The Commission has opened a formal infringement procedure relating to the problem of the environmental duty levied on second hand cars purchased in other EU Member States with a view to introducing them into circulation in Greece. A letter of formal notice was sent and Greece replied to it at the end of January 2022. The Commission is currently assessing the reply of the Greek authorities with a view to deciding on the next step in the infringement procedure. In this assessment it will also take into account the recent legislative changes introduced by Greece.

In line with the principle of subsidiarity, Member States are best placed to target their financial support for fleet renewal, while the EU continuously reviews whether the relevant EU legislation is fit for purpose. To reach the EU climate neutrality objective, it is necessary to boost the uptake of zero-emissions vehicles, which yields the highest benefits in terms of emission reduction, while also ensuring that the remaining vehicle stock with conventional powertrains comply with relevant emission requirements. This is why the Commission has proposed a review of the CO2 emission performance standards for cars and vans and is working on the development of the pollutant emissions standards such as Euro 7. It is also working on the comprehensive revision of the roadworthiness framework that would help in removing tampered vehicles from European roads. Finally, it offers various funding and financial instruments to complement the ‘fleet renewal’, particularly supporting it under InvestEU, or the rollout of alternative fuels infrastructure.

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1 INFR (2020)4001
2 See press information - September infringements package: key decisions
3 The Alternative Fuels Infrastructure Finance Facility under the Connecting Europe Facility.