

Amendment 121

Massimiliano Salini, Pietro Fiocchi, Isabella Adinolfi, Mazaly Aguilar, Pablo Arias Echeverría, Pascal Arimont, Isabel Benjumea Benjumea, Sergio Berlato, Alexander Bernhuber, Vasile Blaga, Paolo Borchia, Daniel Buda, Jorge Buxadé Villalba, Carlo Calenda, Andrea Caroppo, Maria da Graça Carvalho, Nicola Danti, Margarita de la Pisa Carrión, Salvatore De Meo, Pilar del Castillo Vera, Angel Dzhambazki, Rosa Estaràs Ferragut, Gheorghe Falcă, Markus Ferber, Carlo Fidanza, Raffaele Fitto, José Manuel García-Margallo y Marfil, Jens Gieseke, Ladislav Ilčić, Radan Kanev, Antonio López-Istúriz White, Lukas Mandl, Marian-Jean Marinescu, Fulvio Martusciello, Gabriel Mato, Liudas Mažylis, Giuseppe Milazzo, Francisco José Millán Mon, Cláudia Monteiro de Aguiar, Dolors Montserrat, Aldo Patriciello, Nicola Procaccini, Luisa Regimenti, Silvia Sardone, Simone Schmiedtbauer, Andrey Slabakov, Vincenzo Sofo, Raffaele Stancanelli, Antonio Tajani, Hermann Tertsch, Barbara Thaler, Romana Tomc, Loránt Vincze, Lucia Vuolo, Iuliu Winkler, Angelika Winzig, Juan Ignacio Zoido Álvarez, Christian Sagartz, Leopoldo López Gil, Jessica Stegrud, Simona Bonafè, Alessandra Moretti

Report

A9-0150/2022

Jan Huitema

CO2 emission standards for cars and vans
(COM(2021)0556 – C9-0322/2021 – 2021/0197(COD))

Proposal for a regulation**Recital 21**

Text proposed by the Commission

Amendment

(21) In view of the increased overall greenhouse gas emissions reduction objectives and to avoid potential market distorting effects, the reduction requirements for all manufacturers present in the Union market should be aligned, except for those responsible for less than 1 000 new vehicles registered in a calendar year. Consequently, the possibility for manufacturers responsible for between 1 000 and 10 000 passenger cars or between 1 000 and 22 000 light commercial vehicles newly registered in a calendar year to apply for a derogation from their specific emission targets should cease from **2030** onwards.

(21) In view of the increased overall greenhouse gas emissions reduction objectives and to avoid potential market distorting effects, the reduction requirements for all manufacturers present in the Union market should be aligned, except for those responsible for less than 1 000 new vehicles registered in a calendar year. Consequently, the possibility for manufacturers responsible for between 1 000 and 10 000 passenger cars or between 1 000 and 22 000 light commercial vehicles newly registered in a calendar year to apply for a derogation from their specific emission targets should cease from **2036** onwards.

Or. en

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(COM(2021)0556 – C9-0322/2021 – 2021/0197(COD))

Proposal for a regulation**Article 1 – paragraph 1 – point 6**

Regulation 2019/631

Article 10 – paragraph 2

*Text proposed by the Commission**Amendment*

‘A derogation applied for under paragraph 1 may be granted from the specific emission targets applicable until and including calendar year **2029**.’;

‘A derogation applied for under paragraph 1 may be granted from the specific emission targets applicable until and including calendar year **2035**.’;

Or. en