 by means of **delegated** acts.

Or. en

Justification

The collection of excess emissions should be determined through delegated acts.

Amendment 226

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis

Proposal for a regulation

Article 8 – paragraph 3

Text proposed by the Commission

3. The Commission shall determine the means for collecting excess emissions premiums under paragraph 1 by means of implementing acts. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 15(2).

Amendment

3. The Commission shall determine the means for collecting excess emissions premiums **and ZLEV penalties** under paragraph 1 **and 1(a)** by means of implementing acts. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 15(2).

Or. en

Justification

This amendment is inextricably linked to the proposed introduction of a system of ZLEV certificates under Article 1(4) and Article 1(5) and to the replacement of the ZLEV incentives in meeting the specific emissions targets under Article 4 (as further elaborated in point 6.3 of Parts A and B of Annex I) by this system of binding ZLEV quota.

Amendment 227

Răzvan Popa, Carlos Zorrinho

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 **and used to set up a specific fund dedicated to re-employment, re-skilling and up-skilling of workers affected by structural change in the automotive sectors, education and job-seeking initiatives in close dialogue with social partners, public-private initiatives in the roll-out of infrastructure for alternative fuels as well as innovative solutions for phasing out outdated and polluting**

vehicles such as vouchers that incentivize their replacement with zero and low emissions vehicles.

Or. en

Justification

The excess of emissions should return as investments in the same area and for the most affected by the structural changes in this sector. New need for new skills and jobs and developing innovative solutions should be boosted through the right incentives.

Amendment 228

Martina Werner, Jens Geier

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 measures and programmes promoting re-skilling, up-skilling, redeployment and job-seeking initiatives in the automotive sector to be developed and, where appropriate, conducted in close cooperation with social partners in order to contribute to a just transition to a low-carbon economy, as well as for public investment for the roll-out of charging infrastructure for alternative fuels.***

Or. en

Justification

Recital 10 of the proposal sets out that the objectives of this Regulation include a just transition to a low-carbon economy as per recital 4 and an increased deployment of ZLEVs as per recital 3. This amendment defines that revenues from excess emissions premium shall be used to contribute towards those objectives, given that the proposal did not provide for measures relating to a just transition and given that additional support instruments are required for a successful roll-out of recharging and refuelling infrastructure for ZLEVs. The

amendment is therefore inextricably linked to other admissible amendments, notably AMs relating to the above recitals as well as own amendments AM 1 and 3 (Werner, Geier, Popa) and AM4 (Werner, Geier).

Amendment 229

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis

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 ***and the ZLEV penalty*** shall be considered as revenue for the general budget of the Union ***and shall be earmarked to co-finance targeted programs for redeployment, re-skilling and up-skilling of workers in the automotive industry and programs for the further deployment of recharging infrastructure.***

Or. en

Justification

This amendment is inextricably linked to the proposed introduction of a system of ZLEV certificates under Article 1(4) and Article 1(5) and to the replacement of the ZLEV incentives in meeting the specific emissions targets under Article 4 (as further elaborated in point 6.3 of Parts A and B of Annex I) by this system of binding ZLEV quota.

Amendment 230

Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

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 upskilling of workers and redeployment of labour in order to contribute to a just transition to allow carbon economy, in particular in regions most affected by the transition of the automotive sector, in close coordination with the social partners.

Amendment 231
Neoklis Sylikiotis

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 upskilling 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 232
Dominique Riquet

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 may be used only in pursuit of the low-carbon mobility targets of European road transport policy.***

Or. fr

Justification

This amendment is inextricably linked to the logic of the amendment on Recital 39, which aims at earmarking the revenues from the collected excess emissions premiums in order to better contribute to a transition to a decarbonized transport sector in the Union, in particular for the automotive sector.

Amendment 233

Evžen Tošenovský, Hans-Olaf Henkel, Dita Charanzová

Proposal for a regulation

Article 9 – paragraph 1 – point e

Text proposed by the Commission

(e) the average mass in running order for all new passenger cars and new light commercial vehicles registered in the Union in the preceding calendar year until 31 December **2020**;

Amendment

(e) the average mass in running order for all new passenger cars and new light commercial vehicles registered in the Union in the preceding calendar year until 31 December **2029**;

Or. en

Amendment 234

Răzvan Popa, Martina Werner, Carlos Zorrinho

Proposal for a regulation

Article 9 – paragraph 3 – point a

Text proposed by the Commission

Amendment

(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;

(a) the **2026** 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;

Or. en

Amendment 235

Massimiliano Salini, Lara Comi, Aldo Patriciello, Markus Pieper, Francesc Gambús

Proposal for a regulation

Article 9 – paragraph 3 – point a

Text proposed by the Commission

Amendment

(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;

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

Or. en

Justification

2025 represents a too short period of time for the target proposed, since elements necessary for the industry to provide solutions will only be available in 2022. The imposed emission targets prevent the industry from cost-efficiently reacting to changes. Cars and LCV production cycles make the 2025 timing impossible to respect, and the lack of investment into alternative fuels does not fit with 2030 climate-energy package agreed by Heads of States and Governments and COP21 timeline.

Amendment 236

Evžen Tošenovský, Hans-Olaf Henkel, Dita Charanzová

Proposal for a regulation

Article 9 – paragraph 3 – point a

Text proposed by the Commission

Amendment

(a) the **2025 and** 2030 EU fleet-wide

(a) the 2030 EU fleet-wide targets

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;

referred to in Article *1(5)* calculated by the Commission in accordance with points 6.1.1 and 6.1.2 of Parts A and B of Annex I;

Or. en

Amendment 237

Răzvan Popa, Carlos Zorrinho

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} , a_{2026} and a_{2030} calculated by the Commission in accordance with point **6.2of** Parts A and B of Annex I

Or. en

Amendment 238

Evžen Tošenovský, Hans-Olaf Henkel, Dita Charanzová

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.

Or. en

Amendment 239

Massimiliano Salini, Lara Comi, Aldo Patriciello, Markus Pieper, Francesc Gambús

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.

Or. en

Justification

2025 represents a too short period of time for the target proposed, since elements necessary for the industry to provide solutions will only be available in 2022. The imposed emission targets prevent the industry from cost-efficiently reacting to changes. Cars and LCV production cycles make the 2025 timing impossible to respect, and the lack of investment into alternative fuels does not fit with 2030 climate-energy package agreed by Heads of States and Governments and COP21 timeline. The related values for will change accordingly.

Amendment 240

Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

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.

Or. en

correcting an omission in the text

Amendment 241

Dario Tamburrano, Eleonora Evi

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, which means that it is no longer appropriate to distinguish between those two categories of manufacturers. Granting this derogation any further would have drawbacks in terms of competitive neutrality and could reduce the effectiveness of the regulation. This amendment is therefore necessary in order to maintain the internal logic of the text.

Amendment 242

Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

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 243

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis

Proposal for a regulation

Article 10 – paragraph 4

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

This amendment is inextricably linked to the targets in Article 1. In order to obtain a rapid reduction of average CO₂ emissions, it is not appropriate to provide a derogation for small manufacturers. 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 244 **Pervenche Berès**

Proposal for a regulation **Article 10 – paragraph 9 a (new)**

Text proposed by the Commission

Amendment

9a. During the monitoring and reporting phase, Member States may take into account the amount of advanced renewable energy sold at the station and their GHG saving benefit (according to the Renewable Energy Directive), and communicate these values to the Commission. Those values may be deducted from the CO₂ emissions, and complement the information required by paragraph 4 of this article.

Or. fr

Amendment 245 **Pervenche Berès**

Proposal for a regulation **Article 10 – paragraph 9 b (new)**

Text proposed by the Commission

Amendment

9b. *These values may be used for the calculation of a Carbon Correction Factor (CCF), using the following formula: $CCF = \text{national share of energy produced from advanced renewable sources expressed as a percentage}$.*

Or. fr

Justification

For example, if the percentage of renewable energy in a country is 10%, the CCF would be 0.10.

Amendment 246
Pervenche Berès

Proposal for a regulation
Article 10 – paragraph 9 c (new)

Text proposed by the Commission

Amendment

9c. *The corrected CO₂ value for a given vehicle type can therefore be calculated using the Carbon Correction Factor (CCF) and the following formula: $CO_2 \text{ of the vehicle type} = (CO_2 \text{ of the type that has received type approval}) * (1 - CCF)$.*

Or. fr

Justification

*Under the proposed Article 7(9b) (new), for a country with 10% renewable energy the formula would be: $CO_2 \text{ of the vehicle type} = (CO_2 \text{ of the type that has received type approval}) * (1 - 0.10)$.*

Amendment 247
Barbara Kappel

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 or a combination of innovative technologies ('innovative **neutral** technology packages') shall be considered.

Or. en

Justification

This Amendment is inextricably linked to other admissible amendments.

Amendment 248
Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

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 249
Werner Langen

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 **10** g CO₂/km.

Or. en

Justification

Adjusting the cap to 10g CO₂/km to take into account the changes in eco-innovation savings that may occur as a result of the change in the regulatory test procedure from NEDC to WLTP.

Amendment 250
Patrizia Toia

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

deleted

Or. it

Amendment 251
Werner Langen

Proposal for a regulation
Article 11 – paragraph 1 – subparagraph 4

Text proposed by the Commission

Amendment

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.

The Commission *shall* adjust the cap with effect from **2021** onwards *and adjust this regulation to take the CO₂ reductions for synthetic and advanced alternative fuels into account, based on a separate crediting scheme for verifiable and certified life-cycle emissions reductions*. Those adjustments shall be performed by means of delegated acts in accordance with Article 16.

Or. en

Justification

Adjusting the cap from 2021 to take into account the changes in eco-innovation savings that may occur as a result of the change in the regulatory test procedure from NEDC to WLTP and take into account potential emission reductions from synthetic and advanced alternative fuels.

Amendment 252

Massimiliano Salini, Lara Comi, Aldo Patriciello, Markus Pieper, Francesc Gambús

Proposal for a regulation

Article 11 – paragraph 1 – subparagraph 4

Text proposed by the Commission

Amendment

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.

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

Or. en

Justification

As the 7g cap was designed under the NEDC conditions, it should be revised in order to take into account the changes that may occur as a result of a the change in the regulatory test procedure from NEDC to WLTP

Amendment 253

Evžen Tošenovský, Hans-Olaf Henkel, Dita Charanzová

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 with effect from **2021** onwards *to reflect the switch to WLTP*. Those adjustments shall be performed by means of delegated acts in accordance with Article 16.

Or. en

Amendment 254

Dario Tamburrano, Eleonora Evi

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

Amendment 255

Kathleen Van Brempt, Edouard Martin, Zigmantas Balčytis, Theresa Griffin

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

Amendment

The Commission may adjust the cap *downwards* with effect from 2025 onwards. Those adjustments shall be

of delegated acts in accordance with Article 16.

performed by means of delegated acts in accordance with Article 16.

Or. en

Amendment 256

Patrizia Toia

Proposal for a regulation

Article 11 – paragraph 1 – subparagraph 4 a (new)

Text proposed by the Commission

Amendment

The contribution for eco-innovations will end by 1 January 2025, when the tests in real driving conditions become applicable, unless otherwise certified through this new test.

Or. it

Justification

Eco-innovations must be measured in the long term, through real-world tests, in order to achieve an effective transition to clean vehicles and strengthen competitiveness through research and innovation.

Amendment 257

Neoklis Sylikiotis, Xabier Benito Ziluaga

Proposal for a regulation

Article 11 – paragraph 2 – introductory part

Text proposed by the Commission

Amendment

2. The Commission shall adopt, by means of ***implementing*** acts, detailed provisions for a procedure to approve the innovative technologies or innovative technology packages referred to in paragraph 1. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 15(2) of this Regulation. Those

2. The Commission shall adopt, by means of ***delegated*** acts, detailed provisions for a procedure to approve the innovative technologies or innovative technology packages referred to in paragraph 1. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 15(2) of this Regulation. Those

detailed provisions shall be based on the following criteria for innovative technologies:

detailed provisions shall be based on the following criteria for innovative technologies:

Or. en

Justification

The Regulation (EC) No 715/2007 has not yet been lisbonised. However the EP has expressed its clear position in the EMIS recommendations that Delegated Acts would be the only appropriate procedure for determining test procedures.

Amendment 258 **Werner Langen**

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.

Or. en

Justification

The Commission has failed to put forward mandatory efficiency requirements for air-conditioning systems, contrary to what was demanded as part of the first CO₂ regulation for passenger cars in 2007. However, such a separate regulation was the reason for excluding air conditioning from the eco-innovation scheme. As a consequence, European legislation fails to incentivise air-conditioning efficiency, whereas other world regions (e.g. China, US), have long put such measure in place. Given the important contribution efficient air-conditioning can make to saving CO₂ and real-world fuel consumption and the lack of EU action until now, there is no reason to wait until 2025 before opening eco-innovations for air-conditioning.

Amendment 259
Dan Nica, Martina Werner, Carlos Zorrinho

Proposal for a regulation
Article 11 a (new)

Text proposed by the Commission

Amendment

Article 11a

Minimum target for recharging and refuelling points

Member States shall establish a minimum target for recharging points and/or refuelling points accessible to the public for zero and low emissions vehicles, and shall provide the Commission with relevant data by ... [18 months after the date of entry into force of the amending Regulation] in order to create a Union wide real-time interactive map. This map shall be publically available to interested stakeholders, through different digital platforms and on the Commission's website.

Or. en

Amendment 260
Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

Proposal for a regulation
Article 12 – paragraph 1

Text proposed by the Commission

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.***

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 261
Neoklis Sylikiotis, Xabier Benito Ziluaga

Proposal for a regulation
Article 12 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. 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

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 development, and until this becomes effective, additional verification is done and a ceiling of exceedances introduced.

Amendment 262
Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

Proposal for a regulation
Article 12 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. 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 development, and until this becomes effective, additional verification is done and a ceiling of exceedances introduced.

Amendment 263

Dario Tamburrano, Eleonora Evi

Proposal for a regulation

Article 12 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. 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

Amendment 264

Răzvan Popa, Carlos Zorrinho, Peter Kouroumbashev

Proposal for a regulation
Article 12 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. The value referred to in paragraph 1 shall be complemented by data on upstream and embedded emissions, reported either by individual vehicle or by vehicle type, in order to present real world Well-to-Wheel and Life-Cycle emissions of vehicles.

Or. en

Justification

A Well-to-Wheel or Life Cycle approach offers a more comprehensive overview of the overall footprint of a vehicle, taking carbon intensity of fuel and energy, even the production of the vehicle and

Amendment 265
Werner Langen

Proposal for a regulation
Article 12 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. The values referred to in paragraph 1 shall be complemented by data on upstream and embedded emissions, reported either by individual vehicle or by vehicle type, in order to present real world Well-to-Wheel and Life-Cycle emissions of vehicles.

Or. en

Justification

A Well-to-Wheel or Life-Cycle approach offers a more comprehensive overview of the overall footprint of a vehicle, taking carbon intensity of fuel and energy, even the production of the vehicle and its parts into account, and thereby offers a more adequate basis for decarbonisation in the long term. In a first step, monitoring such data would serve to create the basis for legislation and consumer information later on.

Amendment 266
Dominique Riquet, Fredrick Federley

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.

Or. fr

Amendment 267
Neoklis Sylikiotis, Xabier Benito Ziluaga

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

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 development, and until this becomes effective, additional verification is done and a ceiling of exceedances introduced.

Amendment 268

Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

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

Amendment 269

Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

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

Amendment 270

Răzvan Popa, Carlos Zorrinho

Proposal for a regulation

Article 13 – paragraph 1 – point a

Text proposed by the Commission

Amendment

(a) by 31 October 2020, the figure M_0 in points 1 to 5 of Part A of Annex I shall be adjusted to the average mass in running order of new passenger cars in the previous three calendar years 2017, 2018, and 2019.

(a) by 31 October 2020, the figure M_0 in points 1 to 5 of Part A of Annex I shall be adjusted to the average mass in running order of new passenger cars in the previous three calendar years **2017, 2018**, and 2019.

That new M_0 value shall apply from 1 January 2022 until 31 December **2024**;

That new M_0 value shall apply from 1 January **2022 until** 31 December **2025**;

Or. en

Amendment 271

Dario Tamburrano, Eleonora Evi

Proposal for a regulation

Article 13 – paragraph 1 – point b

Text proposed by the Commission

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

Amendment

deleted

Or. en

Amendment 272

Răzvan Popa, Carlos Zorrinho

Proposal for a regulation

Article 13 – paragraph 1 – point b

Text proposed by the Commission

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

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 vehicles in the previous three calendar years 2019, 2020 and 2021. That new M_0 shall apply in 2025;

Or. en

Amendment 273

Dario Tamburrano, Eleonora Evi

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

Amendment 274
Răzvan Popa, Martina Werner, Carlos Zorrinho

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;

(c) by 31 October 2022, the indicative TM_0 **for 2026** shall be determined as the respective average test mass of new passenger cars and new light commercial vehicles in 2021;

Or. en

Amendment 275
Dario Tamburrano, Eleonora Evi

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

deleted

2023. The new respective TM_0 shall apply from 1 January of the calendar year following the date of the adjustment.

Or. en

Amendment 276

Dario Tamburrano, Eleonora Evi

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 **2022** submit a report to the European Parliament and the Council on the effectiveness of this Regulation 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)

Or. en

Amendment 277

Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

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)

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 278

Patrizia Toia

Proposal for a regulation

Article 14 – paragraph 1

Text proposed by the Commission

1. The Commission shall in 2024

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Amendment

1. The Commission shall in 2024 **and**

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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.

2027 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, *how the measures implemented under this Regulation have helped to reduce emissions in the transport sector and in road transport, and how the measures have contributed to the Effort Sharing Regulation target for 2030 and the Paris Agreement goal as well as the European Strategy for Low-Emission mobility target for 2050.*

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)

Or. en

Amendment 279
Dominique Riquet, Fredrick Federley

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

Amendment

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)

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, **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 Council.

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)

Or. fr

Amendment 280

Werner Langen

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 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, **including the Well-to-Wheel and Life-Cycle emissions as referred to in Article 12(1a)**, the deployment on the Union market of zero- and low-emission vehicles and 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)

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)

Or. en

Justification

A Well-to-Wheel or Life-Cycle approach offers a more comprehensive overview of the overall footprint of a vehicle, taking carbon intensity of fuel and energy, even the production of the vehicle and its parts into account, and thereby offers a more adequate basis for decarbonisation in the long term. In a first step, monitoring such data would serve to create the basis for legislation and consumer information later on.

Amendment 281

Massimiliano Salini, Lara Comi, Françoise Grossetête, Aldo Patriciello, Markus Pieper, Francesc Gambús

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 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. ***The Commission shall propose appropriate***

change in the ambition level set up for 2030 accordingly.

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)

Or. en

Justification

The regulation should include a conditionality principle in order to ensure that the given targets are met under realistic conditions. Therefore, the 2030 target should be modified in accordance with the market uptake of the alternatively powered vehicles.

Amendment 282 **Patrizia Toia**

Proposal for a regulation **Article 14 – paragraph 1 a (new)**

Text proposed by the Commission

Amendment

1a. If any of the reports show that ineffectiveness and/or possible shortcomings have undermined the purpose of this Regulation or that further efforts are needed to meet the targets in 2030 or 2050, the Commission shall accompany the report with a new proposal for a revised regulation, which should enter into force before 2030.

Or. it

Justification

The effects of the reduction of CO2 emissions in the transport sector have been called into questioned or underestimated due to distorted laboratory tests. It is therefore crucial to restore citizens' confidence through real-world on-the-road tests and to provide for the option of revising the legislation in order to achieve ambitious pollution reduction targets.

Amendment 283

Massimiliano Salini, Lara Comi, Aldo Patriciello, Markus Pieper, Francesc Gambús

Proposal for a regulation

Article 14 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. By 2021 the Commission shall establish a framework for a consistent and robust calculation of the life-cycle CO₂ emissions and set out a mechanism for manufacturers to report upstream and embedded emissions on a voluntary basis.

Or. en

Justification

Embedding the emissions of the whole life cycle of the vehicle would offer a broader overview of the overall footprint of the vehicle and would allow to tackle the process of decarbonisation in a more comprehensive and adequate way. A reporting framework would ensure a consistent collection of these data and it will help create the basis for the legislation and consumer information later on.

Amendment 284

Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

Proposal for a regulation

Article 14 – paragraph 2

Text proposed by the Commission

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.

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 285

Theresa Griffin, Clare Moody, Jude Kirton-Darling, Carlos Zorrinho

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 286

Neoklis Sylikiotis, Xabier Benito Ziluaga

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 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.

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.

Amendment 287

Massimiliano Salini, Lara Comi, Aldo Patriciello, Markus Pieper, Francesc Gambús

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

Text proposed by the Commission

Amendment

3a. By the end of 2020 and by means of implementing acts, the Commission shall determine the correction methodology to count the specific emissions of CO₂ based on the renewable energy content of the liquid and /or gaseous road transport fuels. Those implementing acts shall be in accordance with the examination procedure referred to in Article 15 of this Regulation.

Or. en

Justification

In order to enhance the role of fuels generated from renewable sources such as synthetic fuel and biomethane, the methodology to assign CO₂ emission values to the vehicle should be adapted by a correction proportional to the CO₂ fraction generated by the renewable energy used in the fuels.

Amendment 288

Barbara Kappel

Proposal for a regulation**Article 16 – paragraph 1**

Text proposed by the Commission

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]*.

Amendment

1. The power to adopt ***the*** 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 ***a*** period of ***five years beginning on [xx.xx.xxxx]***. ***The Commission shall make a report in respect of the delegated powers not later than six months before the end of the five-year period. The delegation of powers shall be automatically extended for periods of an identical duration, unless the European Parliament or the Council revokes it in accordance with Article 24.***

Or. en

Amendment 289
Fredrick Federley

Proposal for a regulation
Article 16 – paragraph 1

Text proposed by the Commission

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].

Amendment

1. The power to adopt delegated acts referred to in the second subparagraph of ***Article 7(1)***, 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].

Or. en

Amendment 290
Barbara Kappel

Proposal for a regulation
Article 16 – paragraph 3

Text proposed by the Commission

3. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament **and** to the Council.

Amendment

3. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament, to the Council **and to the Official Journal of the European Union.**

Or. en

Justification

This Amendment is necessary for pressing reasons relating to the internal logic of the text.

Amendment 291
Barbara Kappel

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 10(8), the fourth subparagraph of Article 11(1), Article 13(2) and the second subparagraph of Article 14(3) shall **be in line with the Commission's better regulation agenda.**

Or. en

Justification

This Amendment is necessary for pressing reasons relating to the internal logic of the text.