



2021/0197(COD)

2.2.2022

AMENDMENTS

35 - 354

Draft report

Jan Huitema

(PE697.678v01-00)

Amending Regulation (EU) 2019/631 as regards strengthening the CO₂ emission performance standards for new passenger cars and new light commercial vehicles in line with the Union's increased climate ambition

Proposal for a regulation

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

Amendment 35
Teuvo Hakkarainen

Proposal for a regulation

–

Proposal for rejection

***The European Parliament rejects the
Commission proposal.***

Or. fi

Amendment 36
**Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Silvia
Sardone, Rosanna Conte**

Proposal for a regulation

–

Proposal for rejection

***The European Parliament rejects the
Commission's proposal.***

Or. de

Justification

Wie in der Verordnung (EU) 2019/631 vom 17. April 2019 in Erwägungsgründen 45, 50, 51 sowie Artikel 7, Absatz 10, Artikel 12, Absatz 3 und insbesondere Artikel 15, Absatz 1 aufgeführt, sollte die Kommission erst im Jahr 2023 die Wirksamkeit dieser Verordnung eingehend überprüfen und das Ergebnis dem Europäischen Parlament und dem Rat in Form eines Berichtes übermitteln, um danach allfällige Änderungsvorschläge an dieser Verordnung einzubringen. Im Sinne der Verlässlichkeit, Planbarkeit, Berechenbarkeit und Redlichkeit sowie des Respekts gegenüber den Bürgern, welche Vertrauen in demokratische Prozesse und daraus abgeleitete Entscheidungen haben, die in Gesetzesform gegossen werden, sollte dieser beschlossene Zeitplan eingehalten werden.

Amendment 37
Anna Zalewska

Proposal for a regulation
Citation 2 a (new)

Text proposed by the Commission

Amendment

***having regard to the principle of
subsidiarity and proportionality;***

Or. en

Amendment 38

Bas Eickhout

Proposal for a regulation

Recital 1

Text proposed by the Commission

Amendment

(1) The Paris Agreement, adopted in December 2015 under the United Nations Framework Convention on Climate Change (UNFCCC) entered into force in November 2016 ('the Paris Agreement'). Its Parties have agreed to hold the increase in the global average temperature well below 2 °C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1,5 °C above pre-industrial levels.

(1) The Paris Agreement, adopted in December 2015 under the United Nations Framework Convention on Climate Change (UNFCCC) entered into force in November 2016 ('the Paris Agreement'). Its Parties have agreed to hold the increase in the global average temperature well below 2 °C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1,5 °C above pre-industrial levels. ***By adopting the Glasgow Climate Pact in November 2021, its Parties recognised that keeping the increase in the global average temperature to 1,5°C above pre-industrial levels would significantly reduce the risks and impacts of climate change, and committed to strengthen their 2030 targets by the end of 2022 in order to accelerate climate action in this critical decade and to close the ambition gap with the 1,5°C target.***

Or. en

Amendment 39

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Silvia Sardone, Rosanna Conte

Proposal for a regulation

Recital 1 a (new)

(1a) In terms of methodology, EU legislation in recent years has increasingly involved a scientifically unacceptable merging of the topics of environmental protection and climate change. While environmental protection is concrete and measurable and, as a rule, it is possible to assign responsibilities for environmental pollution directly, climate change inevitably entails working with future-oriented modelling, which cannot take every relevant factor into account. For this reason, both questions of responsibility and issues relating to future scenarios have to remain vague. In contrast to the very concrete impacts of the measures for supposed climate protection, which jeopardise our prosperity and our way of life and thus our society, the impacts of assumed anthropogenic temperature increases are the subject of scientific dispute and therefore their extent must be discussed. As important as the discussion of climate issues is alongside environmental protection, it is therefore just as clear that the attempt to bring about a total societal and economic transformation in the name of the climate, at the expense of prosperity, freedom, jobs and social cohesion, must be stopped.

Or. de

Amendment 40

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Silvia Sardone, Rosanna Conte

**Proposal for a regulation
Recital 1 b (new)**

(1b) The terms ‘zero-emission’ and

'zero-emission vehicles' are defined inadequately in current EU legislation as, contrary to valid physical laws, they imply zero-emission mobility, which does not exist.

Or. de

Amendment 41

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Silvia Sardone, Rosanna Conte

**Proposal for a regulation
Recital 1 c (new)**

Text proposed by the Commission

Amendment

(1c) Emissions from cars and light commercial vehicles must cover all aspects of pollutant emission, which means emissions during the manufacture of motor vehicles, the effort required to provide propulsion energy from primary energy generation to provision for the vehicle ('well-to-wheel' approach), the chain of effects from absorbed energy to conversion into kinetic energy ('wheel-to-tank' approach), further emissions during driving (especially wear and tear to tyres and brakes) and emissions during the disposal of a motor vehicle. This approach of including the entire supply chain is taken into account as a matter of course in all other sectors of EU legislation with regard to sustainability. Not to pursue this approach specifically for electric cars is quite simply a politically motivated decision.

Or. de

Amendment 42

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

Proposal for a regulation
Recital 1 d (new)

Text proposed by the Commission

Amendment

(1d) Owing to the currently unscientific definitions of ‘zero-emission’ and ‘zero-emission vehicles’, which therefore cannot be used for either environmental protection policy or climate policy justifications, the fines for manufacturers referred to as an ‘excess emissions premium’ should be suspended until the Commission has submitted to the European Parliament and to the Council, as laid down in Article 7(10) of Regulation (EU) 2019/631, a system for measuring emissions in cars and light commercial vehicles that is viable as it is comprehensive, verifiable and compliant with physical laws.

Or. de

Amendment 43

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Silvia Sardone, Rosanna Conte

Proposal for a regulation
Recital 1 e (new)

Text proposed by the Commission

Amendment

(1e) In the context of the Green Deal, the requirement to ‘leave no one behind’ should not mean that, as is euphemistically stated in recital 12 of Regulation (EU) 2019/631, entire industries and the jobs associated with them are first destroyed and the resulting social upheaval is subsequently dealt with by taking the scattergun approach and using taxpayers’ money to pay out money to millions of affected people and to organise retraining for sham jobs that do not exist. Instead, politicians must strive to keep these people in work so that they

can earn a living for their families.

Or. de

Amendment 44

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Silvia Sardone, Rosanna Conte

Proposal for a regulation

Recital 1 f (new)

Text proposed by the Commission

Amendment

(1f) In accordance with the Treaty of Lisbon (Article 3(3) TEU), the EU works for the sustainable development of Europe based on balanced economic growth and price stability, a highly competitive social market economy, aiming at full employment and social progress, and a high level of protection and improvement of the quality of the environment. Scientific and technical progress should be promoted.

Or. de

Amendment 45

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Silvia Sardone, Rosanna Conte

Proposal for a regulation

Recital 1 g (new)

Text proposed by the Commission

Amendment

(1g) The requirements of the Treaty of Lisbon should apply to all branches of the economy and industry. Any attempt to carry out a covert paradigm shift towards a socialist planned economy at the subordinate EU legislative level, however noble the motives behind this may be (all the way up to ‘saving the planet’), in which market diversity, the interplay

between supply and demand, entrepreneurial freedom and customer wishes are curtailed and unduly restricted must be resolutely opposed. This is especially true where the cost-benefit ratio is just like it is for electric cars. There is a risk that entire branches of the economy will be relocated, which will involve job losses and, at the same time, higher CO2 emissions since any additional power consumption must increase the share of fossil fuels as there will be insufficient storage technology available.

Or. de

Amendment 46

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

Proposal for a regulation

Recital 1 h (new)

Text proposed by the Commission

Amendment

(1h) Politicians, or rather national and supranational institutions, should set the framework for market economy activity but should not intervene in market economy processes themselves as a rule.

Or. de

Amendment 47

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

Proposal for a regulation

Recital 1 i (new)

Text proposed by the Commission

Amendment

(1i) In accordance with Article 3 TEU, companies should themselves advance scientific and technical progress, for

which free enterprise and an openness to different technological ideas are absolutely essential. A one-sided focus on one technology, such as on cars with electric drives should be rejected, especially since it is already evident that this technology is not marketable without political regulations and laws.

Or. de

Amendment 48

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Silvia Sardone, Rosanna Conte

Proposal for a regulation

Recital 1 j (new)

Text proposed by the Commission

Amendment

(1j) In a free market economy, consumer sovereignty, which is to say the maximum possible consideration for customer wishes, and entrepreneurial freedom must be very highly valued.

Or. de

Amendment 49

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Silvia Sardone, Rosanna Conte

Proposal for a regulation

Recital 1 k (new)

Text proposed by the Commission

Amendment

(1k) With regard to mobility with passenger cars and light commercial vehicles, corresponding customer wishes such as range, comfort, reliability, performance, safety and aesthetics must be taken into account.

Or. de

Amendment 50

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

Proposal for a regulation

Recital 1 l (new)

Text proposed by the Commission

Amendment

(1l) In recent decades, manufacturers have made considerable progress in developing environmentally friendly technologies that have improved air quality in a verifiable and measurable way, while exercising their entrepreneurial freedom.

Or. de

Amendment 51

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Silvia Sardone, Rosanna Conte

Proposal for a regulation

Recital 1 m (new)

Text proposed by the Commission

Amendment

(1m) In the future too, the urge to innovate that manufacturers have with the development of vehicles that particularly take into account economy, environmental protection, safety, comfort, range, availability of raw materials and the preservation of jobs should not be prevented by unilateral and excessive EU legislation.

Or. de

Amendment 52

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

Proposal for a regulation
Recital 1 n (new)

Text proposed by the Commission

Amendment

(1n) The vehicle manufacturer and related supplier industries in the EU Member States are currently directly responsible for 2.6 million jobs, 915 000 of them in Germany alone, and indirectly responsible for a total of 12.6 million jobs throughout the EU^{1a} with significant value creation, which should not be jeopardised recklessly. An analysis by the German Government in April 2020^{1b} revealed that up to 440 000 jobs in Germany alone will be at risk from the prescribed ‘structural change’ by 2030.

^{1a} See

https://www.acea.auto/files/ACEA_Pocket_Guide_2021-2022.pdf#page=6, p. 7

^{1b} Reply by the German Government of 3 April 2020 to a parliamentary question put by the FDP, document 19/18027, p. 9, <https://dserver.bundestag.de/btd/19/185/1918518.pdf>

Or. de

Amendment 53

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Silvia Sardone, Rosanna Conte

Proposal for a regulation
Recital 1 o (new)

Text proposed by the Commission

Amendment

(1o) There must be no hidden agenda to eliminate individual mobility, for example by banning existing cars and light commercial vehicles while, at the same time, making it impossible to replace entire fleets with cars and light

commercial vehicles that have alternative drive systems due to a lack of infrastructure, inadequate energy supply or exorbitant prices for a large number of citizens and consumers.

Or. de

Amendment 54

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Silvia Sardone, Rosanna Conte

Proposal for a regulation

Recital 1 p (new)

Text proposed by the Commission

Amendment

(1p) Individual mobility brings freedom and prosperity and preserves the lifestyle of many Europeans.

Or. de

Amendment 55

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Silvia Sardone, Rosanna Conte

Proposal for a regulation

Recital 1 q (new)

Text proposed by the Commission

Amendment

(1q) Roads, like other transport links, are the arteries of our industry, carrying the people and goods that keep our economy moving and thriving. Therefore, restrictions on individual mobility always entail a loss of prosperity, which must be avoided.

Or. de

Amendment 56

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Silvia Sardone, Rosanna Conte

**Proposal for a regulation
Recital 1 r (new)**

Text proposed by the Commission

Amendment

(1r) It cannot be a good idea to massively restrict individual mobility by banning and placing undue restrictions on existing technologies and, at the same time, promoting immature technologies that currently do not have an adequate infrastructure or corresponding energy supply, when this also cannot be compensated for by models such as car sharing or car pooling and, what is more, must be rated as an infringement of ownership rights.

Or. de

Amendment 57

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Silvia Sardone, Rosanna Conte

**Proposal for a regulation
Recital 1 s (new)**

Text proposed by the Commission

Amendment

(1s) As long as there are no suitable alternatives that, instead of increasing CO₂ emissions and shifting the place of emission, meet the criteria of economic efficiency, cost effectiveness, competitiveness and customer wishes, it serves no purpose to place a massive restriction or even ban on existing technologies such as the current internal combustion engine, a technology that has so far contributed to air pollution control with astonishing innovation. Rather, the focus should be on providing the framework for improving the existing drive technology and, where appropriate,

furnishing this with alternative or synthetic fuels and giving companies the opportunity to invest in completely new technologies.

Or. de

Amendment 58

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

Proposal for a regulation

Recital 1 t (new)

Text proposed by the Commission

Amendment

(1t) The individual mobility of all citizens can only be ensured through adequate provision of a transport infrastructure that does not overload the energy supply, be this for cars and light commercial vehicles with internal combustion engines or for corresponding vehicles with other drive technologies.

Or. de

Amendment 59

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

Proposal for a regulation

Recital 1 u (new)

Text proposed by the Commission

Amendment

(1u) In the transport sector, a one-sided technology preference that restricts individual mobility, jeopardises millions of jobs in the EU, entails a loss of prosperity and prevents potential innovations in the future must not become law.

Or. de

Amendment 60

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

Proposal for a regulation

Recital 2

Text proposed by the Commission

(2) Tackling *climate and environmental-related* challenges and reaching the objectives of the Paris Agreement are at the core of the Communication on the “European Green Deal”²³, adopted by the Commission on 11 December 2019. ***The necessity and value of the European Green Deal have only grown in light of the very severe effects of the COVID-19 pandemic on the health and economic well-being of the Union’s citizens.***

²³ Commission Communication - The European Green Deal, COM(2019) 640 final of 11 December 2019.

Amendment

(2) Tackling *environmental and climate-related* challenges and reaching the objectives of the Paris Agreement are at the core of the Communication on the “European Green Deal”²³, adopted by the Commission on 11 December 2019. ***This largely ideology-driven European Green Deal has nothing to do with the COVID crisis. Any attempt to link environmental protection and climate directly to the COVID crisis is unscientific, misleading and dishonest.***

²³ Commission Communication - The European Green Deal, COM(2019) 640 final of 11 December 2019.

Or. de

Amendment 61

Teuvo Hakkarainen

Proposal for a regulation

Recital 2

Text proposed by the Commission

(2) Tackling climate and environmental-related challenges and reaching the objectives of the Paris Agreement are at the core of the Communication on the “European Green Deal”, adopted by the Commission on 11 December 2019²³. ***The necessity and value of the European Green Deal have only***

grown in light of the very severe effects of the COVID-19 pandemic on the health and economic well-being of the Union's citizens.

²³ Commission Communication - The European Green Deal, COM(2019) 640 final of 11 December 2019.

²³ Commission Communication - The European Green Deal, COM(2019) 640 final of 11 December 2019.

Or. fi

Amendment 62

Sara Cerdas, Cyrus Engerer, Rovana Plumb, Mohammed Chahim, Jytte Guteland, Petar Vitanov

Proposal for a regulation

Recital 2

Text proposed by the Commission

(2) Tackling climate and environmental-related challenges and reaching the objectives of the Paris Agreement are at the core of the Communication on the “European Green Deal”, adopted by the Commission on 11 December 2019²³. The necessity and value of the European Green Deal have only grown in light of the very severe effects of the COVID-19 pandemic on the health and economic well-being of the Union's citizens.

²³ Commission Communication - The European Green Deal, COM(2019) 640 final of 11 December 2019.

Amendment

(2) Tackling climate and environmental-related challenges and reaching the objectives of the Paris Agreement are at the core of the Communication on the “European Green Deal”, adopted by the Commission on 11 December 2019²³. ***The European Parliament called, in its resolution of 15 January 2020 on the European Green Deal, for the necessary transition to a climate-neutral society by 2050 at the latest and, in its resolution of 28 November 2019 on the climate and environment emergency, declared a climate and environment emergency. The*** necessity and value of the European Green Deal have only grown in light of the very severe effects of the COVID-19 pandemic on the health and economic well-being of the Union's citizens.

²³ Commission Communication - The European Green Deal, COM(2019) 640 final of 11 December 2019.

Amendment 63

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

Proposal for a regulation**Recital 3***Text proposed by the Commission*

(3) The European Green Deal combines a comprehensive set of mutually reinforcing measures and initiatives aimed at **achieving** climate neutrality in the EU by 2050, and sets out a **new growth strategy that aims to transform the Union into a fair and prosperous society, with a modern, resource-efficient and competitive economy, where economic growth is decoupled from resource use. It also aims to protect, conserve and enhance the Union's natural capital, and protect the health and well-being of citizens from environment-related risks and impacts. At the same time, this transition affects women and men differently and has a particular impact on some disadvantaged groups, such as older people, persons with disabilities and persons with a minority racial or ethnic background. It must therefore be ensured that the transition is just and inclusive, leaving no one behind.**

Amendment

(3) The European Green Deal combines a comprehensive set of mutually reinforcing measures and initiatives aimed at **the assumed achievement of** climate neutrality in the EU by 2050, and sets out a **strategy that largely runs counter to the goals of growth, prosperity, competitiveness, resource efficiency and social justice as it consistently disregards fundamental laws of a free market economy. A 'transition' to a supposedly better society is a moral valuation of politics and legislation over the head of the sovereign state, so this terminology should be rejected. In the context of the Green Deal, the requirement to 'leave no one behind' should not mean that, as stated euphemistically in recital 12 of Regulation (EU) 2019/631, entire industries and the jobs associated with them are first destroyed and the resulting social upheaval is subsequently dealt with by taking a scattergun approach and using taxpayers' money to pay out money to millions of affected people and to organise retraining for jobs that do not exist. Instead, these people should be kept in work so that they can earn a living.**

Amendment 64

Teuvo Hakkarainen

Proposal for a regulation
Recital 3

Text proposed by the Commission

(3) The European Green Deal combines a comprehensive set of mutually reinforcing measures and initiatives aimed at achieving climate neutrality in the EU by 2050, and ***sets out a new growth strategy that aims to transform the Union into a fair and prosperous society, with a modern, resource-efficient and competitive economy, where economic growth is decoupled from resource use. It also aims to protect, conserve and enhance the Union's natural capital, and protect the health and well-being of citizens from environment-related risks and impacts. At the same time, this transition affects women and men differently and has a particular impact on some disadvantaged groups, such as older people, persons with disabilities and persons with a minority racial or ethnic background. It must therefore be ensured that the transition is just and inclusive, leaving no one behind.***

Amendment

(3) The European Green Deal combines a comprehensive set of mutually reinforcing measures and initiatives aimed at achieving climate neutrality in the EU by 2050. ***The European Green Deal is an unwieldy project that threatens the ability of the Member States to attend to their own affairs, penalises industry in the European Union and reduces the purchasing power of citizens.***

Or. fi

Amendment 65
Bas Eickhout

Proposal for a regulation
Recital 3

Text proposed by the Commission

(3) The ***European Green Deal*** combines a comprehensive set of mutually reinforcing measures and initiatives aimed at achieving climate neutrality in the EU by 2050, and sets out a new growth strategy that aims to transform the Union into a fair and prosperous society, with a modern, resource-efficient and

Amendment

(3) The ***8th Environmental Action Programme*** sets out the objective of accelerating the green transition to a climate-neutral, sustainable, nontoxic, resource-efficient, renewable energy-based, resilient and competitive circular economy in a just, equitable and inclusive way and of protecting, restoring and

competitive economy, where economic growth is decoupled from resource use. It also aims to protect, conserve and enhance the Union's natural capital, and protect the health and well-being of citizens from environment-related risks and impacts. At the same time, this transition affects women and men differently and has a particular impact on some disadvantaged groups, such as older people, persons with disabilities and persons with a minority racial or ethnic background. It must therefore be ensured that the transition is just and inclusive, leaving no one behind.

improving the state of the environment, supporting and building upon the set of measures and initiatives announced under the European Green Deal. At the same time, this transition affects women and men differently and has a particular impact on some disadvantaged groups, such as older people, persons with disabilities and persons with a minority racial or ethnic background. It must therefore be ensured that the transition is just and inclusive, leaving no one behind.

Or. en

Amendment 66

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Maria Spyraiki, Elissavet Vozemberg-Vrionidi, Markus Pieper, Cláudia Monteiro de Aguiar, Jörgen Warborn, Dolors Montserrat, Michael Gahler, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Christophe Hansen, Alexander Bernhuber, Christian Doleschal

Proposal for a regulation Recital 3

Text proposed by the Commission

(3) The European Green Deal combines a comprehensive set of mutually reinforcing measures and initiatives aimed at achieving climate neutrality in the EU by 2050, and sets out a new growth strategy that aims to transform the Union into a fair and prosperous society, with a modern, resource-efficient and competitive economy, *where economic growth is decoupled from resource use.* It also aims to protect, conserve and enhance the Union's natural capital, and protect the health and well-being of citizens from environment-related risks and impacts. *At the same time, this transition affects women and men differently and has a particular impact on some disadvantaged*

Amendment

(3) The European Green Deal combines a comprehensive set of mutually reinforcing measures and initiatives aimed at achieving climate neutrality in the EU by 2050, and sets out a new growth strategy that aims to transform the Union into a fair and prosperous society, with a modern, resource-efficient and competitive economy *and vibrant industries that remain world-leaders in their respective segment and global innovation drivers while securing high-paid quality jobs in Europe.* It also aims to protect, conserve and enhance the Union's natural capital, and protect the health and well-being of citizens from environment-related risks and impacts. It must be ensured that the

groups, such as older people, persons with disabilities and persons with a minority racial or ethnic background. It must *therefore* be ensured that the transition is just and inclusive, leaving no one behind.

transition is just and inclusive, leaving no one behind.

Or. en

Amendment 67

Sara Cerdas, Cyrus Engerer, Rovana Plumb, Mohammed Chahim, Jytte Guteland, Petar Vitanov

Proposal for a regulation Recital 3

Text proposed by the Commission

(3) The European Green Deal combines a comprehensive set of mutually reinforcing measures and initiatives aimed at achieving climate neutrality in the EU by 2050, and sets out a new growth strategy that aims to transform the Union into a fair and prosperous society, with a modern, resource-efficient and competitive economy, where economic growth is decoupled from resource use. It also aims to protect, conserve and enhance the Union's natural capital, and protect the health and well-being of citizens from environment-related risks and impacts. At the same time, this transition affects women and men differently and has a particular impact on some disadvantaged groups, such as older people, persons with disabilities and persons with a minority racial or ethnic background. It must therefore be ensured that the transition is just and inclusive, leaving no one behind.

Amendment

(3) The European Green Deal combines a comprehensive set of mutually reinforcing measures and initiatives aimed at achieving climate neutrality in the EU by 2050, and sets out a new growth strategy that aims to transform the Union into a fair and prosperous society, with a modern, resource-efficient and competitive economy, where economic growth is decoupled from resource use. It also aims to protect, conserve and enhance the Union's natural capital, and protect the health and well-being of citizens from environment-related risks and impacts. At the same time, this transition affects women and men differently and has a particular impact on some disadvantaged groups, such as older people, persons with disabilities and persons with a minority racial or ethnic background. ***In addition, the transition will affect regions of the Union differently, especially outermost regions, which, because of their periphery, are more vulnerable to the negative impacts of the transition.*** It must therefore be ensured that the transition is just and inclusive, leaving no one behind.

Or. en

Amendment 68
Mr Stanislav Polčák

Proposal for a regulation
Recital 3

Text proposed by the Commission

(3) The European Green Deal combines a comprehensive set of mutually reinforcing measures and initiatives aimed at achieving climate neutrality in the EU by 2050, and sets out a new growth strategy that aims to transform the Union into a fair and prosperous society, with a modern, resource-efficient and competitive economy, where economic growth is decoupled from resource use. It also aims to protect, conserve and enhance the Union's natural capital, and protect the health and well-being of citizens from environment-related risks and impacts. At the same time, this transition affects women and men differently and has a particular impact on *some* disadvantaged groups, such as older people, persons with disabilities *and* persons with a minority racial or ethnic background. It must therefore be ensured that the transition is just and inclusive, leaving no one behind.

Amendment

(3) The European Green Deal combines a comprehensive set of mutually reinforcing measures and initiatives aimed at achieving climate neutrality in the EU by 2050, and sets out a new growth strategy that aims to transform the Union into a fair and prosperous society, with a modern, resource-efficient and competitive economy, where economic growth is decoupled from resource use. It also aims to protect, conserve and enhance the Union's natural capital, and protect the health and well-being of citizens from environment-related risks and impacts. At the same time, this transition affects women and men differently and has a particular impact on disadvantaged *and vulnerable* groups, such as older people, persons with disabilities, persons with a minority racial or ethnic background, *and persons and households with a low or lower than average income. It also puts greater demands on some regions, particular structurally disadvantaged regions*. It must therefore be ensured that the transition is just and inclusive, leaving no one behind.

Or. cs

Amendment 69
Michal Wiezik, Martin Hojsík, Nicolae Ștefănuță, Susana Solís Pérez, Nils Torvalds,
María Soraya Rodríguez Ramos

Proposal for a regulation
Recital 3

Text proposed by the Commission

Amendment

(3) The European Green Deal combines a comprehensive set of mutually reinforcing measures and initiatives aimed at achieving climate neutrality in the EU by 2050, and sets out a new growth strategy that aims to transform the Union into a fair and prosperous society, with a modern, resource-efficient and competitive economy, where economic growth is decoupled from resource use. It also aims to protect, conserve and enhance the Union's natural capital, and protect the health and well-being of citizens from environment-related risks and impacts. At the same time, this transition affects women and men differently and has a particular impact on some disadvantaged groups, such as older people, persons with disabilities and persons with a minority racial or ethnic background. It must therefore be ensured that the transition is just and inclusive, leaving no one behind.

(3) The European Green Deal combines a comprehensive set of mutually reinforcing measures and initiatives aimed at achieving climate neutrality in the EU by 2050, and sets out a new growth strategy that aims to transform the Union into a fair and prosperous society, with a modern, resource-efficient and competitive economy, where economic growth is decoupled from resource use. It also aims to protect, conserve and enhance the Union's natural capital, and protect the health and well-being of citizens from environment-related risks and impacts. At the same time, this transition affects ***different regions differently***, women and men differently and has a particular impact on some disadvantaged groups, such as older people, persons with disabilities and persons with a minority racial or ethnic background. It must therefore be ensured that the transition is just and inclusive, leaving no one behind.

Or. en

Amendment 70

Bas Eickhout

Proposal for a regulation

Recital 4

Text proposed by the Commission

Amendment

(4) The Union committed to reducing the Union's economy-wide net greenhouse gas emissions by at least 55% by 2030 below 1990 levels in the updated nationally determined contribution submitted to the UNFCCC Secretariat on 17 December 2020.

deleted

Or. en

Amendment 71

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

Proposal for a regulation

Recital 4

Text proposed by the Commission

(4) The Union **committed** to reducing the Union's economy-wide net greenhouse gas emissions by at least 55% by 2030 below 1990 levels in the updated nationally determined contribution submitted to the UNFCCC Secretariat on 17 December 2020.

Amendment

(4) The Union **has placed itself and its citizens under pressure, with no regard for external factors and therefore recklessly and unnecessarily, by committing** to reducing the Union's economy-wide net greenhouse gas emissions by at least 55% by 2030 below 1990 levels in the updated 'nationally' determined contribution submitted to the UNFCCC Secretariat on 17 December 2020.

Or. de

Amendment 72

Bas Eickhout

Proposal for a regulation

Recital 5

Text proposed by the Commission

(5) In Regulation (EU) ~~[-]~~ of the European Parliament and of the Council²⁴ the Union has enshrined the target of economy-wide climate neutrality by 2050 in legislation. That Regulation also **establishes a binding Union domestic reduction commitment of net greenhouse gas emissions (emissions after deduction of removals) of** at least 55% below 1990 levels by 2030.

Amendment

(5) In Regulation (EU) **2021/1119** of the European Parliament and of the Council²⁴ the Union has enshrined the target of economy-wide climate neutrality by 2050 **at the latest and of achieving negative emissions thereafter** in legislation. That Regulation also **increased the EU intermediate climate target to** at least 55% **net GHG emissions reduction** below 1990 levels by 2030.

²⁴ Regulation (EU) [...] of [...] 2021 of the European Parliament and of the Council establishing the framework for achieving climate neutrality and amending

²⁴ Regulation (EU) [...] of [...] 2021 of the European Parliament and of the Council establishing the framework for achieving climate neutrality and amending

Regulation (EU) 2018/1999 (European Climate Law), [OJ L, .../...].

Regulation (EU) 2018/1999 (European Climate Law), [OJ L, .../...].

Or. en

Amendment 73

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

Proposal for a regulation

Recital 5

Text proposed by the Commission

(5) In Regulation (EU) [--] of the European Parliament and of the Council²⁴ the Union **has** enshrined the target of economy-wide climate neutrality by 2050 in legislation. That Regulation also establishes a binding Union domestic reduction commitment of net greenhouse gas emissions (emissions after deduction of removals) of at least 55% below 1990 levels by 2030.

²⁴ Regulation (EU) [.../...] of [...] 2021 of the European Parliament and of the Council establishing the framework for achieving climate neutrality and amending Regulation (EU) 2018/1999 (European Climate Law), [OJ L, .../...].

Amendment

(5) In Regulation (EU) [--] of the European Parliament and of the Council²⁴ the Union **subsequently** enshrined the target of economy-wide climate neutrality by 2050 in legislation. That Regulation also establishes a binding Union domestic reduction commitment of net greenhouse gas emissions (emissions after deduction of removals) of at least 55% below 1990 levels by 2030.

²⁴ Regulation (EU) [.../...] of [...] 2021 of the European Parliament and of the Council establishing the framework for achieving climate neutrality and amending Regulation (EU) 2018/1999 (European Climate Law), [OJ L, .../...].

Or. de

Amendment 74

Andreas Glück, Dominique Riquet, Nils Torvalds

Proposal for a regulation

Recital 6

Text proposed by the Commission

(6) All sectors of the economy are expected to contribute to achieving those

Amendment

(6) All sectors of the economy are expected to contribute to achieving those

emission reductions, including the road transport sector.

emission reductions, including the road transport sector, ***which is the only sector in the EU in which emissions have been trending upwards since the 1990s. The Green Deal has set the ambitious target of a 90% reduction in transport emissions in order to achieve carbon neutrality in the EU by 2050.***

Or. en

Amendment 75
Bas Eickhout

Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) All sectors of the economy are expected to contribute to achieving those emission reductions, ***including*** the road transport sector.

Amendment

(6) All sectors of the economy are expected to contribute to achieving those emission reductions, ***in particular*** the road transport sector. ***Transport is the only sector that has seen a constant rise in GHG emissions since 1990, and which represents more than 70% of the EU total transport emissions.***

Or. en

Amendment 76
Sara Cerdas, Cyrus Engerer, Rovana Plumb, Mohammed Chahim, Jytte Guteland, Petar Vitanov

Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) All sectors of the economy are expected to contribute to achieving those emission reductions, including the road transport sector.

Amendment

(6) All sectors of the economy are expected to contribute to achieving those emission reductions, including the road transport sector, ***which accounts over 70 % of overall GHG emissions from the transport sector and has not been***

presenting a trend of decreasing emissions.

Or. en

Amendment 77

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Maria Spyraiki, Elissavet Vozemberg-Vrionidi, Markus Pieper, Cláudia Monteiro de Aguiar, Jörgen Warborn, Dolores Montserrat, Karolin Braunsberger-Reinhold, Michael Gahler, Pernille Weiss, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Nathalie Colin-Oesterlé, Henna Virkkunen, Alexander Bernhuber, Christian Doleschal

Proposal for a regulation

Recital 6

Text proposed by the Commission

(6) All sectors of the economy are expected to contribute to achieving those emission reductions, including the road transport sector.

Amendment

(6) All sectors of the economy are expected to contribute to achieving those ***net greenhouse gas*** emission reductions, including the road transport sector ***and fuel suppliers***.

Or. en

Amendment 78

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

Proposal for a regulation

Recital 6

Text proposed by the Commission

(6) All sectors of the economy are expected to contribute to achieving those emission reductions, including the road transport sector.

Amendment

(6) ***Consequently***, all sectors of the economy are expected to contribute to achieving those emission reductions, including the road transport sector.

Or. de

Amendment 79

Kateřina Konečná

**Proposal for a regulation
Recital 6 a (new)**

Text proposed by the Commission

Amendment

(6a) Strongly reaffirms that individual mobility must remain accessible and affordable for all, especially for commuters without access to quality public transport or other mobility solutions.

Or. en

Amendment 80

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

**Proposal for a regulation
Recital 7**

Text proposed by the Commission

Amendment

(7) The measures set out in this Regulation are necessary as part of a coherent and consistent framework that is indispensable for achieving the overall objective of the Union to reduce net greenhouse gas emissions.

(7) The measures set out in this Regulation **are the consequence of this ideology-based politics, according to which the measures** are necessary as part of a coherent and consistent framework that is indispensable for achieving the overall objective of the Union to reduce net greenhouse gas emissions.

Or. de

**Amendment 81
Frédérique Ries**

**Proposal for a regulation
Recital 7**

Text proposed by the Commission

Amendment

(7) The measures set out in this

(7) The measures set out in this

Regulation are necessary as part of a coherent and consistent framework that is indispensable for achieving the overall objective of the Union to reduce net greenhouse gas emissions.

Regulation are necessary as part of a coherent and consistent framework, ***ensuring fair competition between different technological innovations***, that is indispensable for achieving the overall objective of the Union to reduce net greenhouse gas emissions.

Or. fr

Amendment 82
Mr Stanislav Polčák

Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) The measures set out in this Regulation are necessary as part of a coherent and consistent framework that is indispensable for achieving the overall objective of the Union to reduce net greenhouse gas emissions.

Amendment

(7) The measures set out in this Regulation are necessary as part of a coherent and consistent framework that is indispensable for achieving the overall objective of the Union to reduce net greenhouse gas emissions. ***The ambitions of this Regulation are co-determined by the fact that the effect of tightened emission standards for passenger cars and light commercial vehicles on achieving climate objectives will be gradual.***

Or. cs

Amendment 83
Andreas Glück, Dominique Riquet, Ondřej Knotek

Proposal for a regulation
Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) This regulation forms part of efforts to meet the Union's wider objective to reduce emissions from passenger cars and light commercial vehicles. With the increasing use of zero- and low-emission

vehicles, emission sources will move upstream in the automotive chain. By focusing exclusively on vehicle exhaust emissions, this legislation will therefore become progressively less effective in reducing emissions at EU level. In these circumstances, the Commission needs to come up with, by 31 December 2023 at the latest, a harmonised methodology for reporting the carbon balance of the life-cycle of such vehicles ('Well-to-Wheels') in order to obtain an overall view of their environmental impacts and thus ensure consistency of the means brought to bear in pursuit of the Union's climate objectives. This regulation should be reviewed in 2027 to incorporate this extended carbon accounting as a new indicator for the reduction of emissions from the sector which is better able to reflect the true carbon balance of passenger cars and light commercial vehicles.

Or. en

Amendment 84

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Maria Spyraiki, Elissavet Vozemberg-Vrionidi, Markus Pieper, Cláudia Monteiro de Aguiar, Jörgen Warborn, Dolors Montserrat, Karolin Braunsberger-Reinhold, Michael Gahler, Pernille Weiss, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Nathalie Colin-Oesterlé, Christophe Hansen, Henna Virkkunen, Christian Doleschal

Proposal for a regulation

Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) *In line with Regulation (EU) 2019/631 the emissions of the entire life cycle of vehicles should be taken into account in order to ensure that emissions are reduced in the most effective manner. Given the strengthened target for 2030, it is important to ensure that a methodology of full life-cycle CO2 emissions for*

vehicles follows suit. It is therefore necessary that the Commission develop no later than December 31, 2023, an harmonized methodology to report the carbon footprint of the life-cycle of vehicles in order to consider the global impact of passenger cars and light commercial vehicles on the environment. This regulation should be reviewed in 2028 to incorporate this harmonized methodology of an extended carbon accounting as new indicator for further reduction targets beyond 2030.

Or. en

Amendment 85
Kateřina Konečná

Proposal for a regulation
Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) The automotive sector is of strategic importance for the EU's economy. Car manufacturing (assembly and suppliers) employs 2.6 million workers and generates 900 000 jobs in supplying industries, which together represent 11.6% of EU manufacturing employment. With the dramatic acceleration of the decarbonisation pace that the Fit for 55 package will entail, additional resources in an extended Just Transition Fund (JTF) – will be needed to cope with the social consequences of emission-reduction measures in regions dependent on automotive supply chains.

Or. en

Amendment 86
Anna Zalewska

Proposal for a regulation
Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) *Member States should be provided with necessary financial, technical and know-how orientated support to help implement the increased targets and ambitions.*

Or. en

Amendment 87

Andreas Glück, Dominique Riquet, Ondřej Knotek, Nils Torvalds, Frédérique Ries

Proposal for a regulation
Recital 7 b (new)

Text proposed by the Commission

Amendment

(7b) *While the review of this regulation forms part of efforts to meet the environmental objectives of decarbonising road transport in order to combat climate change, it should also take into account the significant industrial and social consequences of this process to ensure employment and accessible mobility for all.*

Or. en

Amendment 88

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Silvia Sardone, Rosanna Conte

Proposal for a regulation
Recital 8

Text proposed by the Commission

Amendment

(8) *In order to achieve* a reduction in net greenhouse gas emissions of at least 55 % by 2030 compared to 1990, *it is*

(8) A reduction in net greenhouse gas emissions of at least 55 % by 2030 compared to 1990, *which has been self-*

necessary to strengthen the reduction requirements set out in Regulation (EU) 2019/631 of the European Parliament and of the Council²⁵ for both passenger cars and light commercial vehicles. ***A clear pathway also needs to be set for further reductions beyond 2030 to contribute to achieving the climate neutrality objective by 2050. Without ambitious action on greenhouse gas emission reductions in road transport, higher emission reductions would be needed in other sectors, including sectors where decarbonisation is more challenging.***

²⁵ Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO2 emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (OJ L 111, 25.4.2019, p. 13).

imposed without regard for scientifically verifiable factors, also raises questions in relation to the reduction requirements set out in Regulation (EU) 2019/631 of the European Parliament and of the Council²⁵ for both passenger cars and light commercial vehicles.

²⁵ Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO2 emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (OJ L 111, 25.4.2019, p. 13).

Or. de

Amendment 89 **Bas Eickhout**

Proposal for a regulation **Recital 8**

Text proposed by the Commission

(8) In order to achieve a reduction in net greenhouse gas emissions ***of at least 55 % by 2030 compared to 1990***, it is necessary to strengthen the reduction requirements set out in Regulation (EU) 2019/631 of the European Parliament and of the Council²⁵ for both passenger cars and light commercial vehicles. ***A clear pathway also needs to be set for further reductions beyond 2030 to contribute to achieving the climate neutrality objective by 2050. Without ambitious action on***

Amendment

(8) In order to achieve a ***rapid, deep and sustained*** reduction in net greenhouse gas emissions ***in this decade in line with our international commitments under the Paris Agreement***, it is necessary to strengthen the reduction requirements set out in Regulation (EU) 2019/631 of the European Parliament and of the Council²⁵ for both passenger cars and light commercial vehicles. ***With an average lifetime of about 15 years, it is necessary to ensure that all new passenger cars and***

greenhouse gas emission reductions in road transport, higher emission reductions would be needed in other sectors, including sectors where decarbonisation is more challenging.

light commercial vehicles put on the Union market as of 2030 be fully zero-emissions. Setting an end date for the sale of new vehicles equipped with combustion engines is the only way of ensuring that the entire EU car fleet can become fully zero-emissions before 2050. Without ambitious action on greenhouse gas emission reductions in road transport, higher emission reductions would be needed in other sectors, including sectors where decarbonisation is more challenging.

²⁵ Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO₂ emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (OJ L 111, 25.4.2019, p. 13).

²⁵ Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO₂ emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (OJ L 111, 25.4.2019, p. 13).

Or. en

Amendment 90 **Teuvo Hakkarainen**

Proposal for a regulation **Recital 8**

Text proposed by the Commission

(8) In order to achieve a reduction in net greenhouse gas emissions of at least 55 % by 2030 compared to 1990, it is necessary to strengthen the reduction requirements set out in Regulation (EU) 2019/631²⁵ of the European Parliament and of the Council for both passenger cars and light commercial vehicles. ***A clear pathway also needs to be set for further reductions beyond 2030 to contribute to achieving the climate neutrality objective by 2050.*** Without ambitious action on greenhouse gas emission reductions in road transport, higher emission reductions would be needed in other sectors, including sectors where decarbonisation is more

Amendment

(8) In order to achieve a reduction in net greenhouse gas emissions of at least 55 % by 2030 compared to 1990, it is ***not*** necessary to strengthen the reduction requirements set out in Regulation (EU) 2019/631²⁵ of the European Parliament and of the Council for both passenger cars and light commercial vehicles. ***It is not prudent to destabilise the set of norms that largely function as a basis for the criteria already in place and new industrial investment, as that would impose an excessively tight schedule on at least some car manufacturers, in which case the ‘new car sector’ would not create sufficient market-driven competition. We need to be***

challenging.

wary of over-ambitious targets that are too tight, but without ambitious action on greenhouse gas emission reductions in road transport, higher emission reductions would be needed in other sectors, including sectors where decarbonisation is more challenging.

²⁵ Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO₂ emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (OJ L 111, 25.4.2019, p. 13).

²⁵ Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO₂ emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (OJ L 111, 25.4.2019, p. 13).

Or. fi

Amendment 91

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Markus Pieper, Cláudia Monteiro de Aguiar, Dolors Montserrat, Karolin Braunsberger-Reinhold, Michael Gahler, Pernille Weiss, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Alexander Bernhuber, Christian Doleschal

Proposal for a regulation **Recital 8**

Text proposed by the Commission

(8) In order to achieve a reduction in net greenhouse gas emissions of at least 55 % by 2030 compared to 1990, it is necessary to strengthen the reduction requirements set out in Regulation (EU) 2019/631 of the European Parliament and of the Council²⁵ for both passenger cars and light commercial vehicles. ***A clear pathway also needs to be set for further reductions beyond 2030 to contribute to achieving the climate neutrality objective by 2050.*** Without ambitious action on greenhouse gas emission reductions in road transport, higher emission reductions would be needed in other sectors, including sectors where decarbonisation is more

Amendment

(8) In order to achieve a reduction in net greenhouse gas emissions of at least 55 % by 2030 compared to 1990, it is necessary to strengthen the reduction requirements set out in Regulation (EU) 2019/631 of the European Parliament and of the Council²⁵ for both passenger cars and light commercial vehicles. Without ambitious action on greenhouse gas emission reductions in road transport, higher emission reductions would be needed in other sectors, including sectors where decarbonisation is more challenging.

challenging.

²⁵ Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO2 emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (OJ L 111, 25.4.2019, p. 13).

²⁵ Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO2 emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (OJ L 111, 25.4.2019, p. 13).

Or. en

Amendment 92 Mr Stanislav Polčák

Proposal for a regulation Recital 8

Text proposed by the Commission

(8) In order to achieve a reduction in net greenhouse gas emissions of at least 55 % by 2030 compared to 1990, it is necessary to strengthen the reduction requirements set out in Regulation (EU) 2019/631²⁵ of the European Parliament and of the Council for both passenger cars and light commercial vehicles. A clear pathway also needs to be set for further reductions beyond 2030 to contribute to achieving the climate neutrality objective by 2050. Without ambitious action on greenhouse gas emission reductions in road transport, higher emission reductions would be needed in other sectors, including sectors where decarbonisation is more challenging.

Amendment

(8) In order to achieve a reduction in net greenhouse gas emissions of at least 55 % by 2030 compared to 1990, it is necessary to strengthen the reduction requirements set out in Regulation (EU) 2019/631²⁵ of the European Parliament and of the Council for both passenger cars and light commercial vehicles. A clear pathway also needs to be set for further reductions beyond 2030 to contribute to achieving the climate neutrality objective by 2050. ***If this objective is to be met, it will be necessary to reduce emissions in the transport sector by about 90 % according to the most cost-efficient scenario, whereas, currently, greenhouse gas emissions are growing only in the transport sector.*** Without ambitious action on greenhouse gas emission reductions in road transport, higher emission reductions would be needed in other sectors, including sectors where decarbonisation is more challenging.

²⁵ Regulation (EU) 2019/631 of the

²⁵ Regulation (EU) 2019/631 of the

European Parliament and of the Council of 17 April 2019 setting CO2 emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (OJ L 111, 25.4.2019, p. 13).

European Parliament and of the Council of 17 April 2019 setting CO2 emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (OJ L 111, 25.4.2019, p. 13).

Or. cs

Amendment 93
Jessica Polfjärd

Proposal for a regulation
Recital 8

Text proposed by the Commission

(8) In order to achieve a reduction in net greenhouse gas emissions of at least 55 % by 2030 compared to 1990, it is necessary to strengthen the reduction requirements set out in Regulation (EU) 2019/631 of the European Parliament and of the Council²⁵ for both passenger cars and light commercial vehicles. A clear pathway also needs to be set for further reductions beyond 2030 to contribute to achieving the climate neutrality objective by 2050. Without ambitious action on greenhouse gas emission reductions in road transport, higher emission reductions would be needed in other sectors, including sectors where decarbonisation is more challenging.

²⁵ Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO2 emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No

Amendment

(8) In order to achieve a reduction in net greenhouse gas emissions of at least 55 % by 2030 compared to 1990, **including setting out a pathway with appropriate tools and impact assessments contributing to the reduction target**, it is necessary to strengthen the reduction requirements set out in Regulation (EU) 2019/631 of the European Parliament and of the Council²⁵ for both passenger cars and light commercial vehicles. A clear pathway **with appropriate tools and impact assessments** also needs to be set for further reductions beyond 2030 to contribute to achieving the climate neutrality objective by 2050. Without ambitious action on greenhouse gas emission reductions in road transport, higher emission reductions would be needed in other sectors, including sectors where decarbonisation is more challenging.

²⁵ Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO2 emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No

Amendment 94
Edina Tóth

Proposal for a regulation
Recital 8

Text proposed by the Commission

(8) In order to achieve a reduction in net greenhouse gas emissions of at least 55 % by 2030 compared to 1990, it is necessary to strengthen the reduction requirements set out in Regulation (EU) 2019/631 of the European Parliament and of the Council²⁵ for both passenger cars and light commercial vehicles. A clear pathway also needs to be set for further reductions beyond 2030 to contribute to achieving the climate neutrality objective by 2050. Without ambitious action on greenhouse gas emission reductions in road transport, higher emission reductions would be needed in other sectors, including sectors where decarbonisation is more challenging.

²⁵ Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO₂ emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (OJ L 111, 25.4.2019, p. 13).

Amendment

(8) In order to achieve a reduction in net greenhouse gas emissions of at least 55 % by 2030 compared to 1990, it is necessary to strengthen the reduction requirements set out in Regulation (EU) 2019/631 of the European Parliament and of the Council²⁵ for both passenger cars and light commercial vehicles. A clear pathway also needs to be set for further reductions beyond 2030 to contribute to achieving the climate neutrality objective by 2050. Without ambitious action on greenhouse gas emission reductions in road transport, higher emission reductions would be needed in other sectors, including sectors where decarbonisation is more challenging. ***However, due to the economic and social importance of road transport, these measures will need to ensure that the competitiveness of the industry is maintained and that the transition is effected in a socially acceptable manner.***

²⁵ Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO₂ emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (OJ L 111, 25.4.2019, p. 13).

Amendment 95
Bas Eickhout

Proposal for a regulation
Recital 8 a (new)

Text proposed by the Commission

Amendment

(8a) Recent studies suggest that battery electric vehicles are already competitive with conventional cars in several car segments when considering the total cost of ownership. Increased CO₂ standards for passenger cars and light-commercial vehicles will accelerate the reduction of the total cost of ownership of battery electric vehicles, making them more attractive for all consumer groups across the Union than vehicles equipped with combustion engines. More ambitious CO₂ standards for passenger cars and light-commercial vehicles for the period from 2025 to 2030 will also accelerate the decarbonisation of the second-hand market in all car segments, with greater benefits for lower- and middle-income consumers.

Or. en

Amendment 96
Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Silvia Sardone, Rosanna Conte

Proposal for a regulation
Recital 9

Text proposed by the Commission

Amendment

(9) The strengthened CO₂ emission reduction requirements should incentivise an increasing share of zero-emission vehicles being deployed on the Union

(9) Regulation (EU) 2019/631 lays down CO₂ emission reductions for cars and light commercial vehicles. Low-emission vehicles should deliver benefits

market whilst providing benefits to consumers and citizens in terms of air quality and energy savings, *as well as ensuring* that innovation in the automotive value chain can be maintained. *Within the global context, also the EU automotive chain must be a leading actor in the ongoing transition towards zero-emission mobility. The strengthened* CO₂ emission reduction standards are technology neutral in reaching the fleet-wide targets that they set. Different technologies are and remain available to reach *the zero-emission* fleet wide *target. Zero-emission* vehicles *currently* include battery electric vehicles, fuel-cell *and other* hydrogen powered vehicles, *and technological innovations are continuing. Zero and low-emission vehicles, which also include well performing* plug-in hybrid electric vehicles, *can continue to play a role in the transition pathway.*

to consumers and citizens in terms of air quality and energy savings. *It should be ensured* that innovation in the automotive value chain can be maintained. CO₂ emission reduction standards are technology neutral in reaching the fleet-wide targets that they set. *Describing a technology that merely relocates CO₂ emissions as ‘zero-emission’ makes every effort to reduce CO₂ absurd.* Different technologies are and remain available to reach fleet wide *targets. In accordance with Article 7(10) of Regulation (EU) 2019/631, low-emission vehicles must be defined independently of their drive system based on a comprehensive vehicle emission measurement system to be developed by the Commission as soon as possible and no later than 2023. This system must include the entire supply chain and thus take full and comprehensive account of all emissions created in the manufacture of the vehicle, the emissions during driving including the emissions of the energy this requires and the energy source, and the emissions resulting from disposal. It must also highlight the corresponding changes that are to be made to other EU legal texts such as Regulation (EU) 2018/842. As things stand today, if total emissions are measured taking all factors into account, low-emission* vehicles can include *conventional internal combustion engines with low consumption, which are able to use synthetic or alternative fuels in addition to classic petrol and diesel, battery electric vehicles, fuel-cell or hydrogen powered vehicles and plug-in hybrids, though the Commission has yet to devise a scientifically based system for recording all of a vehicle’s emissions.*

Or. de

Amendment 97

Bas Eickhout

Proposal for a regulation
Recital 9

Text proposed by the Commission

(9) The strengthened CO₂ emission reduction requirements ***should incentivise*** an increasing share of zero-emission vehicles being deployed on the Union market whilst providing benefits to consumers and citizens in terms of air quality and energy savings, as well as ensuring that innovation in the automotive value chain can be maintained. Within the global context, also the EU automotive chain must be a leading actor in the on-going transition towards zero-emission mobility. ***The strengthened CO₂ emission reduction standards are technology neutral in reaching the fleet-wide targets that they set. Different technologies are and remain available to reach the zero-emission fleet wide target. Zero-emission vehicles currently include battery electric vehicles, fuel-cell and other hydrogen powered vehicles, and technological innovations are continuing. Zero and low-emission vehicles, which also include well performing plug-in hybrid electric vehicles, can continue to play a role in the transition pathway.***

Amendment

(9) The strengthened CO₂ emission reduction requirements ***will lead to*** an increasing share of zero-emission vehicles being deployed on the Union market whilst providing benefits to consumers and citizens in terms of air quality and energy savings, as well as ensuring that innovation in the automotive value chain can be maintained. Within the global context, also the EU automotive chain must be a leading actor in the on-going transition towards zero-emission mobility.

Or. en

Amendment 98
Teuvo Hakkarainen

Proposal for a regulation
Recital 9

Text proposed by the Commission

(9) The ***strengthened*** CO₂ emission reduction requirements should incentivise an increasing share of zero-emission

Amendment

(9) The ***existing tight*** CO₂ emission reduction requirements should incentivise an increasing share of zero-emission ***and***

vehicles being deployed on the Union market whilst providing benefits to consumers and citizens in terms of air quality and energy savings, as well as ensuring that innovation in the automotive value chain can be maintained. ***Within the global context, also the EU automotive chain must be a leading actor in the ongoing transition towards zero-emission mobility.*** The ***strengthened*** CO₂ emission reduction standards ***are*** technology neutral ***in reaching the fleet-wide targets that they set.*** Different technologies are and remain available to reach the zero-emission fleet wide target. Zero-emission vehicles currently include battery electric vehicles, fuel-cell and other hydrogen powered vehicles, and technological innovations are continuing. Zero and low-emission vehicles, which also include well performing plug-in hybrid electric vehicles, can continue to play a role in the transition pathway.

low-emission vehicles being deployed on the Union market whilst providing benefits to consumers and citizens in terms of air quality and energy savings, as well as ensuring that innovation in the automotive value chain can be maintained. The CO₂ emission reduction standards ***must be*** technology neutral. ***It is important to enable competition in low-emission and zero-emission technologies, as there are more and more problems associated solely with electric cars, such as higher prices for consumers and the challenges connected with battery recycling.*** Different technologies are and remain available to reach the zero-emission fleet wide target. Zero-emission vehicles currently include battery electric vehicles, fuel-cell and other hydrogen powered vehicles, and technological innovations are continuing. Zero and low-emission vehicles, which also include well performing plug-in hybrid electric vehicles ***and vehicles that run on biogas,*** can continue to play a role in the transition pathway.

Or. fi

Amendment 99

Malin Björk, Nikolaj Villumsen, Silvia Modig

on behalf of the Committee on the Environment, Public Health and Food Safety

Proposal for a regulation

Recital 9

Text proposed by the Commission

(9) The strengthened CO₂ emission reduction requirements should incentivise an increasing share of zero-emission vehicles being deployed on the Union market whilst providing benefits to consumers and citizens in terms of air quality and energy savings, as well as ensuring that innovation in the automotive value chain can be maintained. Within the global context, also the EU automotive

Amendment

(9) The strengthened CO₂ emission reduction requirements should incentivise an increasing share of zero-emission vehicles being deployed on the Union market whilst providing benefits to consumers and citizens in terms of air quality and energy savings, as well as ensuring that innovation in the automotive value chain can be maintained. Within the global context, also the EU automotive

chain must be a leading actor in the on-going transition towards zero-emission mobility. The strengthened CO₂ emission reduction standards are technology neutral in reaching the fleet-wide targets that they set. Different technologies are and remain available to reach the zero-emission fleet wide target. Zero-emission vehicles currently include battery electric vehicles, fuel-cell and other hydrogen powered vehicles, and technological innovations are continuing. ***Zero and low-emission vehicles, which also include well performing plug-in hybrid electric vehicles, can continue to play a role in the transition pathway.***

chain must be a leading actor in the on-going transition towards zero-emission mobility. The strengthened CO₂ emission reduction standards are technology neutral in reaching the fleet-wide targets that they set. Different technologies are and remain available to reach the zero-emission fleet wide target. Zero-emission vehicles currently include battery electric vehicles, fuel-cell and other hydrogen powered vehicles, and technological innovations are continuing.

Or. en

Amendment 100

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Maria Spyraiki, Elissavet Vozemberg-Vrionidi, Markus Pieper, Cláudia Monteiro de Aguiar, Dolors Montserrat, Karolin Braunsberger-Reinhold, Michael Gahler, Pernille Weiss, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Nathalie Colin-Oesterlé, Henna Virkkunen, Christophe Hansen, Alexander Bernhuber, Christian Doleschal

Proposal for a regulation

Recital 9

Text proposed by the Commission

(9) The strengthened CO₂ emission reduction requirements should incentivise an increasing share of zero-emission vehicles being deployed on the Union market whilst providing benefits to consumers and citizens in terms of air quality and energy savings, as well as ensuring that innovation in the automotive value chain can be maintained. Within the global context, also the EU automotive chain must be a leading actor in the on-going transition towards ***zero-emission*** mobility. The strengthened CO₂ emission reduction standards ***are*** technology neutral in reaching the fleet-wide targets that they

Amendment

(9) The strengthened CO₂ emission reduction requirements should incentivise an increasing share of ***net*** zero-emission vehicles ***and fuels*** being deployed on the Union market whilst providing benefits to consumers and citizens in terms of air quality and energy savings, as well as ensuring that innovation ***and employment levels*** in the automotive value chain can be maintained ***in Europe and that mobility remains accessible and affordable for everyone***. Within the global context, also the EU automotive chain must be a leading actor in the on-going transition towards ***net zero-greenhouse gas emission*** mobility

set. Different technologies are and remain available to reach the **zero-emission** fleet wide **target**. Zero-emission vehicles currently include battery electric vehicles, fuel-cell and other hydrogen powered vehicles, and technological innovations are continuing. Zero and low-emission vehicles, **which** also include well performing plug-in hybrid electric vehicles, can continue to play a role in the transition pathway.

and fuel solutions. The strengthened CO₂ emission reduction standards **must be** technology neutral in reaching the fleet-wide targets that they set. Different technologies are and remain available to reach the **emission** fleet wide **targets**. **Low and** zero-emission vehicles currently include battery electric vehicles, fuel-cell and other hydrogen powered vehicles, **depending on their respective full lifecycle emissions** and technological innovations are continuing. Zero and low-emission vehicles, also include well performing plug-in hybrid electric vehicles **and vehicles powered by alternative fuel which** can continue to play a role in the transition pathway.

Or. en

Amendment 101

Andreas Glück, Dominique Riquet, Ondřej Knotek, Frédérique Ries

Proposal for a regulation

Recital 9

Text proposed by the Commission

(9) The strengthened CO₂ emission reduction requirements should incentivise an increasing share of zero-emission vehicles being deployed on the Union market whilst providing benefits to consumers and citizens in terms of air quality and energy savings, as well as ensuring that innovation in the automotive value chain can be maintained. Within the global context, also the EU automotive chain must be a leading actor in the ongoing transition towards **zero-emission** mobility. The strengthened CO₂ emission reduction standards **are** technology neutral in reaching the fleet-wide targets that they set. Different technologies are and remain available to reach the zero-emission fleet wide target. Zero-emission vehicles currently include battery electric vehicles,

Amendment

(9) The strengthened CO₂ emission reduction requirements should incentivise an increasing share of zero-emission **and low-emission** vehicles being deployed on the Union market whilst providing benefits to consumers and citizens in terms of air quality and energy savings, as well as ensuring that innovation in the automotive value chain can be maintained. **The automotive industry remains one of the pillars of the EU economy, contributing 7% of European GDP, providing 4.6 million jobs and remaining at the cutting edge of technological innovation with EUR 60 billion invested each year in research and development. The industry needs to be supported in its environmental and digital transition, as European manufacturers are now facing a triple**

fuel-cell and other hydrogen powered vehicles, and technological innovations are continuing. Zero and low-emission vehicles, which also include well performing plug-in hybrid electric vehicles, can continue to play a role in the transition pathway.

bind, with tightened environmental regulations, increasing investment needs in innovation and heightened international competition. Within the global context, also the EU automotive chain must be a leading actor in the on-going transition towards ***carbon-neutral*** mobility. The strengthened CO₂ emission reduction standards ***must become*** technology neutral in reaching the fleet-wide targets that they set. Different technologies are and remain available to reach the zero-emission fleet wide target. Zero-emission vehicles currently include battery electric vehicles, fuel-cell and other hydrogen powered vehicles, and technological innovations are continuing. Zero and low-emission vehicles, which ***run on advanced biofuels or synthetic fuels as defined in Directive (EU) 2018/2001^{1a}, which is currently under review, which*** also include well performing plug-in hybrid electric vehicles, can continue to play a role in the transition pathway.

Or. en

Amendment 102

Nathalie Colin-Oesterlé

Proposal for a regulation

Recital 9

Text proposed by the Commission

(9) The strengthened CO₂ emission reduction requirements should incentivise an increasing share of zero-emission vehicles being deployed on the Union market whilst providing benefits to consumers and citizens in terms of air quality and energy savings, as well as ensuring that innovation in the automotive value chain can be maintained. Within the global context, also the EU automotive chain must be a leading actor in the on-going transition towards ***zero-emission***

Amendment

(9) The strengthened CO₂ emission reduction requirements should incentivise an increasing share of zero-emission ***and low-emission*** vehicles being deployed on the Union market whilst providing benefits to consumers and citizens in terms of air quality and energy savings, as well as ensuring that innovation in the automotive value chain can be maintained. Within the global context, also the EU automotive chain must be a leading actor in the on-going transition towards ***carbon-neutral***

mobility. The strengthened CO₂ emission reduction standards are technology neutral in reaching the fleet-wide targets that they set. Different technologies are and remain available to reach the zero-emission fleet wide target. Zero-emission vehicles currently include battery electric vehicles, fuel-cell and other hydrogen powered vehicles, and technological innovations are continuing. Zero and low-emission vehicles, which also include well performing plug-in hybrid electric vehicles, **can** continue to play a role in the transition **pathway**.

mobility **on the roads**. The strengthened CO₂ emission reduction standards are technology neutral in reaching the fleet-wide targets that they set. Different technologies are and remain available to reach the zero-emission fleet wide target. Zero-emission vehicles currently include battery electric vehicles, fuel-cell and other hydrogen powered vehicles, and technological innovations are continuing. Zero and low-emission vehicles, which also include well performing plug-in hybrid electric vehicles, **must** continue to play a role in the transition **if they meet strict greenhouse gas emissions reduction criteria**.

Or. fr

Amendment 103

Sara Cerdas, Cyrus Engerer, Rovana Plumb, Mohammed Chahim, Jytte Guteland, Petar Vitanov

Proposal for a regulation

Recital 9

Text proposed by the Commission

(9) The strengthened CO₂ emission reduction requirements should incentivise an increasing share of zero-emission vehicles being deployed on the Union market whilst providing benefits to consumers and citizens in terms of air quality and energy savings, as well as ensuring that innovation in the automotive value chain can be maintained. Within the global context, also the EU automotive chain must be a leading actor in the ongoing transition towards zero-emission mobility. The strengthened CO₂ emission reduction standards are technology neutral in reaching the fleet-wide targets that they set. Different technologies are and remain available to reach the zero-emission fleet wide target. Zero-emission vehicles currently include battery electric vehicles,

Amendment

(9) The strengthened CO₂ emission reduction requirements should incentivise an increasing share of zero-emission vehicles being deployed on the Union market whilst providing benefits to consumers and citizens in terms of air quality and energy savings, as well as ensuring that innovation in the automotive value chain can be maintained. Within the global context, also the EU automotive chain must be a leading actor in the ongoing transition towards zero-emission mobility. The strengthened CO₂ emission reduction standards are technology neutral in reaching the fleet-wide targets that they set. Different technologies are and remain available to reach the zero-emission fleet wide target. Zero-emission vehicles currently include battery electric vehicles,

fuel-cell and other hydrogen powered vehicles, and technological innovations are continuing. Zero and low-emission vehicles, which also include well performing plug-in hybrid electric vehicles, can continue to play a role in the transition pathway.

fuel-cell and other hydrogen powered vehicles, and technological innovations are continuing. Zero and low-emission vehicles, which also include well performing plug-in hybrid electric vehicles, ***as long as accurate and complete data on the emission performance of these type of vehicles is guaranteed***, can continue to play a role in the transition pathway.

Or. en

Amendment 104
Mr Stanislav Polčák

Proposal for a regulation
Recital 9

Text proposed by the Commission

(9) The strengthened CO₂ emission reduction requirements should incentivise an increasing share of zero-emission vehicles being deployed on the Union market whilst providing benefits to consumers and citizens in terms of air quality ***and*** energy savings, as well as ensuring that innovation in the automotive value chain can be maintained. Within the global context, also the EU automotive chain must be a leading actor in the on-going transition towards zero-emission mobility. The strengthened CO₂ emission reduction standards are technology neutral in reaching the fleet-wide targets that they set. Different technologies are and remain available to reach the zero-emission fleet wide target. Zero-emission vehicles currently include battery electric vehicles, fuel-cell and other hydrogen powered vehicles, and technological innovations are continuing. Zero and low-emission vehicles, which also include well performing plug-in hybrid electric vehicles, can continue to play a role in the transition pathway.

Amendment

(9) The strengthened CO₂ emission reduction requirements should incentivise an increasing share of zero-emission vehicles being deployed on the Union market whilst providing benefits to consumers and citizens in terms of air quality, ***strengthening energy security and efficiency, and the associated*** energy savings, as well as ensuring that innovation in the automotive value chain can be maintained. Within the global context, also the EU automotive chain must be a leading actor in the on-going transition towards zero-emission mobility. The strengthened CO₂ emission reduction standards are technology neutral in reaching the fleet-wide targets that they set. Different technologies are and remain available to reach the zero-emission fleet wide target. Zero-emission vehicles currently include battery electric vehicles, fuel-cell and other hydrogen powered vehicles, ***while*** technological innovations are continuing. Zero and low-emission vehicles, which also include well performing plug-in hybrid electric vehicles, can continue to

play a role in the transition pathway.

Or. cs

Amendment 105

Edina Tóth

Proposal for a regulation

Recital 9 a (new)

Text proposed by the Commission

Amendment

(9a) The principle of technological neutrality is fundamental to ensure there is a plurality of solutions, to preserve innovation and development, including in disruptive technologies, and to allow market flexibility. It is thus important that we do not limit road transport to a single technology but rather encourage innovation and complementarities between efficient alternative technologies, such as the combined use of hybrid vehicles and low-carbon fuels. Furthermore, a ‘one size fits all’ approach at European level would be compromised by the wide economic, social, geographical and infrastructural diversity within and between Member States, whereas a mix of complementary technologies allows each region to implement the solutions it deems most appropriate to reduce its emissions.

Or. en

Amendment 106

Pietro Fiocchi

Proposal for a regulation

Recital 9 a (new)

Text proposed by the Commission

Amendment

(9a) To ensure all solutions including

renewable fuels will help decarbonise the transport sector now and beyond 2035, there is a need to move beyond the pure Tank-to-Wheel approach in measuring emissions and to consider emissions on a Well-to-Wheel or life cycle assessment basis.

Or. en

Amendment 107

Christian Doleschal, Marlene Mortler, Angelika Niebler

Proposal for a regulation

Recital 9 a (new)

Text proposed by the Commission

Amendment

(9a) To ensure all solutions including renewable fuels will help decarbonise the transport sector, there is an urgency to move beyond the pure Tank-to-Wheel approach in measuring emissions and to facilitate the switch to a life cycle assessment basis.

Or. en

Amendment 108

Kateřina Konečná

Proposal for a regulation

Recital 9 a (new)

Text proposed by the Commission

Amendment

(9a) To ensure all solutions will help decarbonise the transport sector now and beyond 2035, there is a need to move beyond the pure Tank-to-Wheel approach in measuring emissions and to consider emissions on a Well-to-Wheel or life cycle assessment basis.

Or. en

Amendment 109

Andreas Glück, Dominique Riquet, Ondřej Knotek, Frédérique Ries

Proposal for a regulation

Recital 9 a (new)

Text proposed by the Commission

Amendment

(9a) While battery-powered electric vehicles have great potential to decarbonise the fleet and should be encouraged, they do not justify abandoning the principle of technological neutrality, and should rather be used in concert with other efficient technologies. It is important to stress that no technology is ‘zero emission’ or has no environmental impact, including this type of vehicle (given the battery’s carbon footprint, the higher weight of vehicles, the origin of the electricity, the extraction of raw materials). In this respect, the risk of supply tensions should be assessed and addressed in order to meet European demand in a context of increased international pressure to extract the resources needed to manufacture batteries, with projections for battery production increasing twentyfold by 2050. Moreover, the impacts on electricity networks (in terms of decarbonisation, availability, performance and standardisation) or on the rollout of recharging infrastructures (network size correlated with autonomy, high private and public investment requirements) must be considered.

Or. en

Amendment 110

Andreas Glück, Dominique Riquet, Ondřej Knotek, Frédérique Ries

Proposal for a regulation

Recital 9 b (new)

(9b) The principle of technological neutrality is fundamental to ensure there is efficiency and a plurality of solutions, to preserve and fasten innovation and development, including in disruptive technologies, and to allow market flexibility and a diverse range of social behaviours. It is thus important that we do not limit road transport to a single technology but rather encourage innovation and complementarities between efficient alternative technologies, such as the combined use of hybrid vehicles and low-carbon fuels. Furthermore, a ‘one size fits all’ approach at European level would be compromised by the wide economic, social, geographical and infrastructural diversity within and between Member States, whereas a mix of complementary technologies allows each region to implement the solutions it deems most appropriate to reduce its emissions.

Or. en

Amendment 111

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Silvia Sardone, Rosanna Conte

**Proposal for a regulation
Recital 10**

(10) Against that background, new strengthened CO₂ emission reduction targets should be set for both new passenger cars and new light commercial vehicles for the period 2030 onwards. Those targets should be set at a level that will deliver a strong signal to accelerate the uptake of zero-emission vehicles on the Union market and to stimulate

(10) In the interests of predictability and planning security, as set out in recital 15 of Regulation (EU) 2019/631, and with a view to ensuring reliability and a scientific basis, the Commission, with reference to Article 15(1) of Regulation (EU) 2019/631, must thoroughly review the effectiveness of this Regulation and submit a report to the

innovation in zero-emission technologies in a cost-efficient way.

European Parliament and to the Council with the result of the review no later than 2023. The added value of the measures taken so far in terms of competitiveness, innovation, employment and other factors in the automotive industry and related supplier industry, as stated in recitals 10 and 11 of Regulation (EU) 2019/631, must also be presented in a comprehensible and evidence-based manner.

Or. de

Amendment 112

Sara Cerdas, Mohammed Chahim, Jytte Guteland, Petar Vitanov

Proposal for a regulation

Recital 10

Text proposed by the Commission

(10) Against that background, new strengthened CO₂ emission reduction targets should be set for both new passenger cars and new light commercial vehicles for the period **2030** onwards. Those targets should be set at a level that will deliver a strong signal to accelerate the uptake of zero-emission vehicles on the Union market and to stimulate innovation in zero-emission technologies in a cost-efficient way.

Amendment

(10) Against that background, new strengthened CO₂ emission reduction targets should be set for both new passenger cars and new light commercial vehicles for the period **2025** onwards. Those targets should be set at a level that will deliver a strong signal to accelerate the uptake of zero-emission vehicles on the Union market and to stimulate innovation in zero-emission technologies in a cost-efficient way, ***taking advantage of the momentum represented by the record-high sales of zero-emission vehicles in 2021.***

Or. en

Amendment 113

Bas Eickhout

Proposal for a regulation

Recital 10

Text proposed by the Commission

(10) Against that background, new strengthened CO₂ emission reduction targets should be set for both new passenger cars and new light commercial vehicles for the period **2030** onwards. Those targets should be set at a level that will deliver a strong signal to accelerate the uptake of zero-emission vehicles on the Union market and to stimulate innovation in zero-emission technologies in a cost-efficient way.

Amendment

(10) Against that background, new strengthened **and annual** CO₂ emission reduction targets should be set for both new passenger cars and new light commercial vehicles for the period **2025** onwards. Those targets should be set at a level that will deliver a strong signal to accelerate the uptake of zero-emission vehicles on the Union market and to stimulate innovation in zero-emission technologies in a cost-efficient way.

Or. en

Amendment 114

Edina Tóth

Proposal for a regulation

Recital 10

Text proposed by the Commission

(10) Against that background, new strengthened CO₂ emission reduction targets should be set for both new passenger cars and new light commercial vehicles for the period 2030 onwards. Those targets should be set at a level that **will deliver** a strong signal to accelerate the uptake of zero-emission vehicles on the Union market and to stimulate innovation in zero-emission technologies in a cost-efficient way.

Amendment

(10) Against that background, new strengthened CO₂ emission reduction targets should be set for both new passenger cars and new light commercial vehicles for the period 2030 onwards. Those targets should be set at a level that **respects the principle of technological neutrality while delivering** a strong signal to accelerate the uptake of zero-emission vehicles on the Union market and to stimulate innovation in zero-emission technologies in a cost-efficient way, **while the different starting points of Member States, including differences in purchasing power of citizens should also be taken into account.**

Or. en

Amendment 115

Teuvo Hakkarainen

Proposal for a regulation
Recital 10

Text proposed by the Commission

(10) *Against that background, new strengthened* CO₂ emission reduction targets *should be* set for both new passenger cars and new light commercial vehicles for the period 2030 onwards. *Those targets should be set at a level that* will deliver a strong signal to accelerate the uptake of zero-emission vehicles on the Union market and to stimulate innovation in zero-emission technologies in a cost-efficient way.

Amendment

(10) *The tight* CO₂ emission reduction targets *set* for both new passenger cars and new light commercial vehicles for the period 2030 onwards will deliver a strong signal to accelerate the uptake of zero-emission *and low-emission* vehicles on the Union market and to stimulate innovation in zero-emission *and low-emission* technologies in a cost-efficient way.

Or. fr

Amendment 116
Nathalie Colin-Oesterlé

Proposal for a regulation
Recital 10

Text proposed by the Commission

(10) Against that background, new strengthened CO₂ emission reduction targets should be set for both new passenger cars and new light commercial vehicles for the period 2030 onwards. Those targets should be set at a level that will deliver a strong signal to accelerate the uptake of zero-emission vehicles on the Union market and to stimulate innovation in *zero-emission* technologies in a cost-efficient way.

Amendment

(10) Against that background, new strengthened CO₂ emission reduction targets should be set for both new passenger cars and new light commercial vehicles for the period 2030 onwards. Those targets should be set at a level that will deliver a strong signal to accelerate the uptake of zero-emission *and low-emission* vehicles on the Union market and to stimulate innovation in *carbon-neutral* technologies in a cost-efficient way *that also takes account of purchasing power*.

Or. fr

Amendment 117
Andreas Glück, Dominique Riquet, Ondřej Knotek, Frédérique Ries

Proposal for a regulation
Recital 10

Text proposed by the Commission

(10) Against that background, new strengthened CO₂ emission reduction targets should be set for both new passenger cars and new light commercial vehicles for the period 2030 onwards. Those targets should be set at a level that will deliver a strong signal to accelerate the uptake of *zero-emission* vehicles on the Union market and to stimulate innovation in *zero-emission* technologies in a cost-efficient way.

Amendment

(10) Against that background, new strengthened CO₂ emission reduction targets should be set for both new passenger cars and new light commercial vehicles for the period 2030 onwards. Those targets should be set at a level that will deliver a strong signal to accelerate the uptake of *zero- and low-emission* vehicles on the Union market and to stimulate innovation in *zero- and low-emission* technologies in a cost-efficient way.

Or. en

Amendment 118

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Maria Spyraiki, Elissavet Vozemberg-Vrionidi, Markus Pieper, Cláudia Monteiro de Aguiar, Dolors Montserrat, Karolin Braunsberger-Reinhold, Michael Gahler, Pernille Weiss, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Henna Virkkunen, Alexander Bernhuber, Christian Doleschal

Proposal for a regulation
Recital 10

Text proposed by the Commission

(10) Against that background, new strengthened CO₂ emission reduction **targets** should be set for both new passenger cars and new light commercial vehicles for **the period 2030 onwards**. **Those targets** should be set at a level that will deliver a strong signal to accelerate the uptake of zero-emission vehicles on the Union market and to stimulate innovation in zero-emission technologies in a cost-efficient way.

Amendment

(10) Against that background, **a** new strengthened CO₂ emission reduction **target** should be set for both new passenger cars and new light commercial vehicles for **2030**. **This target** should be set at a level that will deliver a strong signal to accelerate the uptake of zero-emission vehicles on the Union market and to stimulate innovation in zero-emission technologies in a cost-efficient way.

Or. en

Amendment 119
Christophe Hansen

Proposal for a regulation
Recital 10

Text proposed by the Commission

(10) Against that background, new strengthened CO₂ emission reduction targets should be set for both new passenger cars and new light commercial vehicles for the period 2030 onwards. Those targets should be set at a level that will deliver a strong signal to accelerate the uptake of zero-emission vehicles on the Union market and to stimulate innovation in zero-emission technologies in a cost-efficient way.

Amendment

(10) Against that background, new strengthened CO₂ emission reduction targets should be set for both new passenger cars and new light commercial vehicles for the period 2030 onwards. Those targets should be set at a level that will deliver a strong signal to accelerate the uptake of zero-emission vehicles on the Union market and to stimulate innovation in zero-emission technologies in a cost-efficient way, ***thus ensuring that cars and light commercial vehicles remain affordable for EU citizens.***

Or. en

Amendment 120
Jessica Polfjärd

Proposal for a regulation
Recital 10

Text proposed by the Commission

(10) Against that background, new strengthened CO₂ emission reduction targets should be set for both new passenger cars and new light commercial vehicles ***for the period 2030 onwards.*** Those targets should be set at a level that will deliver a strong signal to accelerate the uptake of zero-emission vehicles on the Union market and to stimulate innovation in zero-emission technologies in a cost-efficient way.

Amendment

(10) Against that background, new strengthened CO₂ emission reduction targets should be set for both new passenger cars and new light commercial vehicles ***in line with respective target set out in this regulation.*** Those targets should be set at a level that will deliver a strong signal to accelerate the uptake of zero-emission vehicles on the Union market and to stimulate innovation in zero-emission technologies in a cost-efficient way.

Or. en

Amendment 121

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Silvia Sardone, Rosanna Conte

Proposal for a regulation

Recital 11

Text proposed by the Commission

(11) *The targets in the revised CO₂ performance standards should be accompanied by a European strategy to address the challenges posed by the scale-up of the manufacturing of zero-emission vehicles and associated technologies, as well as the need for up- and re-skilling of workers in the sector and the economic diversification and reconversion of activities. Where appropriate, financial support should be considered at the level of the EU and Member States to crowd in private investment, including via the European Social Fund Plus, the Just Transition Fund, the Innovation Fund, the Recovery and Resilience Facility and other instruments of the Multiannual Financial Framework and the Next Generation EU, in line with State aid rules. The revised environmental and energy state aid rules will enable Member States to support business to decarbonize their production processes and adopt greener technologies in the context of the New Industrial Strategy.*

Amendment

(11) *Regulation (EU) 2019/631, either in its current form or as revised, must not lead to the introduction of planned economy measures that contravene the Treaty of Lisbon, more precisely Article 3(3) TEU and Articles 119, 120 and 127 TFEU. The insistence on apparently any kind of manufacturing of ‘zero-emission’ vehicles contradicts valid physical laws. Promising technologies for the future and the further improvement of existing technologies should not be prevented by unilateral and excessive EU legislation.*

Or. de

Amendment 122

Pietro Fiocchi

Proposal for a regulation

Recital 11

Text proposed by the Commission

(11) The targets in the revised CO₂ performance standards should be

Amendment

(11) The targets in the revised CO₂ performance standards should be

accompanied by a European strategy to address the challenges posed by the scale-up of the manufacturing of zero-emission vehicles and associated technologies, as well as the need for up- and re-skilling of workers in the sector and the economic diversification and reconversion of activities. Where appropriate, financial support should be *considered* at the level of the EU and Member States to crowd in private investment, including via the European Social Fund Plus, the Just Transition Fund, the Innovation Fund, the Recovery and Resilience Facility and other instruments of the Multiannual Financial Framework and the Next Generation EU, in line with State aid rules. ***The revised environmental and energy state aid rules will enable Member States to support business to decarbonize their production processes and adopt greener technologies in the context of the New Industrial Strategy.***

accompanied by a European strategy to address the challenges posed by the scale-up of the manufacturing of zero-emission vehicles and associated technologies, as well as the need for up- and re-skilling of workers in the sector and the economic diversification and reconversion of activities. ***Particular attention should be given to the impact that this transition will have on micro-enterprises and SMEs along the supply chain.*** Where appropriate, financial support should be *allocated* at the level of the EU and Member States to crowd in private investment, including via the European Social Fund Plus, the Just Transition Fund, the Innovation Fund, ***the European Regional Development Fund, the Cohesion Fund,*** the Recovery and Resilience Facility and other instruments of the Multiannual Financial Framework and the Next Generation EU, in line with State aid rules.

Or. it

Amendment 123

Tiemo Wölken, Jens Geier, Mohammed Chahim, Cyrus Engerer, Sara Cerdas, Constanze Krehl, Rovana Plumb, Bernd Lange

Proposal for a regulation

Recital 11

Text proposed by the Commission

(11) The targets in the revised CO₂ performance standards should be accompanied by a European strategy to address the challenges posed by the scale-up of the manufacturing of zero-emission vehicles and associated technologies, as well as the need for up- and re-skilling of workers in the sector and the economic diversification and reconversion of activities. ***Where appropriate,*** financial support should be *considered* at the level of the EU and Member States to crowd in

Amendment

(11) The targets in the revised CO₂ performance standards should be accompanied by a European strategy to address the challenges posed by the scale-up of the manufacturing of zero-emission vehicles and associated technologies, as well as the need for up- and re-skilling of workers in the sector and the economic diversification and reconversion of activities. ***Particular attention should be given to the impact that this transition will have on the whole supply chain, including***

private investment, including via the European Social Fund Plus, the Just Transition Fund, the Innovation Fund, the Recovery and Resilience Facility and other instruments of the Multiannual Financial Framework and the Next Generation EU, in line with State aid rules. The revised environmental and energy state aid rules will enable Member States to support business to decarbonize their production processes and adopt greener technologies in the context of the New Industrial Strategy.

*on SMEs. Financial support should be increased at the level of the EU and Member States to crowd in private investment, including via the European Social Fund Plus, the Just Transition Fund, the Innovation Fund, the Recovery and Resilience Facility and other instruments of the Multiannual Financial Framework and the Next Generation EU, in line with State aid rules. The **Just Transition of the automotive industry is a challenge of unprecedented scale and importance. Therefore, the extension of the scope of the Just Transition Fund with a commensurable extension of the financial means should be proposed by the European Commission. The additional financial means should be proposed to be included within the framework of a mid-term review of the Multiannual Financial Framework 2021-2027 and should be exclusively financed by fresh money.** The revised environmental and energy state aid rules will enable Member States to support business to decarbonize their production processes and adopt greener technologies in the context of the New Industrial Strategy. **In line with “Council recommendations on ensuring a fair transition towards climate neutrality”, Member States should also be invited to prepare Territorial Just Transition Plans for their automotive industry, in close dialogue with social partners, in order to steer structural change in a socially acceptable way and to avoid social disruption.***

Or. en

Amendment 124
Edina Tóth

Proposal for a regulation
Recital 11

Text proposed by the Commission

(11) The targets in the revised CO₂ performance standards should be accompanied by a European strategy to address the challenges posed by the scale-up of the manufacturing of **zero-emission** vehicles and associated technologies, as well as the need for up- and re-skilling of workers in the sector and the economic diversification and reconversion of activities. Where appropriate, financial support should **be considered** at the level of the EU and Member States to crowd in private investment, including via the European Social Fund Plus, the Just Transition Fund, the Innovation Fund, the Recovery and Resilience Facility **and** other instruments of the Multiannual Financial Framework and the Next Generation EU, in line with State aid rules. The revised environmental and energy state aid rules will enable Member States to support business to decarbonize their production processes and adopt greener technologies in the context of the New Industrial Strategy.

Amendment

(11) The targets in the revised CO₂ performance standards should be accompanied by a European strategy to address the challenges posed by the **specificities of each Member State, including the differences in purchasing power of citizens, the** scale-up of the manufacturing of **zero- and low-emission** vehicles and associated technologies, as well as the need for up- and re-skilling of workers in the sector and the economic diversification and reconversion of activities. Where appropriate, financial support should **stepped up** at the level of the EU and Member States **to mitigate the imbalance in purchasing power and** to crowd in private investment, including via the European Social Fund Plus, the Just Transition Fund, the Innovation Fund, the Recovery and Resilience Facility, **the Automotive Sector Support Fund**, other instruments of the Multiannual Financial Framework and the Next Generation EU, in line with State aid rules. The revised environmental and energy state aid rules will enable Member States to support business to decarbonize their production processes and adopt greener technologies in the context of the New Industrial Strategy.

Or. en

Amendment 125

Andreas Glück, Ondřej Knotek, Frédérique Ries

Proposal for a regulation

Recital 11

Text proposed by the Commission

(11) The targets in the revised CO₂ performance standards should be accompanied by a European strategy to address the challenges posed by the scale-

Amendment

(11) The targets in the revised CO₂ performance standards should be accompanied by a European strategy to address the challenges posed by the scale-

up of the manufacturing of **zero-emission** vehicles and associated technologies, as well as the need for up- and re-skilling of workers in the sector and the economic diversification and reconversion of activities. Where appropriate, financial support should be **considered** at the level of the EU and Member States to crowd in private investment, including via the European Social Fund Plus, the Just Transition Fund, the Innovation Fund, the Recovery and Resilience Facility and other instruments of the Multiannual Financial Framework and the Next Generation EU, in line with State aid rules. The revised environmental and energy state aid rules will enable Member States to support business to decarbonize their production processes and adopt greener technologies in the context of the New Industrial Strategy.

up of the manufacturing of **zero- and low-emission** vehicles and associated technologies, as well as the need for up- and re-skilling of workers in the sector and the economic diversification and reconversion of activities. **Particular attention should be given to the impact that this transition will have on SMEs along the supply chain.** Where appropriate, financial support should be **allocated** at the level of the EU and Member States to crowd in private investment, including via the European Social Fund Plus, the Just Transition Fund, the Innovation **Fund, the European Regional Development Fund, the Cohesion** Fund, the Recovery and Resilience Facility and other instruments of the Multiannual Financial Framework and the Next Generation EU, in line with State aid rules. The revised environmental and energy state aid rules will enable Member States to support business to decarbonize their production processes and adopt greener technologies in the context of the New Industrial Strategy.

Or. en

Amendment 126

Sara Cerdas, Cyrus Engerer, Rovana Plumb, Mohammed Chahim, Jytte Guteland, Petar Vitanov

Proposal for a regulation

Recital 11

Text proposed by the Commission

(11) The targets in the revised CO₂ performance standards should be accompanied by a European strategy to address the challenges posed by the scale-up of the manufacturing of zero-emission vehicles and associated technologies, as well as the need for up- and re-skilling of workers in the sector and the economic diversification and reconversion of

Amendment

(11) The targets in the revised CO₂ performance standards should be accompanied by a European strategy to address the challenges posed by the scale-up of the manufacturing of zero-emission vehicles and associated technologies, as well as the need for up- and re-skilling of workers in the sector and the economic diversification and reconversion of

activities. Where appropriate, financial support should be considered at the level of the EU and Member States to crowd in private investment, including via the European Social Fund Plus, the Just Transition Fund, the Innovation Fund, the Recovery and Resilience Facility and other instruments of the Multiannual Financial Framework and the Next Generation EU, in line with State aid rules. The revised environmental and energy state aid rules will enable Member States to support business to decarbonize their production processes and adopt greener technologies in the context of the New Industrial Strategy.

activities. Where appropriate, ***with a view of mitigating the negative impacts of the transition on the automotive sector, especially in employment,*** financial support should be considered at the level of the EU and Member States to crowd in private investment, including via the European Social Fund Plus, the Just Transition Fund, the Innovation ***Fund, the European Regional Development Fund, the Cohesion Fund, the Recovery Assistance for Cohesion and the Territories of Europe (REACT-EU), the Social Climate*** Fund, the Recovery and Resilience Facility and other instruments of the Multiannual Financial Framework and the Next Generation EU, in line with State aid rules. The revised environmental and energy state aid rules will enable Member States to support business to decarbonize their production processes and adopt greener technologies in the context of the New Industrial Strategy. ***Ensuring the coordinated use of funds will be necessary, both at EU and Member State level, with the aim of guaranteeing their targeted application, when necessary, especially for regions most affected by the transition.***

Or. en

Amendment 127

Nathalie Colin-Oesterlé

Proposal for a regulation

Recital 11

Text proposed by the Commission

(11) The targets in the revised CO₂ performance standards should be accompanied by a European strategy to address the challenges posed by the scale-up of the manufacturing of zero-emission vehicles and associated technologies, as well as the need for up- and re-skilling of

Amendment

(11) The targets in the revised CO₂ performance standards should be accompanied by a European strategy to address the challenges posed by the scale-up of the manufacturing of zero-emission ***and low-emission*** vehicles and associated technologies, as well as the need for up-

workers in the sector **and** the economic diversification and reconversion of activities. Where appropriate, financial support should be considered at the level of the EU and Member States to crowd in private investment, including via the European Social Fund Plus, the Just Transition Fund, the Innovation Fund, the Recovery and Resilience Facility and other instruments of the Multiannual Financial Framework and the Next Generation EU, in line with State aid rules. The revised environmental and energy state aid rules will enable Member States to support business to decarbonize their production processes and adopt greener technologies in the context of the New Industrial Strategy.

and re-skilling of workers in the sector, the economic diversification and reconversion of activities **and targeted financial aid designed to enable those in the poorest households to change their vehicles**. Where appropriate, financial support should be considered at the level of the EU and Member States to crowd in private investment, including via the European Social Fund Plus, the Just Transition Fund, the Innovation Fund, the Recovery and Resilience Facility and other instruments of the Multiannual Financial Framework and the Next Generation EU, in line with State aid rules. The revised environmental and energy state aid rules will enable Member States to support business to decarbonize their production processes and adopt greener technologies in the context of the New Industrial Strategy.

Or. fr

Amendment 128

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Elissavet Vozemberg-Vrionidi, Maria Spyraiki, Markus Pieper, Cláudia Monteiro de Aguiar, Dolors Montserrat, Karolin Braunsberger-Reinhold, Michael Gahler, Pernille Weiss, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Nathalie Colin-Oesterlé, Henna Virkkunen, Alexander Bernhuber, Christian Doleschal

Proposal for a regulation

Recital 11

Text proposed by the Commission

(11) The **targets** in the revised CO₂ performance standards should be accompanied by a European strategy to address the challenges posed by the scale-up of the manufacturing of zero-emission vehicles and associated technologies, as well as the need for up- and re-skilling of workers in the sector and the economic diversification and reconversion of activities. Where appropriate, financial support should be considered at the level of the EU and Member States to crowd in

Amendment

(11) The **target** in the revised CO₂ performance standards should be accompanied by a European strategy to address the challenges posed by the scale-up of the manufacturing of **low- and** zero-emission vehicles and associated technologies **and fuels**, as well as the need for up- and re-skilling of workers in the sector and the economic diversification and reconversion of activities **while maintaining automotive employment levels in Europe**. Where appropriate,

private investment, including via the European Social Fund Plus, the Just Transition Fund, the Innovation Fund, the Recovery and Resilience Facility and other instruments of the Multiannual Financial Framework and the Next Generation EU, in line with State aid rules. The revised environmental and energy state aid rules will enable Member States to support business to decarbonize their production processes and adopt greener technologies in the context of the New Industrial Strategy.

financial support should be considered at the level of the EU and Member States to crowd in private investment, including via the European Social Fund Plus, the Just Transition Fund, the Innovation Fund, the Recovery and Resilience Facility and other instruments of the Multiannual Financial Framework and the Next Generation EU, in line with State aid rules. The revised environmental and energy state aid rules will enable Member States to support business to decarbonize their production processes and adopt greener technologies in the context of the New Industrial Strategy.

Or. en

Amendment 129 **Jessica Polfjärd**

Proposal for a regulation **Recital 11**

Text proposed by the Commission

(11) The targets in the revised CO₂ performance standards should be accompanied by a European strategy to address the challenges posed by the scale-up of the manufacturing of zero-emission vehicles and associated technologies, as well as the need for up- and re-skilling of workers in the sector and the economic diversification and reconversion of activities. Where appropriate, financial support should be considered at the level of the EU and Member States to **crowd** in private investment, including via the European Social Fund Plus, the Just Transition Fund, the Innovation Fund, the Recovery and Resilience Facility and other instruments of the Multiannual Financial Framework and the Next Generation EU, in line with State aid rules. The revised environmental and energy state aid rules will enable Member States to support

Amendment

(11) The targets in the revised CO₂ performance standards should be accompanied by a European strategy to address the challenges posed by the scale-up of the manufacturing of zero-emission vehicles and associated technologies, as well as the need for up- and re-skilling of workers in the sector and the economic diversification and reconversion of activities. Where appropriate, financial support should be considered at the level of the EU and Member States to **promote innovation and new technologies** in private investment, including via the European Social Fund Plus, the Just Transition Fund, the Innovation Fund, the Recovery and Resilience Facility and other instruments of the Multiannual Financial Framework and the Next Generation EU, in line with State aid rules. The revised environmental and energy state aid rules

business to decarbonize their production processes and adopt greener technologies in the context of the New Industrial Strategy.

will enable Member States to support business to decarbonize their production processes and adopt greener technologies in the context of the New Industrial Strategy.

Or. en

Amendment 130

Michal Wiezik, Martin Hojsík, Nicolae Ștefănuță, Susana Solís Pérez, Nils Torvalds, María Soraya Rodríguez Ramos

Proposal for a regulation

Recital 11

Text proposed by the Commission

(11) The targets in the revised CO₂ performance standards should be accompanied by a European strategy to address the challenges posed by the scale-up of the manufacturing of zero-emission vehicles and associated technologies, as well as the need for up- and re-skilling of workers in the sector and the economic diversification and reconversion of activities. Where appropriate, financial support should be considered at the level of the EU and Member States to crowd in private investment, including via the European Social Fund Plus, the Just Transition Fund, the Innovation Fund, the Recovery and Resilience Facility and other instruments of the Multiannual Financial Framework and the Next Generation EU, in line with State aid rules. The revised environmental and energy state aid rules will enable Member States to support business to decarbonize their production processes and adopt greener technologies in the context of the New Industrial Strategy.

Amendment

(11) The targets in the revised CO₂ performance standards should be accompanied by a European strategy to address the challenges posed by the scale-up of the manufacturing of zero-emission vehicles and associated technologies, as well as the need for up- and re-skilling of workers in the sector and the economic diversification and reconversion of activities ***with due consideration being given to the impact on employment at the regional level.*** Where appropriate, financial support should be considered at the level of the EU and Member States to crowd in private investment, including via the European Social Fund Plus, the Just Transition Fund, the Innovation Fund, the Recovery and Resilience Facility and other instruments of the Multiannual Financial Framework and the Next Generation EU, in line with State aid rules. The revised environmental and energy state aid rules will enable Member States to support business to decarbonize their production processes and adopt greener technologies in the context of the New Industrial Strategy.

Or. en

Amendment 131
Christophe Hansen

Proposal for a regulation
Recital 11

Text proposed by the Commission

(11) The targets in the revised CO₂ performance standards should be accompanied by a European strategy to address the challenges posed by the scale-up of the manufacturing of zero-emission vehicles and associated technologies, as well as the need for up- and re-skilling of workers in the sector and the economic diversification and reconversion of activities. Where appropriate, financial support should be considered at the level of the EU and Member States to crowd in private investment, including via the European Social Fund Plus, the Just Transition Fund, the Innovation Fund, the Recovery and Resilience Facility and other instruments of the Multiannual Financial Framework and the Next Generation EU, in line with State aid rules. The revised environmental and energy state aid rules will enable Member States to support business to decarbonize their production processes and adopt greener technologies in the context of the New Industrial Strategy.

Amendment

(11) The targets in the revised CO₂ performance standards should be accompanied by a European strategy to address the challenges posed by the scale-up of the manufacturing of zero-emission vehicles and associated technologies, as well as the need for up- and re-skilling of workers in the sector and the economic diversification and reconversion of activities. Where appropriate, financial support should be considered at the level of the EU and Member States to crowd in private investment, including via the European Social Fund Plus, the Just Transition Fund, the Innovation Fund, the Recovery and Resilience Facility, ***the use of the European Green Bond Standard*** and other instruments of the Multiannual Financial Framework and the Next Generation EU, in line with State aid rules. The revised environmental and energy state aid rules will enable Member States to support business to decarbonize their production processes and adopt greener technologies in the context of the New Industrial Strategy.

Or. en

Amendment 132
Frédérique Ries

Proposal for a regulation
Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) The targets in the revised CO₂ performance standards should include the full life cycle of electric cars, which are, among other things, heavily reliant on rare earth elements. Challenges which the EU must meet include achieving greater control over the production chain in the EU and avoiding the pitfall of moving from dependence on polluting fossil fuels to dependence on rare earth elements. It is essential to determine the priority given to electric vehicles compared with internal combustion vehicles by using a neutral criterion that assesses the environmental performance of the engine, calculated not only in terms of CO₂ emissions but also taking into account overall environmental pollution.

Or. fr

Amendment 133
Edina Tóth

Proposal for a regulation
Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) A structural effect of the transition to zero-emission and low-emission vehicles will be significant job losses in the automotive sector, from manufacturers and their suppliers to ancillary maintenance and repair services. In order to manage the social consequences of the transition, a specific fund to support the sector should be established to help with the requalification, training and retraining of automotive workers, particularly for small and medium-sized enterprises in the sector. This fund should be financed by the general budget of the Union.

Or. en

Amendment 134

Pascal Canfin, Michal Wiezik, Martin Hojsík, Nicolae Ștefănuță, Ondřej Knotek, Susana Solís Pérez, Catherine Chabaud, María Soraya Rodríguez Ramos

Proposal for a regulation

Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) To achieve the necessary transition, it is essential to set up accompanying measures targeting the most affected actors in the automotive value chain across the EU, focusing on small and medium sized suppliers. To accompany the implementation of the updated CO2emissions reduction targets, a dedicated transition fund for the automotive sector should be created to help mitigate the negative effects on employment and local economies

Or. en

Amendment 135

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Silvia Sardone, Rosanna Conte

Proposal for a regulation

Recital 12

Text proposed by the Commission

Amendment

(12) The updated New Industrial Strategy²⁶ foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway should be developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway should take particular heed of SMEs in the automotive supply chain, of the consultation of social partners

(12) Since neither the EU Member States nor the European Union have undergone a change of system since the adoption of the currently valid Treaty of Lisbon, and the Treaty of Lisbon, which has applied to both the EU Member States and the institutions of the European Union since 2009, has not been amended, it is not permissible to contradict the principle of the rule of law, which would be downright dangerous, by speaking of a supposedly necessary ‘transition’ or a

*including by Member States, and also build on the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. The appropriate actions and incentives at European and national level to boost the affordability of zero emission vehicles should also be addressed in the pathway. The progress made on this comprehensive transition pathway for the mobility ecosystem should be monitored every two years as part of a progress report to be submitted by the Commission, looking inter alia at the progress in the deployment of zero-emission vehicles, their price developments, deployment of alternative fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, the potential of innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities. The progress report will also build on the two-year progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for affordable *climate neutral* mobility. The Commission should therefore keep track of progress in the state of innovation in the sector as part of its progress *report*.*

*'transition pathway' or even of 'economic and societal transformations required' (for the latter, see recital 4 of Regulation (EU) 2019/631). The Commission is obliged under Article 15 of Regulation (EU) 2019/631 to submit a report to the European Parliament and to the Council with the result of the review of the effectiveness of this Regulation in 2023. In this report, the Commission can make proposals for its adaptation and present the current state of innovation. Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for affordable *low-emission* mobility. The Commission should therefore keep track of progress in the state of innovation in the sector as part of its *2023 evaluation report and future progress reports*.*

²⁶ *Commission Communication - Updating the 2020 New Industrial Strategy: Building a stronger Single*

Amendment 136
Bas Eickhout

Proposal for a regulation
Recital 12

Text proposed by the Commission

(12) The updated New Industrial Strategy²⁶ foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway ***should be developed*** for the mobility ecosystem ***to accompany the transition of the automotive value chain***. The pathway should take particular heed of SMEs in the automotive supply chain, of the consultation of social partners including by Member States, and also build on the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. The appropriate actions and incentives at European and national level to boost the affordability of zero emission vehicles should also be addressed in the pathway. The progress made on this comprehensive transition pathway ***for the mobility ecosystem*** should be monitored every ***two years*** as part of a progress report to be submitted by the Commission, looking inter alia at the progress in the deployment of zero-emission vehicles, their price developments, ***deployment of alternative fuels development and infrastructure roll-out*** as required under the Alternative Fuels Infrastructure Regulation, ***the potential of***

Amendment

(12) The updated New Industrial Strategy²⁶ foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway for the mobility ecosystem ***should be developed in full transparency and in consultation with all stakeholders, in particular affected workers, to accelerate a socially just transition towards zero-emission, energy- and resource-efficient mobility***. The pathway should take particular heed of SMEs in the automotive supply chain, of the consultation of social partners including by Member States, and also build on the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. The appropriate actions and incentives at European and national level to boost the ***sustainability and*** affordability of zero emission vehicles should also be addressed in the pathway. The progress made on this comprehensive transition pathway should be monitored every ***year*** as part of a progress report to be submitted by the Commission, looking inter alia at the progress in the ***modal shift in European transport, in the*** deployment of zero-emission vehicles, their price developments ***and their energy and***

innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities. The progress report will also build on ***the two-year*** progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. ***Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for affordable climate neutral mobility. The Commission should therefore keep track of progress in the state of innovation in the sector as part of its progress report.***

²⁶ Commission Communication - Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021

resource consumption, progress in the roll-out of public and private recharging infrastructure as required under the Alternative Fuels Infrastructure Regulation and the Energy Performance of Buildings Directive, international competitiveness, investments in the automotive value chain, ***use of EU funding for the*** up-skilling and re-skilling of workers and ***the*** reconversion of activities, ***especially in regions with a high percentage of jobs related to the automotive value chain.*** The progress report will also build on ***annual reporting of the EU Environmental Agency on the progress of the transport sector towards its environmental and climate objectives, and the*** progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social ***and environmental*** partners in the preparation of the progress report, including the results in the social dialogue.

²⁶ Commission Communication - Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021

Or. en

Amendment 137

Tiemo Wölken, Jens Geier, Mohammed Chahim, Cyrus Engerer, Sara Cerdas, Constanze Krehl, Rovana Plumb, Bernd Lange

Proposal for a regulation

Recital 12

Text proposed by the Commission

(12) The updated New Industrial Strategy²⁶ foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other

Amendment

(12) The updated New Industrial Strategy^[1] foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other

stakeholders. In this context, a transition pathway should be developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway should take particular heed of SMEs in the automotive supply chain, of the consultation of social partners including by Member States, and also build on the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. The appropriate actions and incentives at European and national level to boost the affordability of zero emission vehicles should also be addressed in the pathway. The progress made on this comprehensive transition pathway for the mobility ecosystem should be monitored every two years as part of a progress report to be submitted by the Commission, looking inter alia at the progress in the deployment of zero-emission vehicles, their price developments, deployment of alternative fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, the potential of innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities. The progress report will also build on the two-year progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for **affordable climate neutral mobility**. The Commission should therefore keep track of progress in the state of innovation

stakeholders. In this context, a transition pathway should be developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway should take particular heed of SMEs in the automotive supply chain, of the consultation of social partners including by Member States, and also build on the **Council recommendation on ensuring a fair transition towards climate neutrality (COM (2021) 801 final)**, and on the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. **EU funds dedicated to supporting the transition to zero emissions mobility should be subject to social conditionality and the partnership principle.** The appropriate actions and incentives at European and national level to boost the affordability of zero emission vehicles should also be addressed in the pathway. **The role that public and company procurement can play in the pathway should also be addressed, and in this regard the Commission should consider a revision of Directive (EU) 2019/1161 of the European Parliament and of the Council to ensure its alignment with the objectives of this Regulation as well as to grow supply chains related zero-emission vehicles in the EU.** The progress made on this comprehensive transition pathway for the mobility ecosystem should be monitored every two years as part of a progress report to be submitted by the Commission, looking inter alia at the progress in the deployment of zero-emission vehicles, their price developments, deployment of alternative fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, the potential of innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, **employment**

in the sector as part of its progress report.

trends, up-skilling and re-skilling of workers and reconversion of activities as well as respecting the right of workers to be informed and consulted, and draw conclusions, proposing means to support the Just Transition. The progress report will also build on the two-year progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation *as well as on their Territorial Just Transition Plans for the automotive industry.* The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. *In addition, the Commission shall monitor and assess the need for possible measures and new and additional financial resources to address the social impacts on households and workers of the transition to zero-emission vehicles, and the progress report shall, if appropriate, be accompanied by a legislative proposal to address these issues.* Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for *decarbonising existing fleets to reach full decarbonisation.* The Commission should therefore keep track of progress in the state of innovation *and of cost developments* in the sector *and needs for alternative fuels in other sector that are more difficult to decarbonise,* as part of its progress report. *[1] Commission Communication - Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021*

²⁶ Commission Communication - Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021

Or. en

Amendment 138
Pietro Fiocchi

Proposal for a regulation
Recital 12

Text proposed by the Commission

(12) The updated New Industrial Strategy²⁶ foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway should be developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway should take particular heed of SMEs in the automotive supply chain, of the consultation of social partners including by Member States, and also build on the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. The appropriate actions and incentives at European and national level to boost the affordability of zero emission vehicles should also be addressed in the pathway. The progress made on this comprehensive transition pathway for the mobility ecosystem should be monitored every two years as part of a progress report to be submitted by the Commission, looking inter alia at the progress in the deployment of zero-emission vehicles, their price developments, deployment of alternative fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, the potential of innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of

Amendment

(12) The updated New Industrial Strategy²⁶ foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway should be developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway should take particular heed of ***micro-enterprises and*** SMEs in the automotive supply chain, of the consultation of social partners including by Member States, and also build on the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. The appropriate actions and incentives at European and national level to boost ***infrastructure and*** the affordability of zero emission vehicles should also be addressed in the pathway. ***The role that public procurement can play in the pathway should also be addressed, and in this regard the Commission should consider a revision of Directive (EU) 2019/1161 of the European Parliament and of the Council to ensure its alignment with the objectives of this Regulation.*** The progress made on this comprehensive transition pathway for the mobility ecosystem should be monitored every two years as part of a progress report to be submitted by the Commission, looking inter alia at the progress in the deployment of zero-emission vehicles, their price developments, deployment of alternative

activities. The progress report will also build on the two-year progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for **affordable climate neutral mobility**. The Commission should therefore keep track of progress in the state of innovation in the sector as part of its progress report.

fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, **development of the share of renewable energy as required under the Renewable Energy Directive**, the potential of innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities. The progress report will also build on the two-year progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. **In addition, the Commission should monitor and assess the need for possible measures to address the social impacts on households and workers of the transition to zero-emission vehicles, making provision for purchasing incentives for consumers and enterprises, particularly small enterprises, to adapt production.** Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for **decarbonising light-duty vehicles with internal combustion engines, which can be put on the market until the date of application of the zero-emissions target laid down in this Regulation**. The Commission should therefore keep track of progress in the state of innovation in the sector as part of its progress report.

²⁶ Commission Communication - Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021

²⁶ Commission Communication - Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021

Or. it

Amendment 139
Mr Stanislav Polčák

Proposal for a regulation
Recital 12

Text proposed by the Commission

(12) The updated New Industrial Strategy²⁶ foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway should be developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway should take particular heed of SMEs in the automotive supply chain, of the consultation of social partners including by Member States, and also build on the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. The appropriate actions and incentives at European and national level to boost the affordability of zero emission vehicles should also be addressed in the pathway. The progress made on this comprehensive transition pathway for the mobility ecosystem should be monitored every two years as part of a progress report to be submitted by the Commission, looking inter alia at the progress in the deployment of zero-emission vehicles, their price developments, deployment of alternative fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, the potential of innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities. The progress report will also build on the two-year progress reports that

Amendment

(12) The updated New Industrial Strategy²⁶ foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway should be developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway should take particular heed of SMEs in the automotive supply chain, of the consultation of social partners including by Member States, and also build on the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. ***Given the fact that the EU's climate ambitions in the mobility area arouse strong emotions about a significant part of the European public, it is also necessary to inform the public about the whole issue transparently, intensively and clearly in order to allay public fears and explain the benefits of the chosen solution.*** The appropriate actions and incentives at European and national level to boost the affordability of zero emission vehicles should also be addressed in the pathway. The progress made on this comprehensive transition pathway for the mobility ecosystem should be monitored every two years as part of a progress report to be submitted by the Commission, looking inter alia at the progress in the deployment of zero-emission vehicles, their price developments, ***precise determination of the carbon footprint and assessment of the environmental impacts of the entire***

Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for affordable climate neutral mobility. The Commission should therefore keep track of progress in the state of innovation in the sector as part of its progress report.

zero-emission passenger car production chain, including the acquisition of primary raw materials, so that this development does not result in merely transferring environmental pressures associated with personal mobility to those third mining countries, deployment of alternative fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, the potential of innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities. The progress report will also build on the two-year progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for affordable climate neutral mobility. The Commission should therefore keep track of progress in the state of innovation in the sector as part of its progress report *and reflect this in its next steps*.

²⁶ Commission Communication - Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021

²⁶ Commission Communication - Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021

Or. cs

Amendment 140

Michal Wiezik, Martin Hojsík, Nicolae Ștefănuță

Proposal for a regulation

Recital 12

Text proposed by the Commission

(12) The updated New Industrial Strategy²⁶ foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway should be developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway should take particular heed of SMEs in the automotive supply chain, of the consultation of social partners including by Member States, and also build on the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. The appropriate actions and incentives at European and national level to boost the affordability of zero emission vehicles should also be addressed in the pathway. The progress made on this comprehensive transition pathway for the mobility ecosystem should be monitored every two years as part of a progress report to be submitted by the Commission, looking inter alia at the progress in the deployment of zero-emission vehicles, their price developments, deployment of alternative fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, the potential of innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities. The progress report will also build on the two-year progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in

Amendment

(12) The updated New Industrial Strategy²⁶ foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway should be developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway should take particular heed of SMEs in the automotive supply chain, of the consultation of social partners including by Member States, and also build on ***Council recommendation on ensuring a fair transition towards climate neutrality (COM (2021) 801 final)***, and the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. ***A sufficient number of high-quality training programmes and certification possibilities should be made available and designed in a way to attract participation in such training programmes. EU funds dedicated to supporting the transition to zero emissions mobility should be subject to social conditionality and the partnership principle.*** The appropriate actions and incentives at European and national level to boost the affordability of zero emission vehicles should also be addressed in the pathway. The progress made on this comprehensive transition pathway for the mobility ecosystem should be monitored every two years as part of a progress report to be submitted by the Commission, looking inter alia at the progress in the deployment of zero-emission vehicles, their price developments, deployment of alternative fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, the potential of innovative technologies to reach climate neutral

the social dialogue. Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for affordable climate neutral mobility. The Commission should therefore keep track of progress in the state of innovation in the sector as part of its progress report.

mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities. The progress report will also build on the two-year progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for affordable climate neutral mobility. The Commission should therefore keep track of progress in the state of innovation in the sector as part of its progress report.

²⁶ Commission Communication - Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021

²⁶ Commission Communication - Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021

Or. en

Amendment 141
Edina Tóth

Proposal for a regulation
Recital 12

Text proposed by the Commission

(12) The updated New Industrial Strategy²⁶ foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway should be developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway should take particular heed of

Amendment

(12) The updated New Industrial Strategy²⁶ foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway should be developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway should take particular heed of

SMEs in the automotive supply chain, of the consultation of social partners including by Member States, and also build on the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. The appropriate actions and incentives at European and national level to boost the affordability of zero emission vehicles should also be addressed in the pathway. The progress made on this comprehensive transition pathway for the mobility ecosystem should be monitored every two years as part of a progress report to be submitted by the Commission, looking inter alia at the progress in the deployment of zero-emission vehicles, their price developments, deployment of alternative fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, the potential of innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities. The progress report will also build on the two-year progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for affordable climate neutral mobility. The Commission should therefore keep track of progress in the state of innovation in the sector as part of its progress report.

SMEs in the automotive supply chain, of the consultation of social partners including by Member States, and also build on the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. The appropriate actions and incentives at European and national level to boost the affordability of zero emission vehicles should also be addressed in the pathway. The progress made on this comprehensive transition pathway for the mobility ecosystem should be monitored every two years as part of a progress report to be submitted by the Commission, looking inter alia at the progress in the deployment of zero-emission vehicles, their price developments, deployment of alternative fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, ***development of the share of renewable energy as required under the Renewable Energy Directive***, the potential of innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities. The progress report will also build on the two-year progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. ***Additionally, the Commission should monitor and assess the need for possible measures to address the social impacts on households and workers of the transition to zero- and low-emission vehicles.*** Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for affordable climate neutral mobility. The

Commission should therefore keep track of progress in the state of innovation in the sector as part of its progress report.

²⁶ Commission Communication - Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021

²⁶ Commission Communication - Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021

Or. en

Amendment 142

Sara Cerdas, Cyrus Engerer, Rovana Plumb, Mohammed Chahim, Jytte Guteland, Petar Vitanov

Proposal for a regulation

Recital 12

Text proposed by the Commission

(12) The updated New Industrial Strategy²⁶ foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway should be developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway should take particular heed of SMEs in the automotive supply chain, of the consultation of social partners including by Member States, and also build on the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. The appropriate actions and incentives at European and national level to boost the affordability of zero emission vehicles should also be addressed in the pathway. The progress made on this comprehensive transition pathway for the mobility ecosystem should

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be monitored every two years as part of a progress report to be submitted by the Commission, looking inter alia at the progress in the deployment of zero-emission vehicles, their price developments, deployment of alternative fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, the potential of innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities. The progress report will also build on the two-year progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for affordable climate neutral mobility. The Commission should therefore keep track of progress in the state of innovation in the sector as part of its progress report.

²⁶ Commission Communication - Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021

be monitored every two years as part of a progress report to be submitted by the Commission, looking inter alia at the progress in the deployment of zero-emission vehicles, their price developments, deployment of alternative fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, the potential of innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities. ***When possible, this progress should take into account impacts divided by Member States and regions, considering they will be affected differently and will have different needs.*** The progress report will also build on the two-year progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for affordable climate neutral mobility. The Commission should therefore keep track of progress in the state of innovation in the sector as part of its progress report.

²⁶ Commission Communication - Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021

Or. en

Amendment 143

Christian Doleschal, Marlene Mortler, Angelika Niebler

Proposal for a regulation

Recital 12

Text proposed by the Commission

(12) The updated New Industrial Strategy²⁶ foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway should be developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway should take particular heed of SMEs in the automotive supply chain, of the consultation of social partners including by Member States, and also build on the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. The appropriate actions and incentives at European and national level to boost the affordability of zero emission vehicles should also be addressed in the pathway. The progress made on this comprehensive transition pathway for the mobility ecosystem should be monitored every two years as part of a progress report to be submitted by the Commission, looking inter alia at the progress in the deployment of zero-emission vehicles, their price developments, deployment of alternative fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, the potential of innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities. The progress report will also build on the two-year progress reports that Member States submit under the Alternative Fuels Infrastructure

Amendment

(12) The updated New Industrial Strategy²⁶ foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway should be developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway should take particular heed of SMEs in the automotive supply chain, of the consultation of social partners including by Member States, and also build on the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. The appropriate actions and incentives at European and national level to boost the affordability of zero emission vehicles should also be addressed in the pathway. The progress made on this comprehensive transition pathway for the mobility ecosystem should be monitored every two years as part of a progress report to be submitted by the Commission, looking inter alia at the progress in the deployment of zero-emission vehicles, their price developments, deployment of alternative fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, the potential of innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities. The progress report ***should further take into account whether the security of the electricity supply can be safeguarded, considering the increased***

Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for affordable climate neutral mobility. The Commission should therefore keep track of progress in the state of innovation in the sector as part of its progress report.

²⁶ Commission Communication - Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021

demand for electricity in light of continued decarbonisation. The progress report will also build on the two-year progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for affordable climate neutral mobility. The Commission should therefore keep track of progress in the state of innovation in the sector as part of its progress report.

²⁶ Commission Communication - Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021

Or. en

Amendment 144

Pascal Canfin, Michal Wiezik, Martin Hojsík, Susana Solís Pérez, María Soraya Rodríguez Ramos, Catherine Chabaud

Proposal for a regulation Recital 12

Text proposed by the Commission

(12) The updated New Industrial Strategy²⁶ foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway should be developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway should take particular heed of SMEs in the automotive supply chain, of

Amendment

(12) The updated New Industrial Strategy²⁶ foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway should be developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway should take particular heed of SMEs in the automotive supply chain, of

the consultation of social partners including by Member States, and also build on the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. The appropriate actions and incentives at European and national level to boost the affordability of zero emission vehicles should also be addressed in the pathway. The progress made on this comprehensive transition pathway for the mobility ecosystem should be monitored every two years as part of a progress report to be submitted by the Commission, looking inter alia at the progress in the deployment of zero-emission vehicles, their price developments, deployment of alternative fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, the potential of innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities. The progress report will also build on the two-year progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for affordable climate neutral mobility. The Commission should therefore keep track of progress in the state of innovation in the sector as part of its progress report.

the consultation of social partners including by Member States, and also build on the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. The appropriate actions and incentives at European and national level to boost the affordability of zero emission vehicles should also be addressed in the pathway. The progress made on this comprehensive transition pathway for the mobility ecosystem should be monitored every two years as part of a progress report to be submitted by the Commission, looking inter alia at the progress in the deployment of zero-emission vehicles, their price developments, deployment of alternative fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, the potential of innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities. The progress report will also build on the two-year progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for affordable climate neutral mobility. The Commission should therefore keep track of progress in the state of innovation in the sector as part of its progress report. ***Vehicle procurement rules are an important lever to accompany the transition pathway and can complement manufacturer's emissions reduction efforts. In particular, the role that procurement of vehicles used***

for corporate fleets can play should be addressed. Corporate fleets account for more than 60% of new vehicle sales in the EU annually. Setting electrification objectives for the corporate vehicle segment will help secure demand for electric vehicles and boost the second-hand electric vehicle market, which in turn will contribute to more affordable electromobility for every European citizen. In this regard, Member states should take all necessary measures to ensure that vehicles owned or leased by private companies are zero-emissions by 2030.

²⁶ Commission Communication - Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021

²⁶ Commission Communication - Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021

Or. en

Amendment 145 **Christophe Hansen**

Proposal for a regulation **Recital 12**

Text proposed by the Commission

(12) The updated New Industrial Strategy²⁶ foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway should be developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway should take particular heed of SMEs in the automotive supply chain, of the consultation of social partners including by Member States, and also build on the European Skills Agenda with

Amendment

(12) The updated New Industrial Strategy²⁶ foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway should be developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway should take particular heed of SMEs in the automotive supply chain, of the consultation of social partners including by Member States, and also build on the European Skills Agenda with

initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. The appropriate actions and incentives at European and national level to boost the affordability of zero emission vehicles should also be addressed in the pathway. The progress made on this comprehensive transition pathway for the mobility ecosystem should be monitored every two years as part of a progress report to be submitted by the Commission, looking inter alia at the progress in the deployment of zero-emission vehicles, their price developments, deployment of alternative fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, the potential of innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities. The progress report will also build on the two-year progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for affordable climate neutral mobility. The Commission should therefore keep track of progress in the state of innovation in the sector as part of its progress report.

²⁶ Commission Communication - Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May

initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. The appropriate actions and incentives at European and national level to boost the affordability of zero emission vehicles should also be addressed in the pathway. The progress made on this comprehensive transition pathway for the mobility ecosystem should be monitored every two years as part of a progress report to be submitted by the Commission, looking inter alia at the progress in the deployment of zero-emission vehicles, their price developments, deployment of alternative fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, the potential of innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities. The progress report will also build on the two-year progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture ***and hydrogen cars with onboard hydrogen storage system technology***, if further developed, could offer prospects for affordable climate neutral mobility. The Commission should therefore keep track of progress in the state of innovation in the sector as part of its progress report.

²⁶ Commission Communication - Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May

Amendment 146
Jessica Polfjärd

Proposal for a regulation
Recital 12

Text proposed by the Commission

(12) The updated New Industrial Strategy²⁶ foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway should be developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway should take particular heed of SMEs in the automotive supply chain, of the consultation of social partners including by Member States, and also build on the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. The appropriate actions and incentives at European and national level to boost the affordability of zero emission vehicles should also be addressed in the pathway. The progress made on this comprehensive transition pathway for the mobility ecosystem should be monitored every two years as part of a progress report to be submitted by the Commission, looking inter alia at the progress in the deployment of zero-emission vehicles, their price developments, deployment of alternative fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, the potential of innovative technologies to reach climate

Amendment

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neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities. The progress report will also build on the two-year progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for affordable climate neutral mobility. The Commission should therefore keep track of progress in the state of innovation in the sector as part of its progress report.

²⁶ Commission Communication - Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021

and to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities. The progress report will also build on the two-year progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult **industry and** social partners in the preparation of the progress report, including the results in the social dialogue. Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for **job creation and** affordable climate neutral mobility. The Commission should therefore keep track of progress in the state of innovation in the sector as part of its progress report.

²⁶ Commission Communication - Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021

Or. en

Amendment 147

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Maria Spyraiki, Elissavet Vozemberg-Vrionidi, Markus Pieper, Cláudia Monteiro de Aguiar, Jörgen Warborn, Dolors Montserrat, Karolin Braunsberger-Reinhold, Michael Gahler, Pernille Weiss, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Henna Virkkunen, Alexander Bernhuber, Christian Doleschal

Proposal for a regulation

Recital 12

Text proposed by the Commission

(12) The updated New Industrial Strategy²⁶ foresees the co-creation of green and digital transition pathways in partnership with industry, public

Amendment

(12) The updated New Industrial Strategy²⁶ foresees the co-creation of green and digital transition pathways in partnership with industry, public

authorities, social partners and other stakeholders. In this context, a transition pathway should be developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway should take particular heed of SMEs in the automotive supply chain, of the consultation of social partners including by Member States, and also build on the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. The appropriate actions and incentives at European and national level to boost the affordability of zero emission vehicles should also be addressed in the pathway. The progress made on this comprehensive transition pathway for the mobility ecosystem should be monitored every two years as part of a progress report to be submitted by the Commission, looking inter alia at the progress in the deployment of zero-emission vehicles, their price developments, deployment of alternative fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, the potential of innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities. The progress report will also build on the *two-year* progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for affordable climate neutral mobility. The Commission should therefore keep track of

authorities, social partners and other stakeholders. In this context, a transition pathway should be developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway should take particular heed of SMEs in the automotive supply chain, of the consultation of social partners including by Member States, and also build on the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. The appropriate actions and incentives at European and national level to boost the affordability of *low- and* zero emission vehicles should also be addressed in the pathway. The progress made on this comprehensive transition pathway for the mobility ecosystem should be monitored every two years as part of a progress report to be submitted by the Commission, looking inter alia at the progress in the deployment of *low- and* zero-emission vehicles, their price developments, deployment of alternative fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, the potential of innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities. The progress report will also build on the *yearly* progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for affordable climate neutral mobility. The Commission should therefore keep track of

progress in the state of innovation in the sector as part of its progress report.

progress in the state of innovation in the sector as part of its progress report.

²⁶ Commission Communication - Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021

²⁶ Commission Communication - Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021

Or. en

Amendment 148

Andreas Glück, Ondřej Knotek, Frédérique Ries

Proposal for a regulation

Recital 12

Text proposed by the Commission

(12) The updated New Industrial Strategy²⁶ foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway should be developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway should take particular heed of SMEs in the automotive supply chain, of the consultation of social partners including by Member States, and also build on the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. The appropriate actions and incentives at European and national level to boost the affordability of zero *emission* vehicles should also be addressed in the pathway. The progress made on this comprehensive transition pathway for the mobility ecosystem should be monitored every two years as part of a progress report to be submitted by the

Amendment

(12) The updated New Industrial Strategy²⁶ foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway should be developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway should take particular heed of SMEs in the automotive supply chain, of the consultation of social partners including by Member States, and also build on the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. The appropriate actions and incentives at European and national level to boost the affordability of zero- *and low-emission* vehicles should also be addressed in the pathway. The progress made on this comprehensive transition pathway for the mobility ecosystem should be monitored every two years as part of a progress report to be

Commission, looking inter alia at the progress in the deployment of zero-emission vehicles, their price developments, deployment of alternative fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, the potential of innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities. The progress report will also build on the two-year progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for affordable climate neutral mobility. The Commission should therefore keep track of progress in the state of innovation in the sector as part of its progress report.

²⁶ Commission Communication - Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021

submitted by the Commission, looking inter alia at the progress in the deployment of zero-emission vehicles, their price developments, deployment of alternative fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, the potential of innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities. The progress report will also build on the two-year progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for affordable climate neutral mobility. The Commission should therefore keep track of progress in the state of innovation in the sector as part of its progress report.

²⁶ Commission Communication - Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021

Or. en

Amendment 149

Tiemo Wölken, Jens Geier, Mohammed Chahim, Cyrus Engerer, Sara Cerdas, Constanze Krehl, Rovana Plumb, Bernd Lange, Gabriele Bischoff

Proposal for a regulation Recital 12 a (new)

Text proposed by the Commission

Amendment

(12a) To address the challenges and foster a Just Transition, an EU-wide harmonisation of workers' rights is urgently needed, as workers are at the core of the transition and in many cases have shown that they have the best ideas for successfully transforming companies in line with social and climate goals. The European Commission should therefore come up urgently with a proposal to replace the current patchwork of legislation with a horizontal EU framework with binding minimum standards for information, consultation and participation of workers. This should be accompanied by the creation of a legal framework to allow unions to use innovative organizing techniques to advocate for workers outside of traditional workplaces and to organize new groups of workers, including highly skilled workers in IT.

Or. en

Amendment 150
Bas Eickhout

Proposal for a regulation
Recital 12 a (new)

Text proposed by the Commission

Amendment

(12a) Public procurement can play an important role in the transition towards zero-emission mobility. In this regard, the Commission should revise Directive (EU) 2019/1161 of the European Parliament and of the Council 26 to reflect the increased EU 2030 climate target set out in Regulation (EU) 2021/1119 and the increased ambition set out in this Regulation. Member States should also take measures to mandate companies with certain fleet sizes to move towards a 100% zero-emission fleet by 2027 at the latest.

Amendment 151
Mr Stanislav Polčák

Proposal for a regulation
Recital 12 a (new)

Text proposed by the Commission

Amendment

(12a) Another major challenge in the transition to sustainable personal mobility is the availability of critical raw materials (CRM), in the sourcing of which the automotive industry is fundamentally dependent on third countries, and the environmental impacts of their extraction. The report should thus adequately reflect this fact and current developments in the availability of critical raw materials.

Or. cs

Amendment 152
Sara Cerdas, Cyrus Engerer, Rovana Plumb, Mohammed Chahim, Jytte Guteland, Petar Vitanov

Proposal for a regulation
Recital 12 a (new)

Text proposed by the Commission

Amendment

(12a) The transition to zero-emission mobility will impact the whole automotive value chain, with potential negative impacts on regions and communities throughout the Union. A just, inclusive and fair transition must be guaranteed, ensuring no one is left behind. Building on the European Pillar on Social Rights and its implementation, which will support this transition by promoting social cohesion across the Union in the road to climate-neutrality, the Council recommendation on ensuring a fair

transition towards climate neutrality (COM (2021) 801 final) is an important instrument to guide Member States in the integration of social and labour considerations in the green transition. It will be important for Member-States to make use of the variety of instruments available to coordinate their actions, namely through their National Energy and Climate Plans (NECPs) and Social Climate Plans, where granular data divided by regions will be essential to identify specific challenges in the transition. In this process, social dialogue at the national, regional and local level with all stakeholders will also need to be strengthened, promoting anticipation of change agreements and identifying the best opportunities to re-skill, up-skill and redeploy workers. The progress reports to be produced by the Commission in a biannual basis should feed on the information of the different national plans, identifying progress and difficulties in the transition.

Or. en

Amendment 153

Sara Cerdas, Cyrus Engerer, Rovana Plumb, Mohammed Chahim, Jytte Guteland, Petar Vitanov

Proposal for a regulation

Recital 12 b (new)

Text proposed by the Commission

Amendment

(12b) To ensure alignment with the new Union's climate target for 2030, as well as with the strengthened CO₂ standards, an update of the Clean Vehicles Directive should be put forward, including the possibility of extending its scope to include vehicles owned or leased by a private company of a certain fleet size, with the purpose of promoting an increasing demand for zero-emission

vehicles. Considering that vehicles from corporate fleets enter the private market faster, it would allow for a faster establishment of a second-hand market for zero-emission vehicles, which will be especially important for regions where the transition will prove more difficult, as well as it would contribute for faster price parity with conventional vehicles across the Union.

Or. en

Amendment 154

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Silvia Sardone, Rosanna Conte

Proposal for a regulation

Recital 13

Text proposed by the Commission

(13) *Those EU fleet-wide targets are to be complemented by the necessary* roll-out of recharging and refuelling infrastructure *as set out in* Directive 2014/94/EU of the European Parliament and of the Council²⁷.

Amendment

(13) *If, within the framework of the existing market economy as referred to in Article 3(3) TEU and in Articles 119, 120 and 127 TFEU, the demand for vehicles with alternative drive systems, whatever type of technology these may be, happens to grow due to legal requirements that reflect the political will and due to changing customer wishes and business decisions, the roll-out of recharging and refuelling infrastructure and the corresponding security of supply must be ensured. Otherwise, political and legislative support for technologies that have not yet reached appropriate market maturity will lead to a forced reduction of vehicles due to a lack of infrastructure and/or a lack of energy supply. Corresponding EU legal texts such as Directive 2014/94/EU of the European Parliament and of the Council²⁷ or Directive (EU) 2018/2001 of the European Parliament and of the Council^{27a} should be adapted accordingly.*

²⁷ 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).

²⁷ 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).

^{27a} ***Directive (EU) 2018/2001 of the European Parliament and of the Council of 11 December 2018 on the promotion of the use of energy from renewable sources (OJ L 328 21.12.2018, p. 82).***

Or. de

Amendment 155
Ivan David

Proposal for a regulation
Recital 13

Text proposed by the Commission

(13) Those EU fleet-wide targets ***are to*** be complemented by the necessary roll-out of recharging and refuelling infrastructure ***as set out in*** Directive 2014/94/EU of the European Parliament and of the Council²⁷.

Amendment

(13) Those EU fleet-wide targets ***should*** be complemented by the necessary roll-out of recharging and refuelling infrastructure. ***For this reason, considering the insufficient implementation of*** Directive 2014/94/EU ***of the*** of the European Parliament and of the Council, ***this proposal should be accompanied by an ambitious proposal for a Regulation on the Deployment of Alternative Fuels Infrastructure, providing for mandatory targets for the deployment of alternative fuels infrastructure throughout the EU Member States.***

²⁷ 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 CO2 reduction targets for vehicles can only be met if they are accompanied by equally ambitious mandatory alternative fuels infrastructure targets for all EU Member States.

Amendment 156

Pietro Fiocchi

Proposal for a regulation

Recital 13

Text proposed by the Commission

(13) Those EU fleet-wide targets **are to** be complemented by the necessary roll-out of recharging and refuelling infrastructure **as set out in** Directive 2014/94/EU of the European Parliament and of the Council²⁷.

Amendment

(13) Those EU fleet-wide targets **should** be complemented by the necessary roll-out of recharging and refuelling infrastructure. ***For this reason, considering the weak and slow implementation of*** Directive 2014/94 of the European Parliament and of the Council, ***this proposal should be accompanied by an ambitious proposal for a Regulation on Alternative Fuel Infrastructure, providing for ambitious mandatory targets for the deployment of alternative fuel infrastructure throughout the 27 Member States.***

²⁷ 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 157

Pietro Fiocchi

Proposal for a regulation

Recital 13

Text proposed by the Commission

(13) Those EU fleet-wide targets **are to** be complemented by the necessary roll-out

Amendment

(13) Those EU fleet-wide targets **will** be complemented by the necessary roll-out of

of recharging and refuelling infrastructure as set out in Directive 2014/94/EU *of the European Parliament and of the Council*²⁷.

recharging and refuelling infrastructure as set out in Directive 2014/94/EU²⁷ *and its successor Regulation, as well as by ambitious new measures to improve the management of end-of-life vehicles (ELVs) and remove the most polluting ELVs from EU roads via the forthcoming Commission proposal for the review of Directive 2000/53/EC*^{28a}.

²⁷ 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).

²⁷ 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).

^{28a} *Directive 2000/53/EC of the European Parliament and of the Council of 18 September 2000 on end-of-life vehicles (OJ L 269, 21.10.2000, p. 34–43).*

Or. en

Amendment 158 **Christophe Hansen**

Proposal for a regulation **Recital 13**

Text proposed by the Commission

(13) Those EU fleet-wide targets are to be complemented by the necessary roll-out of recharging and refuelling infrastructure as set out in Directive 2014/94/EU of the European Parliament and of the Council²⁷.

Amendment

(13) Those EU fleet-wide targets are to be complemented by the necessary roll-out of recharging and refuelling infrastructure as set out in Directive 2014/94/EU of the European Parliament and of the Council²⁷ *as well as through ambitious targets for the deployment of private charging points in buildings Directive 2010/31/EU and ambitious targets for refuelling infrastructure in the revision of the Alternative Fuels Infrastructure Directive 2014/94/EU and the revision of the TENT-Network.*

²⁷ Directive 2014/94/EU of the European

²⁷ 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).

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 159

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Maria Spyraiki, Elissavet Vozemberg-Vrionidi, Markus Pieper, Cláudia Monteiro de Aguiar, Jörgen Warborn, Dolors Montserrat, Karolin Braunsberger-Reinhold, Michael Gahler, Pernille Weiss, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Nathalie Colin-Oesterlé, Alexander Bernhuber, Christian Doleschal

Proposal for a regulation

Recital 13

Text proposed by the Commission

(13) *Those* EU fleet-wide targets *are to* be complemented by the necessary roll-out of recharging and refuelling infrastructure *as set out in* Directive 2014/94/EU of the European Parliament and of the Council²⁷.

Amendment

(13) *The* EU fleet-wide targets *should* be complemented by the necessary roll-out of recharging and refuelling infrastructure. *For this reason, considering the weak and slow implementation of* Directive 2014/94 of the European Parliament and of the Council, *this proposal should be accompanied by an ambitious proposal for a Regulation on Alternative Fuel Infrastructure, providing for ambitious mandatory targets for the deployment of alternative fuel infrastructure throughout the 27 Member States.*

²⁷ *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 160

Bas Eickhout

Proposal for a regulation
Recital 13

Text proposed by the Commission

(13) Those EU fleet-wide targets are to be complemented by the necessary roll-out of recharging **and refuelling** infrastructure **as** set out in Directive 2014/94/EU of the European Parliament and of the Council²⁷ .

²⁷ 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

(13) Those EU fleet-wide targets are to be complemented by the necessary roll-out of **publicly accessible** recharging infrastructure **and of ambitious targets for the deployment of private charging points in buildings to be** set out in **revision of** Directive 2014/94/EU of the European Parliament and of the Council²⁷ **and of Directive 2010/31/EU of the Parliament and of the Council**^{26a} .

²⁷ 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).

^{26a} **Directive 2010/31/EU of the Parliament and of the Council of 19 May 2010 on the energy performance of buildings (OJ L 153 18.06.2010, p. 13-35)**

Or. en

Amendment 161
Kateřina Konečná

Proposal for a regulation
Recital 13

Text proposed by the Commission

(13) Those EU fleet-wide targets **are to** be complemented by the necessary roll-out of recharging and refuelling infrastructure **as set out in** Directive 2014/94/EU of the European Parliament and of the Council²⁷ .

Infrastructure, providing for mandatory targets for the deployment of alternative fuels infrastructure throughout the EU Member States.

²⁷ 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).

²⁷ 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 162
Jessica Polfjärd

Proposal for a regulation
Recital 13

Text proposed by the Commission

(13) Those EU fleet-wide targets are to be complemented by the necessary roll-out of recharging and refuelling infrastructure as set out in Directive 2014/94/EU of the European Parliament and of the Council²⁷.

²⁷ 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

(13) Those EU fleet-wide targets are to be complemented by the necessary roll-out of recharging and refuelling infrastructure as set out in Directive 2014/94/EU of the European Parliament and of the Council²⁷ ***including the promotion of private and public-private initiatives.***

²⁷ 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 163
Andreas Glück, Dominique Riquet, Ondřej Knotek, Frédérique Ries

Proposal for a regulation
Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) The rollout of sufficient charging and refuelling infrastructure for alternative fuels is an essential prerequisite for the development of the market for zero- and low-emission vehicles and, therefore, for the success of this Regulation; thus, any increase in this regulation's emission-reduction targets, including on interim objectives, should go hand-in-hand with an increase in rollout targets set as part of the revision of the Directive on the deployment of alternative fuels infrastructure; in this connection, it is vital that investment in its deployment should be continued and increased. The Member States should be provided with sufficient support and help to achieve this objective due to their significant investment needs in a decade in which their tax losses and transfers of tax revenues towards alternative fuels will increase. 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. en

Amendment 164
Edina Tóth

Proposal for a regulation
Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) The rollout of sufficient charging and refuelling infrastructure for alternative fuels is an essential prerequisite for the development of the

market for zero- and low-emission vehicles and, therefore, for the success of this Regulation; thus, any increase in this regulation's emission-reduction targets, including on interim objectives, should go hand-in-hand with an increase in rollout targets set as part of the revision of the Directive on the deployment of alternative fuels infrastructure; in this connection, it is vital that investment in its deployment should be continued and increased. The Member States should be provided with sufficient support and help to achieve this objective due to their significant investment needs in a decade in which their tax losses and transfers of tax revenues towards alternative fuels will increase. 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. en

Amendment 165
Pietro Fiocchi

Proposal for a regulation
Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) An effective automotive climate policy aimed at achieving CO2 reductions in line with the net-zero objective enshrined in Regulation (EU) 2021/1119 must account for the EU car fleet growing by 1.2% between 2019 and 2020, and support a substantial reduction in the average age of passenger cars and light

commercial vehicles in the fleet. Within the EU cars and vans are approximately 11 years old, and in Eastern and Southern Europe remain on the road even longer, frequently in excess of 15 years. It is therefore of vital importance that the Member States and the Commission supplement the measures laid out in this Regulation with actions aimed at a synchronous and socially-just phase-out of cars and vans that are non-compliant with Euro 6 emission standards.

Or. en

Amendment 166

Christian Doleschal, Marlene Mortler, Angelika Niebler

Proposal for a regulation

Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) Considering that the emission reduction targets mandated by this regulation are only achievable if the relevant infrastructure for the use of alternative fuels is in place, it is acknowledged that mandatory reduction targets for manufacturers are contingent upon the relevant Member State's successful deployment of alternative fuel infrastructure.

Or. en

Amendment 167

Pascal Canfin, Michal Wiezik, Martin Hojsík, Nils Torvalds, Catherine Chabaud

Proposal for a regulation

Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) Whereas there are more than one

billion fossil fuel vehicles globally, responsible for more than 30% of global CO2 emissions, the conversion of thermal vehicles to electric is a complementary solution to the offer of traditional manufacturers, making it possible to accelerate the ecological transition while relying on the circular economy;

Or. en

Amendment 168

Bas Eickhout

Proposal for a regulation

Recital 14

Text proposed by the Commission

(14) Manufacturers should be provided with sufficient *flexibility in adapting their fleets over time* in order to manage the transition towards zero-emission vehicles in a cost-efficient manner, and it is therefore appropriate to *maintain the approach of decreasing target levels in five-year steps*.

Amendment

(14) Manufacturers should be provided with sufficient *clarity* in order to manage the transition towards zero-emission vehicles in a cost-efficient manner, and it is therefore appropriate to *set annual targets from 2025 up until the full phase-out of new vehicles equipped with combustion engines by 2030*.

Or. en

Amendment 169

Sara Cerdas, Cyrus Engerer, Mohammed Chahim, Jytte Guteland, Petar Vitanov

Proposal for a regulation

Recital 14

Text proposed by the Commission

(14) Manufacturers should be provided with sufficient flexibility in adapting their fleets over time in order to manage the transition towards zero-emission vehicles in a cost-efficient manner, *and it is therefore appropriate to maintain the approach of decreasing target levels in*

Amendment

(14) Manufacturers should be provided with sufficient flexibility in adapting their fleets over time in order to manage the transition towards zero-emission vehicles in a cost-efficient manner, *while considering the need to provide a clear trajectory for the roll-out of these*

five-year steps.

vehicles, ensuring the contribution of the road transport sector to the Union's 2030 climate target.

Or. en

Amendment 170
Jessica Polfjärd

Proposal for a regulation
Recital 14

Text proposed by the Commission

(14) Manufacturers should be provided with sufficient flexibility in adapting their fleets over time in order to manage the transition towards zero-emission vehicles in a cost-efficient manner, and it is therefore appropriate to *maintain* the approach of decreasing target levels in *five-year* steps.

Amendment

(14) Manufacturers should be provided with sufficient flexibility in adapting their fleets over time in order to manage the transition towards zero-emission vehicles in a cost-efficient manner, and it is therefore appropriate to *have* the approach of decreasing target levels in steps *and in line with respective target set out in this directive.*

Or. en

Amendment 171
Frédérique Ries

Proposal for a regulation
Recital 14

Text proposed by the Commission

(14) Manufacturers should be provided with sufficient flexibility in adapting their fleets over time in order to manage the transition towards zero-emission vehicles in a cost-efficient manner, and it is therefore appropriate to *maintain* the approach of decreasing target levels *in five-year steps.*

Amendment

(14) Manufacturers should be provided with sufficient flexibility in adapting their fleets over time in order to manage the transition towards zero-emission vehicles in a cost-efficient manner, and it is therefore appropriate to *advocate* the approach of decreasing target levels *regularly, taking into account major technological developments and leaving consumers free to make the final choice.*

Amendment 172

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

Proposal for a regulation

Recital 14

Text proposed by the Commission

(14) Manufacturers should be provided with sufficient flexibility in adapting their fleets over time *in order to manage the transition towards zero-emission vehicles in a cost-efficient manner*, and it is therefore appropriate to maintain the approach of decreasing target levels in five-year steps.

Amendment

(14) Manufacturers should be provided with sufficient flexibility in adapting their fleets *with low-emission vehicles* over time, and it is therefore appropriate to maintain the approach of decreasing target levels in five-year steps.

Or. de

Amendment 173

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Maria Spyraiki, Elissavet Vozemberg-Vrionidi, Markus Pieper, Cláudia Monteiro de Aguiar, Jörgen Warborn, Dolors Montserrat, Karolin Braunsberger-Reinhold, Michael Gahler, Pernille Weiss, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Christophe Hansen, Henna Virkkunen, Alexander Bernhuber, Christian Doleschal

Proposal for a regulation

Recital 14

Text proposed by the Commission

(14) Manufacturers should be provided with sufficient flexibility in adapting their fleets over time in order to manage the transition towards zero-emission vehicles in a cost-efficient manner, *and* it is therefore *appropriate* to maintain the approach of decreasing target levels in five-year steps.

Amendment

(14) Manufacturers should be provided with sufficient flexibility in adapting their fleets over time in order to manage the transition towards *low- and* zero-emission vehicles in a cost-efficient manner. *The progressively more ambitious emission reduction targets as set in Regulation (EU) 2019/631 have increased the costs of compliance for manufacturers.* It is therefore *of the utmost importance* to

maintain the approach of decreasing target levels in five-year steps.

Or. en

Amendment 174

Andreas Glück, Ondřej Knotek

Proposal for a regulation

Recital 14

Text proposed by the Commission

(14) Manufacturers should be provided with sufficient flexibility in adapting their fleets over time in order to manage the transition towards **zero-emission** vehicles in a cost-efficient manner, **and** it is therefore appropriate to maintain the approach of decreasing target levels in five-year steps.

Amendment

(14) Manufacturers should be provided with sufficient flexibility in adapting their fleets over time in order to manage the transition towards **zero- and low-emission** vehicles in a cost-efficient manner. **The progressively more ambitious emission reduction targets have increased the costs of compliance for manufacturers.** It is therefore **all the more** appropriate to maintain the approach of decreasing target levels in five-year steps.

Or. en

Justification

Moving away from the established five year intervals between targets would narrow manufacturer flexibility to deal with year-to-year market fluctuations and to manage the introduction of new or upgraded models and technologies, which seems especially unreasonable at the current target ambition level.

Amendment 175

Pietro Fiocchi

Proposal for a regulation

Recital 14

Text proposed by the Commission

(14) Manufacturers should be provided with sufficient flexibility in adapting their fleets **over time** in order to manage the

Amendment

(14) Manufacturers should be provided with sufficient flexibility in adapting their fleets **overtime** in order to manage the

transition towards zero-emission vehicles in a cost-efficient manner, **and** it is therefore appropriate to maintain the approach of decreasing target levels in five-year steps.

transition towards zero-emission vehicles in a cost-efficient manner. **The progressively more ambitious emission reduction targets have increased the costs of compliance for manufacturers.** It is therefore appropriate, **now more than ever**, to maintain the approach of decreasing target levels in five-year steps

Or. en

Amendment 176

Pietro Fiocchi

Proposal for a regulation

Recital 14

Text proposed by the Commission

(14) Manufacturers should be provided with sufficient flexibility in adapting their fleets over time in order to manage the transition towards zero-emission vehicles in a cost-efficient manner, and it is therefore **appropriate** to maintain the approach of decreasing target levels in five-year steps.

Amendment

(14) Manufacturers should be provided with sufficient **certainty and** flexibility in adapting their fleets over time in order to manage the transition towards zero-emission vehicles in a cost-efficient manner. **Increases in the level of ambition of CO2 standards ultimately raise compliance costs for manufacturers**, and it is therefore **essential** to maintain the approach of decreasing target levels in five-year steps.

Or. en

Justification

Without the customary five-year intervals between CO2 standards, manufacturers will have considerably less flexibility to deal with year-to-year market fluctuations and manage the introduction of new or upgraded models and technologies into the fleet. In order to better facilitate compliance with increasingly onerous targets, emission reduction intervals should be retained in five-year increments.

Amendment 177

Mr Stanislav Polčák

Proposal for a regulation

Recital 14

Text proposed by the Commission

(14) Manufacturers should be provided with sufficient flexibility in adapting their fleets over time in order to manage the transition towards zero-emission vehicles in a cost-efficient manner, and it is therefore appropriate to maintain the approach of decreasing target levels in five-year steps.

Amendment

(14) Manufacturers should be provided with sufficient flexibility in adapting their fleets over time in order to manage the transition towards zero-emission vehicles in a cost-efficient manner, ***which supports their competitiveness and prepares the ground for further innovations***, and it is therefore appropriate to maintain the approach of decreasing target levels in five-year steps.

Or. cs

Amendment 178

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Silvia Sardone, Rosanna Conte

Proposal for a regulation

Recital 15

Text proposed by the Commission

(15) With the stricter EU fleet-wide targets from 2030 onwards, manufacturers will have to deploy significantly more zero-emission vehicles on the Union market. In that context, the incentive mechanism for zero- and low-emission vehicles ('ZLEV') would no longer serve its original purpose and would risk undermining the effectiveness of Regulation (EU) 2019/631. The ZLEV incentive mechanism should therefore be removed as of 2030. Before that date and therefore throughout this decade, the incentive mechanism for ZLEV will continue to support the deployment of vehicles with emissions from zero up to 50 g CO₂/km, including battery electric vehicles, fuel-cell electric vehicles using hydrogen and well performing plug-in hybrid electric vehicles. After that date, plug-in hybrid electric vehicles continue

Amendment

deleted

to count against the fleet-wide targets that vehicle manufacturers must meet.

Or. de

Amendment 179

Andreas Glück, Ondřej Knotek

Proposal for a regulation

Recital 15

Text proposed by the Commission

Amendment

(15) *With the stricter EU fleet-wide targets from 2030 onwards, manufacturers will have to deploy significantly more zero-emission vehicles on the Union market. In that context, the incentive mechanism for zero- and low-emission vehicles ('ZLEV') would no longer serve its original purpose and would risk undermining the effectiveness of Regulation (EU) 2019/631. The ZLEV incentive mechanism should therefore be removed as of 2030. Before that date and therefore throughout this decade, the incentive mechanism for ZLEV will continue to support the deployment of vehicles with emissions from zero up to 50 g CO₂/km, including battery electric vehicles, fuel-cell electric vehicles using hydrogen and well performing plug-in hybrid electric vehicles. After that date, plug-in hybrid electric vehicles continue to count against the fleet-wide targets that vehicle manufacturers must meet.*

deleted

Or. en

Amendment 180

Bas Eickhout

Proposal for a regulation

Recital 15

Text proposed by the Commission

(15) With **the** stricter EU fleet-wide targets from **2030** onwards, manufacturers will have to deploy significantly more zero-emission vehicles on the Union market. In that context, the incentive mechanism for zero- and low-emission vehicles ('ZLEV') would no longer serve its original purpose and would risk undermining the effectiveness of Regulation (EU) 2019/631. The ZLEV incentive mechanism should therefore be removed as of **2030**. ***Before that date and therefore throughout this decade, the incentive mechanism for ZLEV will continue to support the deployment of vehicles with emissions from zero up to 50 g CO₂/km, including battery electric vehicles, fuel-cell electric vehicles using hydrogen and well performing plug-in hybrid electric vehicles. After that date, plug-in hybrid electric vehicles continue to count against the fleet-wide targets that vehicle manufacturers must meet.***

Amendment

(15) With stricter **annual** EU fleet-wide targets from **2025** onwards, manufacturers will have to deploy significantly more zero-emission vehicles on the Union market. In that context, the incentive mechanism for zero- and low-emission vehicles ('ZLEV') would no longer serve its original purpose and would risk undermining the effectiveness of Regulation (EU) 2019/631. The ZLEV incentive mechanism should therefore be removed as of **2025**.

Or. en

Amendment 181

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Maria Spyraiki, Elissavet Vozemberg-Vrionidi, Markus Pieper, Cláudia Monteiro de Aguiar, Dolors Montserrat, Karolin Braunsberger-Reinhold, Michael Gahler, Pernille Weiss, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Henna Virkkunen, Alexander Bernhuber, Christian Doleschal

Proposal for a regulation

Recital 15

Text proposed by the Commission

(15) With the stricter EU fleet-wide **targets from 2030 onwards**, manufacturers will have to deploy significantly more zero-emission vehicles on the Union market. ***In that context, the incentive mechanism for zero- and low-emission vehicles ('ZLEV') would no longer serve***

Amendment

(15) With the stricter EU fleet-wide **target for 2030**, manufacturers will have to deploy significantly more **low- and** zero-emission vehicles on the Union market. The incentive mechanism for ZLEV will continue to support the deployment of vehicles with emissions from zero up to 50

its original purpose and would risk undermining the effectiveness of Regulation (EU) 2019/631. The ZLEV incentive mechanism should therefore be removed as of 2030. Before that date and therefore throughout this decade, the incentive mechanism for ZLEV will continue to support the deployment of vehicles with emissions from zero up to 50 g CO₂/km, including battery electric vehicles, fuel-cell electric vehicles using hydrogen and well performing plug-in hybrid electric vehicles. After that date, plug-in hybrid electric vehicles continue to count against the fleet-wide targets that vehicle manufacturers must meet.

g CO₂/km.

Or. en

Amendment 182

Malin Björk, Nikolaj Villumsen, Silvia Modig

on behalf of the Committee on the Environment, Public Health and Food Safety

Proposal for a regulation

Recital 15

Text proposed by the Commission

(15) With the stricter EU fleet-wide targets from 2030 onwards, manufacturers will have to deploy significantly more zero-emission vehicles on the Union market. In that context, the incentive mechanism for zero- and low-emission vehicles ('ZLEV') would no longer serve its original purpose and would risk undermining the effectiveness of Regulation (EU) 2019/631. The ZLEV incentive mechanism should therefore be removed as of 2030. ***Before that date and therefore throughout this decade, the incentive mechanism for ZLEV will continue to support the deployment of vehicles with emissions from zero up to 50 g CO₂/km, including battery electric vehicles, fuel-cell electric vehicles using hydrogen and well performing plug-in***

Amendment

(15) With the stricter EU fleet-wide targets from 2030 onwards, manufacturers will have to deploy significantly more zero-emission vehicles on the Union market. In that context, the incentive mechanism for zero- and low-emission vehicles ('ZLEV') would no longer serve its original purpose and would risk undermining the effectiveness of Regulation (EU) 2019/631. The ZLEV incentive mechanism should therefore be removed as of 2030. After that date, plug-in hybrid electric vehicles continue to count against the fleet-wide targets that vehicle manufacturers must meet.

hybrid electric vehicles. After that date, plug-in hybrid electric vehicles continue to count against the fleet-wide targets that vehicle manufacturers must meet.

Or. en

Amendment 183

Sara Cerdas, Mohammed Chahim, Jytte Guteland, Petar Vitanov

Proposal for a regulation

Recital 15

Text proposed by the Commission

(15) With the stricter EU fleet-wide targets from 2030 onwards, manufacturers will have to deploy significantly more zero-emission vehicles on the Union market. In that context, the incentive mechanism for zero- and low-emission vehicles ('ZLEV') would no longer serve its original purpose and would risk undermining the effectiveness of Regulation (EU) 2019/631. The ZLEV incentive mechanism should therefore be removed ***as of 2030. Before that date and therefore throughout this decade, the incentive mechanism for ZLEV will continue to support the deployment of vehicles with emissions from zero up to 50 g CO₂/km, including battery electric vehicles, fuel-cell electric vehicles using hydrogen and well performing plug-in hybrid electric vehicles.*** After that date, plug-in hybrid electric vehicles continue to count against the fleet-wide targets that vehicle manufacturers must meet.

Amendment

(15) With the stricter EU fleet-wide targets from 2030 onwards, manufacturers will have to deploy significantly more zero-emission vehicles on the Union market. In that context, the incentive mechanism for zero- and low-emission vehicles ('ZLEV') would no longer serve its original purpose and would risk undermining the effectiveness of Regulation (EU) 2019/631. The ZLEV incentive mechanism should therefore be removed ***altogether, considering the updated targets and the increasing share of sales of zero-emissions*** vehicles. Plug-in hybrid electric vehicles continue to count against the fleet-wide targets that vehicle manufacturers must meet, ***as long as they can be classified as low-emission vehicles using accurate data on their real-driving emissions.***

Or. en

Amendment 184

Christophe Hansen

Proposal for a regulation

Recital 15

Text proposed by the Commission

(15) With the stricter EU fleet-wide targets from 2030 onwards, manufacturers will have to deploy significantly more zero-emission vehicles on the Union market. In that context, the incentive mechanism for zero- and low-emission vehicles ('ZLEV') would no longer serve its original purpose and would risk undermining the effectiveness of Regulation (EU) 2019/631. The ZLEV incentive mechanism should therefore be removed as of 2030. ***Before that date and therefore throughout this decade, the incentive mechanism for ZLEV will continue to support the deployment of vehicles with emissions from zero up to 50 g CO₂/km, including battery electric vehicles, fuel-cell electric vehicles using hydrogen and well performing plug-in hybrid electric vehicles. After that date, plug-in hybrid electric vehicles continue to count against the fleet-wide targets that vehicle manufacturers must meet.***

Amendment

(15) With the stricter EU fleet-wide targets from 2030 onwards, manufacturers will have to deploy significantly more zero-emission vehicles on the Union market. In that context, the incentive mechanism for zero- and low-emission vehicles ('ZLEV') would no longer serve its original purpose and would risk undermining the effectiveness of Regulation (EU) 2019/631. The ZLEV incentive mechanism should therefore be removed as of 2030. ***After that date, Plug-in hybrid electric vehicles, fuel-cell electric vehicles using hydrogen count against the fleet-wide targets that vehicle manufactures must meet.***

Or. en

Amendment 185

Sara Cerdas, Cyrus Engerer, Mohammed Chahim, Jytte Guteland, Petar Vitanov

Proposal for a regulation

Recital 15 a (new)

Text proposed by the Commission

Amendment

(15a) Under Regulation (EU) 2019/631, emission reductions achieved through innovations that are not accounted for in the type approval test are currently accounted for through eco-innovation credits, which can be counted towards the manufacturer's reduction target. The emission reduction that can be claimed is currently capped at 7 g/km per

manufacturer. That cap should be adjusted downwards in line with the targets dates, to ensure that this system remains limited to true innovations and is not incentivising reduced ambitions regarding the sale of zero-emission vehicles.

Or. en

Amendment 186
Jessica Polfjärd

Proposal for a regulation
Recital 15 a (new)

Text proposed by the Commission

Amendment

(15a) The principle of method neutrality is appropriate to achieve emission reductions, in line with respective target set out in this directive, through the use of different innovations and technologies.

Or. en

Amendment 187
Bas Eickhout

Proposal for a regulation
Recital 15 a (new)

Text proposed by the Commission

Amendment

(15a) Supporting both technological and social innovation is an important element of encouraging a faster transition towards zero-emission mobility. Important funding is already available for innovation in the mobility ecosystem through different EU funding instruments, in particular Horizon Europe, InvestEU, the Regional Development Fund, the Cohesion Fund, and the Innovation Fund, the Recovery and Resilience Facility. While ambitious

annual CO2 emission reduction targets are expected to spur innovation in the automotive supply chain, the primary objective of this Regulation is to deliver real, effective and verifiable CO2 emission reduction. Therefore only measurement of tailpipe CO2 emissions should be accounted for in the manufacturer's reduction targets.

Or. en

Amendment 188
Bas Eickhout

Proposal for a regulation
Recital 15 b (new)

Text proposed by the Commission

Amendment

(15b) The emissions of Off-Vehicle Charging Hybrid Electric Vehicles (OVC-HEVs) are currently accounted through the use of a utility factor established by Commission Regulation EU/2017/1151^{1a}, which represents the share of distance travelled using the battery compared to the distance travelled using the combustion engine. However, that utility factor is not based on representative real-world data, but on an estimate. The Commission has been collecting real-world fuel consumption data through on-board fuel consumption meters in passenger cars since 1 January 2021, in accordance with Article 12(2) of Regulation (EU)2019/631. The utility factor for OVC-HEVs should be revised without delay using that data in order to ensure that it reflects real driving emissions. The updated utility factor should apply from 2025 at the latest and should be kept under review to ensure that it remains representative of real world emissions.

1^a Commission Regulation (EU) 2017/1151 of 1 June 2017 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Commission Regulation (EC) No 692/2008 (OJ L 175, 7.7.2017, p. 1).

Or. en

Amendment 189

Sara Cerdas, Cyrus Engerer, Mohammed Chahim, Jytte Guteland, Petar Vitanov

Proposal for a regulation

Recital 16 a (new)

Text proposed by the Commission

Amendment

(16a) The targets set under Regulation 2019/631 are partially achieved by the sales of Off-Vehicle Charging Hybrid Electric Vehicles (OVC-HEVs). The emissions of those vehicles are currently accounted through the use of a utility factor established by Commission Regulation EU/2017/1151^{1a}, which represents the share of distance travelled using the battery compared to the distance travelled using the combustion engine. However, that utility factor is not based on representative real-world data, but on an estimate. The Commission has been collecting real-world fuel consumption data through on-board fuel consumption meters in passenger cars since 1 January 2021, in accordance with Article 12(2) of Regulation (EU)2019/631. The utility factor for OVC-HEVs should be revised

without delay using that data in order to ensure that it reflects real driving emissions. The updated utility factor should apply from 2025 at the latest and should be kept under review to ensure that it remains representative of real emissions.

^{1a} Commission Regulation (EU)2017/1151 of 1 June 2017 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Commission Regulation (EC) No 692/2008 (OJ L 175, 7.7.2017, p. 1).

Or. en

Amendment 190
Kateřina Konečná

Proposal for a regulation
Recital 16 a (new)

Text proposed by the Commission

Amendment

(16a) The implementation of the CO₂ emission standards is strongly linked to that of the type approval legislation. Following the planned replacement of Regulation 715/2007 (Euro 6)^{1a} in 2025, it is appropriate for the Commission to assess whether, in the light of the new objectives of this Regulation and the proposed end of sales of cars and vans with internal combustion engines, it is appropriate to adopt a new European

vehicle emissions standards (EURO 7) for a new passenger cars and for new light commercial vehicles. One of the main factors in such an assessment should be an economic analysis of the suitability of investing in the development of such engines, given their expected short market availability.

^{1a} Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information

Or. en

Amendment 191
Emma Wiesner, Nils Torvalds

Proposal for a regulation
Recital 16 a (new)

Text proposed by the Commission

Amendment

(16a) Notwithstanding the aforementioned, recognizing the low life-cycle emissions of biomethane and its potential to provide cost-effective CO₂-emission reductions, certain number of clearly defined mono-fuel new passenger cars and vans should be excluded in determining the average specific emissions of CO₂ for all the new cars and vans, provided they are fuelled by biomethane.

Or. en

Justification

The legislation should make a minor exception for cars and vans that use biomethane as fuel. The production of biomethane closes the circular economy loop, and the usage of biomethane

as fuel cause up to 95 percent less CO₂-emissions compared to ordinary fuel, such as petrol and diesel.

Amendment 192

Bas Eickhout

Proposal for a regulation

Recital 17

Text proposed by the Commission

Amendment

(17) The emission reduction effort required to achieve the EU fleet-wide targets is distributed amongst manufacturers by using a limit value curve based on the average mass of the EU fleet of new vehicles and of the manufacturer's new vehicle fleet. While it is appropriate to maintain this mechanism, it is necessary to prevent that with the stricter EU fleet-wide targets, the specific emission target for a manufacturer would become negative. For that reason, it is necessary to clarify that where such a result occurs, the specific emission target should be set to 0 g CO₂/km.

deleted

Or. en

Justification

Adjusting the manufacturers' specific targets to the average mass of its new vehicle fleet has incentivised surging sales of heavier and more emitting vehicles across Europe, such as SUVs, as regularly reported by the EU Environmental Agency, and thereby weakens the environmental integrity of this Regulation. Removing that perverse incentive is necessary to ensure that this Regulation fully contributes to the objective of moving towards a fully decarbonised and highly energy efficient economy.

Amendment 193

Pascal Canfin, Michal Wiezik, Martin Hojsík

Proposal for a regulation

Recital 17

Text proposed by the Commission

Amendment

(17) The emission reduction effort required to achieve the EU fleet-wide targets is distributed amongst manufacturers by using a limit value curve based on the average mass of the EU fleet of new vehicles and of the manufacturer's new vehicle fleet. While it is appropriate to maintain this mechanism, it is necessary to prevent that with the stricter EU fleet-wide targets, the specific emission target for a manufacturer would become negative. For that reason, it is necessary to clarify that where such a result occurs, the specific emission target should be set to 0 g CO₂/km.

deleted

Or. en

Amendment 194

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Silvia Sardone, Rosanna Conte

Proposal for a regulation Recital 17

Text proposed by the Commission

Amendment

(17) The emission reduction effort required to achieve the EU fleet-wide targets is distributed amongst manufacturers by using a limit value curve based on the average mass of the EU fleet of new vehicles and of the manufacturer's new vehicle fleet. *While it is appropriate to maintain this mechanism, it is necessary to prevent that with the stricter EU fleet-wide targets, the specific emission target for a manufacturer would become negative. For that reason, it is necessary to clarify that where such a result occurs, the specific emission target should be set to 0 g CO₂/km.*

(17) The emission reduction effort required to achieve the EU fleet-wide targets is distributed amongst manufacturers by using a limit value curve based on the average mass of the EU fleet of new vehicles and of the manufacturer's new vehicle fleet. *The fleet-wide targets laid down in Regulation (EU) 2019/631 and the associated system of comprehensive vehicle emission measurement must be reviewed by the Commission by 2023, in accordance with Article 15(1) of Regulation (EU) 2019/631.*

Or. de

Amendment 195

Sara Cerdas, Mohammed Chahim, Jytte Guteland, Petar Vitanov

Proposal for a regulation

Recital 17

Text proposed by the Commission

(17) The emission reduction effort required to achieve the EU fleet-wide targets is distributed amongst manufacturers by using a limit value curve based on the average mass of the EU fleet of new vehicles and of the manufacturer's new vehicle fleet. While it is appropriate to maintain this mechanism, it is necessary to prevent that with the stricter EU fleet-wide targets, the specific emission target for a manufacturer would become negative. For that reason, it is necessary to clarify that where such a result occurs, the specific emission target should be set to 0 g CO₂/km.

Amendment

(17) The emission reduction effort required to achieve the EU fleet-wide targets is distributed amongst manufacturers by using a limit value curve based on the average mass of the EU fleet of new vehicles and of the manufacturer's new vehicle fleet. While it is appropriate to maintain this mechanism ***until 2025, after this date this type of flexibility towards heavier vehicles, which consequently are responsible for more emissions, should be deleted.*** In any case, it is necessary to prevent that, with the stricter EU fleet-wide targets, the specific emission target for a manufacturer would become negative. For that reason, it is necessary to clarify that where such a result occurs, the specific emission target should be set to 0 g CO₂/km.

Or. en

Amendment 196

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

Proposal for a regulation

Recital 18

Text proposed by the Commission

(18) ***In order to ensure a fair distribution of the reduction effort, the two limit value curves for lighter and heavier light commercial vehicles should be adjusted to reflect the strengthened CO₂ reduction targets.***

Amendment

deleted

Amendment 197
Pietro Fiocchi

Proposal for a regulation
Recital 18

Text proposed by the Commission

Amendment

(18) In order to ensure a fair distribution of the reduction effort, the two limit value curves for lighter and heavier light commercial vehicles should be adjusted to reflect the strengthened CO₂ reduction targets.

deleted

Amendment 198
Sara Cerdas, Cyrus Engerer, Mohammed Chahim, Jytte Guteland, Petar Vitanov

Proposal for a regulation
Recital 18

Text proposed by the Commission

Amendment

(18) In order to ensure a fair distribution of the reduction effort, the two limit value curves for lighter and heavier light commercial vehicles should be adjusted to reflect the strengthened CO₂ reduction targets.

deleted

Amendment 199
Bas Eickhout

Proposal for a regulation
Recital 18

Text proposed by the Commission

Amendment

(18) *In order to ensure a fair distribution of the reduction effort, the two limit value curves for lighter and heavier light commercial vehicles should be adjusted to reflect the strengthened CO₂ reduction targets.* *deleted*

Or. en

Amendment 200

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Markus Pieper, Cláudia Monteiro de Aguiar, Dolors Montserrat, Karolin Braunsberger-Reinhold, Michael Gahler, Pernille Weiss, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Christian Doleschal

Proposal for a regulation

Recital 18

Text proposed by the Commission

Amendment

(18) *In order to ensure a fair distribution of the reduction effort, the two limit value curves for lighter and heavier light commercial vehicles should be adjusted to reflect the strengthened CO₂ reduction targets.* *deleted*

Or. en

Amendment 201

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Markus Pieper, Cláudia Monteiro de Aguiar, Dolors Montserrat, Karolin Braunsberger-Reinhold, Michael Gahler, Pernille Weiss, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Christian Doleschal

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* *deleted*

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.

Or. en

Amendment 202
Pietro Fiocchi

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.*

deleted

Or. en

Amendment 203
Ivan David, Aurélia Beigneux

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.

deleted

Or. en

Justification

The Commission suggests phasing out the derogation regime as of 2030. This would translate into CO2 reduction targets in the range of -80% over nine years. To comply, manufacturers would need to resort to technologies which are simply not available, or to alter essential characteristics of their vehicles in a way which is incompatible with expectations of customers. The environmental impact of this phase-out would be negligible as these vehicles represent under 0.2% of new car registrations and have low mileage. At the same time, there are risks of severe impact in this business segment.

Amendment 204 Hermann Tertsch

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

deleted

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.

Or. en

Justification

Technologies are not currently available to meet the emission targets

Amendment 205

Ondřej Knotek

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.

deleted

Or. en

Amendment 206

Bas Eickhout

**Proposal for a regulation
Recital 21**

Text proposed by the Commission

(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.***

Amendment

(21) In view of ***achieving the EU climate-neutrality objective by 2050 at the latest***, and to avoid potential market distorting effects, the reduction requirements for all manufacturers present in the Union market should be ***subject to emissions reduction requirements.***

Or. en

Amendment 207

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

**Proposal for a regulation
Recital 22**

Text proposed by the Commission

(22) ***In order to ensure legal clarity and consistency with current practice, it is appropriate to clarify that the adjustments of the M_0 and TM_0 values should be done by way of amendments to Annex I to Regulation (EU) 2019/631 instead of providing for an act supplementing that Regulation.***

Amendment

deleted

Or. de

Amendment 208
Bas Eickhout

Proposal for a regulation
Recital 22

Text proposed by the Commission

Amendment

(22) In order to ensure legal clarity and consistency with current practice, it is appropriate to clarify that the adjustments of the M_0 and TM_0 values should be done by way of amendments to Annex I to Regulation (EU) 2019/631 instead of providing for an act supplementing that Regulation.

deleted

Or. en

Amendment 209

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

Proposal for a regulation
Recital 23

Text proposed by the Commission

Amendment

(23) The progress made under Regulation (EU) 2019/631 towards achieving the reduction objectives set for 2030 *and beyond* should be reviewed in 2026. For this review, all aspects considered in the two yearly reporting should be considered.

(23) The progress made under Regulation (EU) 2019/631 towards achieving the reduction objectives set for 2030 should be reviewed in 2023, in accordance with Article 15(1) of Regulation (EU) 2019/631.

Or. de

Amendment 210
Bas Eickhout

Proposal for a regulation
Recital 23

Text proposed by the Commission

(23) The progress made under Regulation (EU) 2019/631 towards **achieving the reduction objectives set for 2030 and beyond** should be reviewed in 2026. **For this review, all aspects considered in the two yearly reporting should be considered.**

Amendment

(23) The progress made under Regulation (EU) 2019/631 towards **the full phase-out of new vehicles equipped with combustion engines by 2030** should be reviewed in 2026 **and in 2028**

Or. en

Amendment 211
Jessica Polfjärd

Proposal for a regulation
Recital 23

Text proposed by the Commission

(23) The progress made under Regulation (EU) 2019/631 towards achieving the reduction objectives set for 2030 and beyond should be reviewed in **2026**. For this review, all aspects considered in the two yearly reporting should be considered.

Amendment

(23) The progress made under Regulation (EU) 2019/631 towards achieving the reduction objectives set for 2030 and beyond should be reviewed in **2028**. For this review, all aspects considered in the two yearly reporting should be considered.

Or. en

Amendment 212
Edina Tóth

Proposal for a regulation
Recital 23

Text proposed by the Commission

(23) The progress made under Regulation (EU) 2019/631 towards achieving the reduction objectives set for 2030 and beyond should be reviewed in **2026**. For this review, all aspects considered in the two yearly reporting should be considered.

Amendment

(23) The progress made under Regulation (EU) 2019/631 towards achieving the reduction objectives set for 2030 and beyond should be reviewed in **2028**. For this review, all aspects considered in the two yearly reporting should be considered.

Amendment 213

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Markus Pieper, Cláudia Monteiro de Aguiar, Dolors Montserrat, Karolin Braunsberger-Reinhold, Michael Gahler, Pernille Weiss, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Christophe Hansen, Christian Doleschal

Proposal for a regulation

Recital 23

Text proposed by the Commission

(23) The progress made under Regulation (EU) 2019/631 towards achieving the reduction objectives set for 2030 and beyond should be reviewed in **2026**. For this review, all aspects considered in the *two* yearly reporting should be considered.

Amendment

(23) The progress made under Regulation (EU) 2019/631 towards achieving the reduction objectives set for 2030 and beyond should be reviewed in **2028**. For this review, all aspects considered in the yearly reporting should be considered.

Amendment 214

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Maria Spyraiki, Elissavet Vozemberg-Vrionidi, Markus Pieper, Cláudia Monteiro de Aguiar, Dolors Montserrat, Karolin Braunsberger-Reinhold, Michael Gahler, Pernille Weiss, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Nathalie Colin-Oesterlé, Henna Virkkunen, Christian Doleschal

Proposal for a regulation

Recital 23 a (new)

Text proposed by the Commission

Amendment

(23a) The regulations review is an important part of tracking the Union progress towards its climate ambitions while ensuring that concrete reduction targets can be met through an harmonized methodology for reporting on the life-cycle of vehicles, and taking into account industrial and social consequences of the defined targets.

Amendment 215
Edina Tóth

Proposal for a regulation
Recital 24

Text proposed by the Commission

Amendment

(24) The possibility to assign the revenue from the excess emission premiums to a specific fund or relevant programme has been evaluated as required pursuant to Article 15(5) of Regulation (EU) 2019/631, with the conclusion that this would significantly increase the administrative burden, while not directly benefit the automotive sector in its transition. Revenue from the excess emission premiums is therefore to continue to be considered as revenue for the general budget of the Union in accordance with Article 8(4) of Regulation (EU) 2019/631.

deleted

Amendment 216

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

Proposal for a regulation
Recital 24

Text proposed by the Commission

Amendment

(24) The possibility to assign the revenue from the excess emission premiums to a specific fund or relevant programme has been evaluated as required pursuant to Article 15(5) of Regulation (EU) 2019/631, with the conclusion that this would significantly increase the administrative burden, while

deleted

not directly benefit the automotive sector in its transition. Revenue from the excess emission premiums is therefore to continue to be considered as revenue for the general budget of the Union in accordance with Article 8(4) of Regulation (EU) 2019/631.

Or. de

Amendment 217

Sara Cerdas, Cyrus Engerer, Mohammed Chahim, Jytte Guteland, Petar Vitanov

Proposal for a regulation

Recital 24

Text proposed by the Commission

(24) The *possibility to assign the revenue from the excess emission premiums to a specific fund or relevant programme has been evaluated as required pursuant to Article 15(5) of Regulation (EU) 2019/631, with the conclusion that this would significantly increase the administrative burden, while not directly benefit the automotive sector in its transition. Revenue from the excess emission premiums is therefore to continue to be considered as revenue for the general budget of the Union in accordance with Article 8(4) of Regulation (EU) 2019/631.*

Amendment

(24) The *allocation of revenue from the excess emission premiums shall be considered to the Social Climate Fund, with the aim of ensuring a just transition towards a climate-neutral economy and, in specific, it should be considered as a way to mitigate any negative employment impacts of the transition in the automotive sector. Consideration shall be given in particular to especially affected regions and communities, which might be more vulnerable due to the presence of an intensive automotive industry or because of their specific characteristics that make the transition to zero-emissions road transport more difficult, such as outermost regions.*

Or. en

Amendment 218

Radan Kanev

Proposal for a regulation

Recital 24

Text proposed by the Commission

Amendment

(24) *The possibility to assign the revenue from the excess emission premiums to a specific fund or relevant programme has been evaluated as required pursuant to Article 15(5) of Regulation (EU) 2019/631, with the conclusion that this would significantly increase the administrative burden, while not directly benefit the automotive sector in its transition. Revenue from the excess emission premiums is therefore to continue to be considered as revenue for the general budget of the Union in accordance with Article 8(4) of Regulation (EU) 2019/631.*

(24) *The amounts of the excess emissions premium shall be considered as revenue assigned to the Social Climate Fund, with the objective to ensure a just transition towards a climate-neutral economy and to moderate any negative employment impact of the transition in the automotive sector and other closely related sectors in all affected Member States. SMEs negatively affected by the transformation of the automotive industry shall receive support for mitigating the effects on their employment and the level of their economic activity.*

Or. en

Amendment 219
Bas Eickhout

Proposal for a regulation
Recital 24

Text proposed by the Commission

Amendment

(24) *The possibility to assign the revenue from the excess emission premiums to a specific fund or relevant programme has been evaluated as required pursuant to Article 15(5) of Regulation (EU) 2019/631, with the conclusion that this would significantly increase the administrative burden, while not directly benefit the automotive sector in its transition. Revenue from the excess emission premiums is therefore to continue to be considered as revenue for the general budget of the Union in accordance with Article 8(4) of Regulation (EU) 2019/631.*

(24) *Revenues from the excess emission premiums should constitute external assigned revenues in accordance with Article 21(5) of the Financial Regulation, and shall be allocated to the Social Climate Fund established by Regulation (EU) .../... [Social Climate Fund Regulation].*

Or. en

Amendment 220

Tiemo Wölken, Jens Geier, Mohammed Chahim, Cyrus Engerer, Sara Cerdas, Constanze Krehl, Rovana Plumb, Bernd Lange

Proposal for a regulation

Recital 24

Text proposed by the Commission

(24) The possibility to assign the revenue from the excess emission premiums to a specific fund or relevant programme has been evaluated as required pursuant to Article 15(5) of Regulation (EU) 2019/631, with ***the conclusion that this would significantly increase the administrative burden, while not directly benefit the automotive sector in its transition. Revenue from the excess emission premiums is therefore to continue to be considered as revenue for the general budget of the Union in accordance with Article 8(4) of Regulation (EU) 2019/631.***

Amendment

(24) The possibility to assign the revenue from the excess emission premiums to a specific fund or relevant programme has been evaluated as required pursuant to Article 15(5) of Regulation (EU) 2019/631, with ***many stakeholders concluding that potential revenues should help the Just Transition of the sector. Revenue from the excess emission premiums is therefore to support the up- and re-skilling of workers in the sector, to coordinate and finance preventive and reactive measures to address restructuring at local and regional levels and is spent in close dialogue with the unions and worker's councils.***

Or. en

Amendment 221

Jens Gieseke, Jörgen Warborn, Massimiliano Salini

Proposal for a regulation

Recital 24 a (new)

Text proposed by the Commission

Amendment

(24a) Given that this Regulation will generate additional compliance costs for affected sectors, compensatory actions need to be taken in order to prevent the total level of regulatory burdens from increasing. The Commission should therefore be obliged to present, before the entry into force of this Regulation, proposals offsetting the regulatory burdens introduced by this Regulation, through the revision or abolishment of

provisions in other EU Regulations that generate unnecessary compliance costs in the affected sectors

Or. en

Amendment 222

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

Proposal for a regulation

Recital 25

Text proposed by the Commission

Amendment

(25) In order to ensure that the calculation of the specific emission targets for manufacturers responsible for the CO₂ emissions of multi-stage light commercial vehicles can be adjusted to take into account changes in procedure for determining the CO₂ emissions and mass of such vehicles, 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, where necessary, the calculation formulae set out in Part B of Annex I to Regulation (EU) 2019/631. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

deleted

Amendment 223
Günther Sidl

Proposal for a regulation
Recital 25 a (new)

Text proposed by the Commission

Amendment

(25a) (new) Batteries produced in a sustainable way are crucial for the carbon-footprint of e-cars and for storing renewable energy. The Regulation concerning batteries and waste batteries (COM(2020)0798) will lay down a holistic set of rules concerning lifecycle of batteries and due diligence of fundamental social rights and environmental risks. Hence consumers, industry and public authorities promote a more sustainable way of producing battery vehicles, when certified CO₂-figures and standards for re-use and recycling from this forthcoming Regulation are available.

The Commission therefore shall integrate this new set of rules into a new framework for CO₂-emission performance standards for new passenger cars and light commercial vehicles.

Or. en

Justification

Purpose: Battery-vehicles (BEV) have a significant carbon footprint regarding the production of the vehicles. A big part of this footprint results from manufacturing of batteries. The forthcoming Regulation on batteries and waste batteries will provide "real" CO₂-figures. Current CO₂-figures of BEV are not zero-emission and even among BEV there is a big difference. A more advanced framework for the CO₂-performance of car fleets should take this into account.

Amendment 224
Pietro Fiocchi

Proposal for a regulation
Recital 25 a (new)

Text proposed by the Commission

Amendment

(25a) This regulation aims to accelerate the transition towards carbon neutral mobility in a technologically neutral way. As a complement to the efforts towards an increasing availability of zero emission vehicles, a methodology based on a voluntary crediting system is introduced to account the contribution from the use of sustainable and/or advanced renewable fuels when assessing the compliance with CO2 emissions reductions of newly registered cars and light commercial vehicles. If a vehicle manufacturer can demonstrate that a certified additional amount of advanced and/or sustainable renewable fuel is introduced into the transport market, the equivalent CO2 emissions savings can be credited when assessing the compliance with this Regulation.

Or. en

Amendment 225
Linea Sogaard-Lidell

Proposal for a regulation
Recital 25 a (new)

Text proposed by the Commission

Amendment

(25a) In order to encourage national action that is beneficial for the climate and not punish front-runners, the Commission should identify out options for member states that wish to introduce zero-emission cars and set a phase out date on CO2-emitting cars prior to the EU-date.

(This proposal for a new recital serves to

Amendment 226
Bas Eickhout

Proposal for a regulation
Recital 25 a (new)

Text proposed by the Commission

Amendment

(25a) Regulation (EU) 2018/1999 of the European Parliament and of the Council^{1a} enshrines the "Energy Efficiency First" principle as an overarching principle that should be taken into account at all levels and across all sectors, beyond the energy system. Road transport accounts for a significant share of final energy consumption in the EU. The "Energy Efficiency First" principle should therefore be applied in the EU transport policy, planning and investment decisions, by promoting first a modal shift from private to public, shared and soft mobility, followed by direct renewable electrification in all feasible transport modes, including road transport. Vehicles should also be designed and used in a way that is as energy efficient as possible, so that minimal energy is used for various mobility activities and charging of electric vehicles^{1b}.

^{1a} Regulation (EU) 2018/1999 of the European Parliament and of the Council of 11 December 2018 on the Governance of the Energy Union and Climate Action (OJ L 328, 21.12.2018, p. 1-77)

^{1b} Commission recommendation of 28.9.2021 C (2021)7014 "On energy efficiency first: from principle to practice. Guidelines and examples for its implementation in decision-making into

Amendment 227

Bas Eickhout

Proposal for a regulation

Recital 25 b (new)

Text proposed by the Commission

Amendment

(25b) Down-sizing and lightweighting of vehicles can bring substantial benefits for the climate and the environment, but also for road safety and more efficient spatial planning. This Regulation should therefore encourage down-sizing and lightweighting of all vehicles, independent of their fuel or engine types.

Or. en

Amendment 228

Kateřina Konečná

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point --a (new)

Regulation (EU) 2019/631

Article 1 – paragraph 2

Present text

Amendment

2. From 1 January 2020, this Regulation sets an EU fleet-wide target of 95 g CO₂/km for the average emissions of new passenger cars and an EU fleet-wide target of 147 g CO₂/km for the average emissions of new light commercial vehicles registered in the Union, as measured ***until 31 December 2020*** in accordance with ***Regulation (EC) No 692/2008 together with Implementing***

(-a) paragraph 2 is amended as follows:

2. From 1 January 2020, this Regulation sets an EU fleet-wide target of 95 g CO₂/km for the average emissions of new passenger cars and an EU fleet-wide target of 147 g CO₂/km for the average emissions of new light commercial vehicles registered in the Union, as measured in accordance with ***Well-to-Wheel methodology***.

Regulations (EU) 2017/1152 and (EU) 2017/1153, and from 1 January 2021 measured in accordance with Regulation (EU) 2017/1151.

The Commission will define the Well-to-Wheel methodology by June 30th 2023.

Or. en

Amendment 229

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Silvia Sardone, Rosanna Conte

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point -a (new)

Regulation (EU) 2019/631

Article 1 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

(-a) the following paragraph is inserted:

‘(3a) In accordance with Article 7(10) of Regulation (EU) 2019/631, low-emission vehicles must be defined independently of their drive system. Accordingly, as soon as possible and no later than 2023, the Commission must develop a comprehensive vehicle emission measurement system. This system must include the entire supply chain and thus take full and comprehensive account of all emissions created in the manufacture of the vehicle, the emissions during driving including the emissions of the energy this requires and the energy source and fuel-independent emissions such as wear and tear to brakes and tyres, and the emissions resulting from disposal. It must also highlight the corresponding changes that are to be made to other EU legal texts such as Regulation (EU) 2018/842. As things stand today, if total emissions are measured transparently taking all factors into account, low-emission vehicles can

include conventional internal combustion engines with low consumption, which are able to use synthetic or alternative fuels in addition to classic petrol and diesel, battery electric vehicles, fuel-cell or hydrogen powered vehicles and plug-in hybrids, though a scientifically based system for recording all the emissions of a vehicle has yet to be devised by the Commission.'

Or. de

Amendment 230

Andreas Glück, Ulrike Müller, Dominique Riquet

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point -a (new)

Regulation (EU) 2019/631

Article 1 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

(-a) the following paragraph is inserted:

'3a. This Regulation shall be reviewed by 31 December 2027 and supplemented by additional measures to include, in addition to exhaust emissions, the overall carbon balance of the vehicle and fuel used, based on the methodologies set out in Article 7(10) and Article 12(3a), with a view to ensuring that emissions from the sector are in line with the Union's target of carbon neutrality.'

Or. en

Amendment 231

Bas Eickhout

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point -a (new)

Regulation (EU) 2019/631

Article 1 – paragraph 4

Present text

Amendment

(-a) paragraph 4 is amended as follows:

(i) in point (a), the figure "15%" is replaced by "40%",

(ii) in point (b), the figure "15%" is replaced by "40%"

Or. en

Amendment 232

Malin Björk, Nikolaj Villumsen, Silvia Modig

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point -a a (new)

Regulation (EU) 2019/631

Article 1 – paragraph 4

Text proposed by the Commission

Amendment

(-aa) paragraph 4 is amended as follows:

'(i) in point (a), the figure "15 %" is replaced by '30 %',

(ii) in point (b), the figure "15 %" is replaced by '25 %',

Or. en

Amendment 233

Sara Cerdas, Mohammed Chahim, Petar Vitanov

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point -a (new)

Regulation (EU) 2019/631

Article 1 – paragraph 4 – point a

Present text

Amendment

(-a) paragraph 4 point (a) is replaced

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

by the following:

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

Or. en

Amendment 234 **Jytte Guteland**

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point -a (new)

Regulation (EU) 2019/631

Article 1 – paragraph 4 – point a

Present text

Amendment

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

(-a) paragraph 4 point (a) is replaced by the following:

‘(a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to a **40 %** reduction of the target in 2021 determined in accordance with point 6.1.1 of Part A of Annex I **and increasing by 12 percentage points per year until 2030;**’

(This amendment applies throughout the text. Adopting it will necessitate corresponding changes throughout.)

Or. en

Amendment 235

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Markus Pieper, Cláudia Monteiro de Aguiar, Dolors Montserrat, Karolin Braunsberger-Reinhold, Michael Gahler, Pernille Weiss, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Henna Virkkunen, Christian Doleschal

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point -a (new)

Regulation (EU) 2019/631

Article 1 – paragraph 4 – point a

Present text

Amendment

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

(-a) in paragraph 4 point (a) is replaced by the following:

"(a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to a 15 % reduction of the target in 2021 determined in accordance with point 6.1.1 of Part A of Annex I as set in Regulation (EU) 2019/631;"

Or. en

(Regulation 2019/631 <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A32019R0631>)

Amendment 236

Andreas Glück, Ondřej Knotek, Ulrike Müller

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point -a a (new)

Regulation (EU) 2019/631

Article 1 – paragraph 4 – point a

Present text

Amendment

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

(-aa) in paragraph 4, point (a) is replaced by the following:

"(a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to a 15 % reduction of the target in 2021 determined in accordance with point 6.1.1 of Part A of Annex I as set in Regulation (EU) 2019/631;"

Or. en

(02019R0631)

Justification

Whilst proposing new CO2 standards for cars and vans, the Commission has refrained from modifying the emission reduction targets set for 2025. This provides legal certainty for compliance with targets that enter into force in three years' time. Vehicle models to be sold in 2025 have already finished their development phase. Therefore, in light of "better regulation" imperatives, it is unreasonable to move this target, which would not allow producers the

necessary time to adapt.

Amendment 237
Christophe Hansen

Proposal for a regulation
Article 1 – paragraph 1 – point 1 – point -a (new)
Regulation (EU) 2019/631
Article 1 – paragraph 4 – point a

Present text

Amendment

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

(-a) paragraph 4 point (a) is replaced by the following:

“(a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to **a 20%** reduction of the target in 2021 determined in accordance with point 6.1.1 of Part A of Annex I;”

Or. en

Amendment 238
Pietro Fiocchi

Proposal for a regulation
Article 1 – paragraph 1 – point 1 – point -a (new)
Regulation (EU) 2019/631
Article 1 – paragraph 4 – point a

Present text

Amendment

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

(-a) paragraph 4 point (a) is replaced by the following:

“(a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to a 15 % reduction of the target in 2021 determined in accordance with point 6.1.1 of Part A of Annex I ***as set out in Regulation (EU) 2019/631;***”

Or. en

(Regulation (EU) 2019/631)

Justification

The Commission, whilst proposing new CO2 standards for cars and vans has refrained from modifying the emission reduction targets set for 2025. This decision has been made to give legal certainty to producers that have already developed compliance strategies for the targets that will enter into force in only three years. It is therefore impracticable to move this target set for Original Equipment Manufacturers (OEMs) as it would not provide the sector with a reasonable compliance time.

Amendment 239

Sara Cerdas, Mohammed Chahim, Petar Vitanov

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point -a a (new)

Regulation (EU) 2019/631

Article 1 – paragraph 4 – point b

Present text

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

Amendment

(-aa) paragraph 4, point (b) is replaced by the following:

"(b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a **20%** reduction of the target in 2021 determined in accordance with point 6.1.1 of Part B of Annex I."

Or. en

(https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=urisrv%3A0J.L_.2019.111.01.0013.01.ENG&toc=OJ%3AL%3A2019%3A111%3ATOC)

Amendment 240

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Markus Pieper, Cláudia Monteiro de Aguiar, Dolors Montserrat, Karolin Braunsberger-Reinhold, Michael Gahler, Pernille Weiss, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Henna Virkkunen, Christian Doleschal

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point -a a (new)

Regulation (EU) 2019/631

Article 1 – paragraph 4 – point (b)

Present text

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 target in 2021 determined in accordance with point 6.1.1 of Part B of Annex I.

(-aa) paragraph 4 point (b) is replaced by the following

"(b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a 15 % reduction of the target in 2021 determined in accordance with point 6.1.1 of Part B of Annex I ***as set in Regulation (EU) 2019/631.***"

Or. en

(<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A32019R0631>)

Amendment 241

Andreas Glück, Ondřej Knotek, Ulrike Müller

Proposal for a regulation

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

Regulation (EU) 2019/631

Article – paragraph 4 – point b

Present text

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 target in 2021 determined in accordance with point 6.1.1 of Part A of Annex I;

(-ab) paragraph 4, point (b) is replaced by the following:

"(b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a 15 % reduction of the target in 2021 determined in accordance with point 6.1.1 of Part A of Annex I ***as set in Regulation (EU) 2019/631;***"

Or. en

(02019R0631)

Justification

Whilst proposing new CO2 standards for cars and vans, the Commission has refrained from modifying the emission reduction targets set for 2025. This provides legal certainty for compliance with targets that enter into force in three years' time. Vehicle models to be sold in 2025 have already finished their development phase. Therefore, in light of "better regulation"

imperatives, it is unreasonable to move this target, which would not allow producers the necessary time to adapt.

Amendment 242

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Markus Pieper, Cláudia Monteiro de Aguiar, Dolors Montserrat, Karolin Braunsberger-Reinhold, Michael Gahler, Pernille Weiss, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Henna Virkkunen, Christian Doleschal

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 1 – paragraph 4 – point b

Present text

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 target in 2021 determined in accordance with point 6.1.1 of Part B of Annex I.

(-ab) paragraph 4 point (b) is replaced by the following

"(b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a 15 % reduction of the target in 2021 determined in accordance with point 6.1.1 of Part B of Annex I as set in Regulation (EU) 2019/631."

Or. en

(<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A32019R0631>)

Amendment 243

Jytte Guteland

Proposal for a regulation

Article 1 – paragraph 1 – point -a a (new)

Regulation (EU) 2019/631

Article 1 – paragraph 4 – point b

Text proposed by the Commission

Amendment

(-aa) paragraph 4 point (b) is replaced by the following:

‘(b) 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 40 % reduction of the target in 2021 determined in accordance with point 6.1.1 of Part A of Annex I and increasing by 12 percentage points per year until 2030;'

(This amendment applies throughout the text. Adopting it will necessitate corresponding changes throughout.)

Or. en

Amendment 244
Pietro Fiocchi

Proposal for a regulation
Article 1 – paragraph 1 – point -a a (new)
Regulation (EU) 2019/631
Article 1 – paragraph 4 – point b

Present text

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 target in 2021 determined in accordance with point 6.1.1 of Part A of Annex I;

(-aa) paragraph 4 point (b) is replaced by the following:

*"(b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a 15 % reduction of the target in 2021 determined in accordance with point 6.1.1 of Part A of Annex I **as set out in Regulation (EU) 2019/631;**"*

Or. en

(Regulation (EU) 2019/631)

Justification

The Commission, whilst proposing new CO2 standards for cars and vans has refrained from modifying the emission reduction targets set for 2025. This decision has been made to give legal certainty to producers that have already developed compliance strategies for the targets that will enter into force in only three years. It is therefore impracticable to move this target set for Original Equipment Manufacturers (OEMs) as it would not provide the sector with a reasonable compliance time.

Amendment 245

Sara Cerdas, Mohammed Chahim, Petar Vitanov

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 1 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

(-ab) the following paragraph is inserted:

'4a. From 1 January 2027, 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 45 % reduction of the target in 2021 determined in accordance with point 6.1.1a 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 40 % reduction of the target in 2021 determined in accordance with point 6.1.1a of Part B of Annex I.'

Or. en

Amendment 246

Bas Eickhout

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point -a a (new)

Regulation (EU) 2019/631

Article 1 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

(-aa) the following paragraph is inserted:

'4a. From 1 January 2026, 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 52% reduction of the

target in 2021 determined in accordance with point 6.1.1a 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 52% reduction of the target in 2021 determined in accordance with point 6.1.1a of Part A of Annex I;'

Or. en

Justification

EU fleet-wide CO2 emissions shall be linearly reduced from 2025 to 2030.

Amendment 247

Bas Eickhout

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 1 – paragraph 4 b (new)

Text proposed by the Commission

Amendment

(-ab) the following paragraph is inserted:

'4b. From 1 January 2027, 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 64% reduction of the target in 2021 determined in accordance with point 6.1.1a 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 64% reduction of the target in 2021 determined in accordance with point 6.1.1a of Part A of Annex I;'

Or. en

Justification

EU fleet-wide CO2 emissions shall be linearly reduced from 2025 to 2030.

Amendment 248

Bas Eickhout

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 1 – paragraph 4 c (new)

Text proposed by the Commission

Amendment

(-ac) the following paragraph is inserted:

‘4c. From 1 January 2028, 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 76% reduction of the target in 2021 determined in accordance with point 6.1.1a 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 76% reduction of the target in 2021 determined in accordance with point 6.1.1a of Part A of Annex I;’

Or. en

Justification

EU fleet-wide CO2 emissions shall be linearly reduced from 2025 to 2030.

Amendment 249

Malin Björk, Nikolaj Villumsen, Silvia Modig

on behalf of the Committee on the Environment, Public Health and Food Safety

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point -a a (new)

Regulation (EU) 2019/631

Article 1 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

(-aa) the following paragraph is inserted:

‘4a. From 1 January 2027, 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 45% reduction of the target in 2021 determined in accordance with point 6.1.1a 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 45% reduction of the target in 2021 determined in accordance with point 6.1.1a of Part A of Annex I;’

Or. en

Amendment 250

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Silvia Sardone, Rosanna Conte

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point a

Regulation (EU) 2019/631

Article 1 – paragraph 5

Text proposed by the Commission

Amendment

(a) paragraph 5 is amended as follows:

deleted

(i) in point (a), the figure “37,5 %” is replaced by ‘55 %’,

(ii) in point (b), the figure “31 %” is replaced by ‘50 %’,

Or. de

Amendment 251

Teuvo Hakkarainen

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point a

Regulation (EU) 2019/631

Article 1 – paragraph 5

Text proposed by the Commission

Amendment

(a) paragraph 5 is amended as follows:

deleted

(i) in point (a), the figure “37,5 %” is replaced by ‘55 %’,

(ii) in point (b), the figure “31 %” is replaced by ‘50 %’,

Or. fi

Amendment 252

Bas Eickhout

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point a

Regulation (EU) 2019/631

Article 1 – paragraph 5

Text proposed by the Commission

Amendment

(a) paragraph 5 is amended as follows:

(a) paragraph 5 is replaced by the following:

(i) in point (a), the figure “37,5 %” is replaced by ‘55 %’,

'5. From 1 January 2029, the following EU fleet-wide targets shall apply:

(ii) in point (b), the figure “31 %” is replaced by ‘50 %’,

(a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to a 88% reduction of the target in 2021 determined in accordance with point 6.1.1a 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 88% reduction of the target in 2021 determined in accordance with point 6.1.1a of Part A of Annex I;'

Or. en

Justification

EU fleet-wide CO2 emissions shall be linearly reduced from 2025 to 2030.

Amendment 253

Bas Eickhout

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point a – point i

Regulation (EU) 2019/631

Article 1 – paragraph 5 – point a

Text proposed by the Commission

Amendment

(i) in point (a), the figure “37,5 %” is replaced by ‘55 %’, *deleted*

Or. en

Amendment 254

Jytte Guteland

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point a – point i

Regulation (EU) 2019/631

Article 1 – paragraph 5 – point a

Text proposed by the Commission

Amendment

(i) in point (a), the figure “37,5 %” is replaced by ‘55 %’,

(i) in point (a), the figure “37,5 %” is replaced by ‘100 %’,

Or. en

Amendment 255

Danilo Oscar Lancini, Marco Dreosto, Simona Baldassarre, Silvia Sardone, Annalisa Tardino, Rosanna Conte, Gianantonio Da Re, Matteo Adinolfi, Marco Campomenosi

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point a – point i

Regulation (EU) 2019/631

Article 1 – paragraph 5 – point a

Text proposed by the Commission

Amendment

(i) in point (a), the figure “37,5 %” is replaced by ‘55 %’,

(i) in point (a), the figure “37,5 %” is replaced by ‘45 %’,

Or. en

Amendment 256

Ondřej Knotek

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point a – point i

Regulation (EU) 2019/631

Article 1 – paragraph 5 – point a

Text proposed by the Commission

Amendment

(i) in point (a), the figure “37,5 %” is replaced by ‘55 %’,

(i) in point (a), the figure “37,5 %” is replaced by ‘50 %’,

Or. en

Amendment 257

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Markus Pieper, Cláudia Monteiro de Aguiar, Dolors Montserrat, Karolin Braunsberger-Reinhold, Michael Gahler, Pernille Weiss, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Christophe Hansen, Henna Virkkunen, Christian Doleschal

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point a – point i

Regulation (EU) 2019/631

Article 1 – paragraph 5 – point a

Text proposed by the Commission

Amendment

(i) in point (a), the figure “37,5 %” is replaced by ‘55 %’,

(i) in point (a), the figure “37,5 %” is replaced by ‘45 %’,

Or. en

Amendment 258

Ivan David, Aurélia Beigneux

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point a – point i

Regulation (EU) 2019/631

Article 1 – paragraph 5 – point a

Text proposed by the Commission

Amendment

(i) in point (a), the figure “37,5 %” is replaced by ‘55 %’,

(i) in point (a), the figure “37,5 %” is replaced by ‘50 %’,

Or. en

Justification

The automotive industry has been severely hit by the COVID-19 pandemic (lockdowns, disrupted supply chains – lack or a steep rise in prices of several inputs), which in turn has an impact on its ability to invest massively into the low/zero-emission mobility in the following years. Also, the EC impact assessment itself does not include the 55% scenario and the 2030 targets were set quite recently (in 2019). Moreover, the ambition for LUV charging infrastructure proposed in the AFIR does not match by far the 55% target.

Amendment 259

Sara Cerdas, Mohammed Chahim, Petar Vitanov

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point a – point i

Regulation (EU) 2019/631

Article 1 – paragraph 5 – point a

Text proposed by the Commission

Amendment

(i) in point (a), the figure “37,5 %” is replaced by ‘55 %’,

(i) in point (a), the figure “37,5 %” is replaced by ‘75 %’,

Or. en

Amendment 260

Malin Björk, Nikolaj Villumsen, Silvia Modig

on behalf of the Committee on the Environment, Public Health and Food Safety

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point a – point i

Regulation (EU) 2019/631

Article 1 – paragraph 5 – point a

Text proposed by the Commission

Amendment

(i) in point (a), the figure “37,5 %” is replaced *by* ‘55 %’,

(i) in point (a), the figure “37,5 %” is replaced *by* ‘80 %’,

Or. en

Amendment 261

Bas Eickhout

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point a – point ii

Regulation (EU) 2019/631

Article 1 – paragraph 5 – point b

Text proposed by the Commission

Amendment

(ii) *in point (b), the figure “31 %” is replaced by* ‘50 %’,

deleted

Or. en

Amendment 262

Jytte Guteland

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point a – point ii

Regulation (EU) 2019/631

Article 1 – paragraph 5 – point b

Text proposed by the Commission

Amendment

(ii) in point (b), the figure “31 %” is replaced by ‘50 %’,

(ii) in point (b), the figure “31 %” is replaced by ‘100 %’,

Or. en

Amendment 263

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Markus Pieper, Cláudia Monteiro de Aguiar, Dolors Montserrat, Karolin Braunsberger-Reinhold, Michael Gahler, Pernille Weiss, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Christophe Hansen, Henna Virkkunen, Christian Doleschal

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point a – point ii

Regulation (EU) 2019/631

Article 1 – paragraph 5 – point b

Text proposed by the Commission

Amendment

(ii) in point (b), the figure “31 %” is replaced by ‘**50 %**’,

(ii) in point (b), the figure “31 %” is replaced by ‘**40 %**’,

Or. en

Amendment 264

Sara Cerdas, Mohammed Chahim, Petar Vitanov

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point a – point ii

Regulation (EU) 2019/631

Article 1 – paragraph 5 – point b

Text proposed by the Commission

Amendment

(ii) in point (b), the figure “31 %” is replaced by ‘**50 %**’,

(ii) in point (b), the figure “31 %” is replaced by ‘**70 %**’,

Or. en

Amendment 265

Pietro Fiocchi

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point a – point ii

Regulation (EU) 2019/631

Article 1 – paragraph 5 – point b

Text proposed by the Commission

Amendment

(ii) in point (b), the figure “31 %” is replaced by ‘**50 %**’,

(ii) in point (b), the figure “31 %” is replaced by ‘**40 %**’,

Or. en

Amendment 266

Danilo Oscar Lancini, Marco Dreosto, Simona Baldassarre, Silvia Sardone, Annalisa Tardino, Rosanna Conte, Gianantonio Da Re, Marco Campomenosi

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point a – point ii

Regulation (EU) 2019/631

Article 1 – paragraph 5 – point b

Text proposed by the Commission

Amendment

(ii) in point (b), the figure “31 %” is replaced by ‘**50 %**’,

(ii) in point (b), the figure “31 %” is replaced by ‘**40 %**’,

Or. en

Amendment 267

Malin Björk, Nikolaj Villumsen, Silvia Modig

on behalf of the Committee on the Environment, Public Health and Food Safety

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point a – point ii

Regulation (EU) 2019/631

Article 1 – paragraph 5 – point b

Text proposed by the Commission

Amendment

(ii) in point (b), the figure “31 %” is replaced by ‘**50 %**’,

(ii) in point (b), the figure “31 %” is replaced by ‘**80 %**’,

Or. en

Amendment 268

Teuvo Hakkarainen

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point b

Regulation (EU) 2019/631

Article 1 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

(b) the following point (5a) is inserted: **deleted**

(5a) From 1 January 2035, 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 100 % reduction of the target in 2021 determined in accordance with Part A, point 6.1.3, of Annex I;

(b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a 100 % reduction of the target in 2021 determined in accordance with Part B, point 6.1.3, of Annex I.

Or. fi

Amendment 269

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Silvia Sardone, Rosanna Conte

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point b

Regulation (EU) 2019/631

Article 1 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

(b) the following paragraph 5a is inserted: **deleted**

‘(5a) From 1 January 2035, the following EU fleet-wide targets shall apply:

(a) (a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to a 100 % reduction of the target in 2021 determined in accordance with Part A, point 6.1.3, of Annex I;

(b) (b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a 100 % reduction of the target in 2021 determined in accordance with Part B, point 6.1.3, of Annex I.’

Or. de

Amendment 270

Pietro Fiocchi

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point b

Regulation (EU) 2019/631

Article 1 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

(b) the following paragraph 5a is inserted: **deleted**

‘5a. From 1 January 2035, 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 100 % reduction of the target in 2021 determined in accordance with Part A, point 6.1.3, of Annex I;

(b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a 100 % reduction of the target in 2021 determined in accordance with Part B, point 6.1.3, of Annex I.’

Or. en

Amendment 271

Andreas Glück, Ondřej Knotek, Frédérique Ries, Ulrike Müller

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point b

Regulation (EU) 2019/631

Article 1 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

(b) the following paragraph 5a is inserted: **deleted**

‘5a. From 1 January 2035, 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 100 % reduction of the

target in 2021 determined in accordance with Part A, point 6.1.3, of Annex I;

(b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a 100 % reduction of the target in 2021 determined in accordance with Part B, point 6.1.3, of Annex I.’

Or. en

Justification

The Commission-proposed 100% reduction target would translate into a de facto ban of the internal combustion engine from 2035 onwards. Yet, not the engine technology but the fuel burnt in it is the cause for concern. Life-cycle and Well-to-Wheel approaches can remedy the issue better than proposed by the Commission. Since we do not know what the future holds and since we do not intend to prematurely close doors on power train technologies, it is suggested to establish the 2035 target in the next review of the regulation.

Amendment 272

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Maria Spyraiki, Elissavet Vozemberg-Vrionidi, Markus Pieper, Cláudia Monteiro de Aguiar, Dolors Montserrat, Karolin Braunsberger-Reinhold, Michael Gahler, Pernille Weiss, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Alexander Bernhuber, Christian Doleschal

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point b

Regulation (EU) 2019/631

Article 1 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

(b) the following paragraph 5a is inserted: **deleted**

‘5a. From 1 January 2035, 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 100 % reduction of the target in 2021 determined in accordance with Part A, point 6.1.3, of Annex I;

(b) for the average emissions of the new light commercial vehicles fleet, an EU

fleet-wide target equal to a 100 % reduction of the target in 2021 determined in accordance with Part B, point 6.1.3, of Annex I.’

Or. en

Amendment 273
Ivan David, Aurélia Beigneux

Proposal for a regulation
Article 1 – paragraph 1 – point 1 – point b
Regulation (EU) 2019/631
Article 1 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

(b) the following paragraph 5a is inserted: **deleted**

‘5a. From 1 January 2035, 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 100 % reduction of the target in 2021 determined in accordance with Part A, point 6.1.3, of Annex I;

(b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a 100 % reduction of the target in 2021 determined in accordance with Part B, point 6.1.3, of Annex I.’

Or. en

Justification

The Commission proposes a 100% reduction target for cars and vans by 2035, which effectively means ban of the internal combustion engine. Reaching such an ambitious target will require substantial investments in the transformation of the automotive sector. Significant improvements in the enabling conditions will be needed, especially the rollout of a vast network of charging and hydrogen fuelling infrastructure, but also incentives for consumers to change their preferences and address their concerns. The post-2030 targets shall be fixed during the 2028 review instead.

Amendment 274
Hermann Tertsch

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point b

Regulation (EU) 2019/631

Article 1 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

(b) the following paragraph 5a is inserted: **deleted**

5a. From 1 January 2035, 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 100 % reduction of the target in 2021 determined in accordance with Part A, point 6.1.3, of Annex I;

(b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a 100 % reduction of the target in 2021 determined in accordance with Part B, point 6.1.3, of Annex I.

Or. en

Justification

The post 2030 targets shall be fixed during the 2028 review to avoid un realistic objectives and inconsistencies

Amendment 275
Edina Tóth

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point b

Regulation (EU) 2019/631

Article 1 – paragraph 5 a (new) – introductory part

Text proposed by the Commission

Amendment

5a. From 1 January 2035, the following EU fleet-wide targets shall apply:

5a. From 1 January 2040, the following EU fleet-wide targets shall apply:

Amendment 276

Malin Björk, Nikolaj Villumsen, Silvia Modig

on behalf of the Committee on the Environment, Public Health and Food Safety

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point b

Regulation (EU) 2019/631

Article 1 – paragraph 5 a (new) – introductory part

Text proposed by the Commission

Amendment

5a. From 1 January **2035**, the following EU fleet-wide targets shall apply:

5a. From 1 January **2032**, the following EU fleet-wide targets shall apply:

Or. en

Amendment 277

Bas Eickhout

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point b

Regulation (EU) 2019/631

Article 1 – paragraph 5 a (new) – introductory part

Text proposed by the Commission

Amendment

5a. From 1 January **2035**, the following EU fleet-wide targets shall apply:

5a. From 1 January **2030**, the following EU fleet-wide targets shall apply:

Or. en

Amendment 278

Linea Søgaard-Lidell

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point b

Regulation (EU) 2019/631

Article 1 – paragraph 5 a (new) – introductory part

Text proposed by the Commission

Amendment

5a. From 1 January **2035**, the following

5a. From 1 January **2030**, the following

EU fleet-wide targets shall apply:

EU fleet-wide targets shall apply:

Or. en

Amendment 279

Edina Tóth

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point b

Regulation (EU) 2019/631

Article 1 – paragraph 5 a (new) – 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 **100** % reduction of the target in 2021 determined in accordance with Part A, point 6.1.3, of Annex I;

Amendment

(a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to a **95** % reduction of the target in 2021 determined in accordance with Part A, point 6.1.3, of Annex I, ***in order to maintain a residual proportion of low-emission plug-in hybrids on the market;***

Or. en

Amendment 280

Danilo Oscar Lancini, Marco Dreosto, Simona Baldassarre, Silvia Sardone, Annalisa Tardino, Rosanna Conte, Gianantonio Da Re, Matteo Adinolfi, Marco Campomenosi

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point b

Regulation (EU) 2019/631

Article 1 – paragraph 5 a (new) – 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 **100** % reduction of the target in 2021 determined in accordance with Part ***A***, point ***6.1.3***, of Annex I;

Amendment

(a) for the average emissions of the new ***light commercial vehicles*** fleet, an EU fleet-wide target equal to a ***100% 70%*** reduction of the target in 2021 determined in accordance with Part ***B***, point ***6.1.2***, of Annex I.

Or. en

Amendment 281
Norbert Lins

Proposal for a regulation
Article 1 – paragraph 1 – point 1 – point b
Regulation (EU) 2019/631
Article 1 – paragraph 5 a (new) – 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 100 %** reduction of the target in 2021 determined in accordance with Part A, point 6.1.3, of Annex I;

Amendment

(a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to **an 80 %** reduction of the target in 2021 determined in accordance with Part A, point 6.1.3, of Annex I;

Or. de

Amendment 282
Norbert Lins

Proposal for a regulation
Article 1 – paragraph 1 – point 1 – point b
Regulation (EU) 2019/631
Article 1 – paragraph 5 a (new) – 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 100 %** reduction of the target in 2021 determined in accordance with Part B, point 6.1.3, of Annex I.

Amendment

(b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to **an 80 %** reduction of the target in 2021 determined in accordance with Part B, point 6.1.3, of Annex I.

Or. de

Amendment 283
Pietro Fiocchi

Proposal for a regulation
Article 1 – paragraph 1 – point 1 – point b
Regulation (EU) 2019/631

Article 1 – paragraph 5 a (new) – 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 **100** % reduction of the target in 2021 determined in accordance with Part B, point 6.1.3, 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 target in 2021 determined in accordance with Part B, point 6.1.3, of Annex I.

Or. en

Amendment 284

Danilo Oscar Lancini, Marco Dreosto, Simona Baldassarre, Silvia Sardone, Annalisa Tardino, Rosanna Conte, Gianantonio Da Re, Matteo Adinolfi, Marco Campomenosi

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 1 – paragraph 5 a a (new)

Text proposed by the Commission

Amendment

5aa. From 1 January 2040, the following EU fleet-targets shall apply:

(a) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a 100% reduction of the target in 2021 determined in accordance with Part B, point 6.1.2, of Annex I.’

Or. en

Amendment 285

Pietro Fiocchi

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 1 – paragraph 5 a a new

Text proposed by the Commission

Amendment

5aa. From 1 January 2040, the following EU fleet-targets shall apply: for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a 100% reduction of the target in 2021 determined in accordance with Part B, point 6.1.4, of Annex I.'

Or. en

Amendment 286
Teuvo Hakkarainen

Proposal for a regulation
Article 1 – paragraph 1 – point 1 – point c
Regulation (EU) 2019/631
Article 1 – paragraph 6

Text proposed by the Commission

Amendment

(c) in paragraph 6, the words “From 1 January 2025,” are replaced by ‘From 1 January 2025 to 31 December 2029,’ *deleted*

Or. fi

Amendment 287
Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

Proposal for a regulation
Article 1 – paragraph 1 – point 1 – point c
Regulation (EU) 2019/631
Article 1 – paragraph 6

Text proposed by the Commission

Amendment

(c) in paragraph 6, the words “From 1 January 2025,” are replaced by ‘From 1 January 2025 to 31 December 2029,’ *deleted*

Or. de

Amendment 288

Ivan David, Aurélia Beigneux

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point c

Regulation (EU) 2019/631

Article 1 – paragraph 6

Text proposed by the Commission

Amendment

(c) in paragraph 6, the words “From 1 January 2025,” are replaced by ‘From 1 January 2025 to 31 December 2029,’ *deleted*

Or. en

Justification

The ZLEV incentive mechanism represents a useful element of the Regulation, motivating the OEMs to produce a higher proportion of low- and zero-emission vehicles. It should be kept for the 2030 target.

Amendment 289

Ondřej Knotek

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point c

Regulation (EU) 2019/631

Article 1 – paragraph 6

Text proposed by the Commission

Amendment

(c) in paragraph 6, the words “From 1 January 2025,” are replaced by ‘From 1 January 2025 to 31 December 2029,’ *deleted*

Or. en

Amendment 290

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Markus Pieper, Cláudia Monteiro de Aguiar, Dolors Montserrat, Karolin Braunsberger-Reinhold, Michael Gahler, Pernille Weiss, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Christian Doleschal

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point c
Regulation (EU) 2019/631
Article 1 – paragraph 6

Text proposed by the Commission

Amendment

(c) *in paragraph 6, the words “From 1 January 2025,” are replaced by ‘From 1 January 2025 to 31 December 2029,’* **deleted**

Or. en

Amendment 291
Malin Björk, Nikolaj Villumsen, Silvia Modig

Proposal for a regulation
Article 1 – paragraph 1 – point 1 – point c
Regulation (EU) 2019/631
Article 1 – paragraph 6

Text proposed by the Commission

Amendment

(c) *in paragraph 6, the words “From 1 January 2025,” are replaced by ‘From 1 January 2025 to 31 December 2029,’* (c) **paragraph 6 is deleted**

Or. en

Amendment 292
Sara Cerdas, Mohammed Chahim, Petar Vitanov

Proposal for a regulation
Article 1 – paragraph 1 – point 1 – point c
Regulation (EU) 2019/631
Article 1 – paragraph 6

Text proposed by the Commission

Amendment

(c) *in paragraph 6, the words “From 1 January 2025,” are replaced by ‘From 1 January 2025 to 31 December 2029,’* (c) **paragraph 6 is deleted,**

Or. en

Amendment 293
Bas Eickhout

Proposal for a regulation
Article 1 – paragraph 1 – point 1 – point c
Regulation (EU) 2019/631
Article 1 – paragraph 6

Text proposed by the Commission

Amendment

(c) *in paragraph 6, the words “From 1 January 2025,” are replaced by ‘From 1 January 2025 to 31 December 2029,’*

(c) *paragraph 6 is deleted’*,

Or. en

Justification

Deletion of ZLEV benchmark

Amendment 294
Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

Proposal for a regulation
Article 1 – paragraph 1 – point 1 – point c
Regulation (EU) 2019/631
Article 1 – paragraph 6

Present text

Amendment

(6) From 1 January 2025, a **zero- and** low-emission vehicles’ benchmark equal to a 15 % share of the respective fleets of new passenger cars and new light commercial vehicles shall apply in accordance with points 6.3 of Parts A and B of Annex I, respectively

(c) paragraph 6 is replaced by the following:

‘(6) From 1 January 2025, a low-emission vehicles’ benchmark equal to a 15 % share of the respective fleets of new passenger cars and new light commercial vehicles shall apply in accordance with points 6.3 of Parts A and B of Annex I, respectively.’

Or. de

(<https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:02019R0631-20211202&qid=1642601095382&from=EN>)

Amendment 295
Bas Eickhout

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 1 – paragraph 6 a (new)

Text proposed by the Commission

Amendment

(ca) The following paragraph is inserted:

'6a. By [one year after the entry into force of this Regulation], the Commission shall issue guidance for Member States that wish to advance the date set out in paragraph 5a for all new passenger cars and light commercial vehicles placed in their territories, in view of achieving their greenhouse gas emission reduction targets set out in Annex I of Regulation (EU) 2018/842 or other climate targets set out in domestic law.'

Or. en

Justification

Those Member States that have set higher domestic climate targets for road transport than the EU average should be allowed to phase-out the sales of new vehicles equipped with combustion engines before 2030.

Amendment 296
Bas Eickhout

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point c b (new)

Regulation (EU) 2019/631

Article 1 – paragraph 6 b (new)

Text proposed by the Commission

Amendment

(cb) The following paragraph is inserted:

'6b. This Regulation also establishes an obligation for Member States to put in place measures to ensure that private

companies with certain fleet sizes progressively buy or lease only new zero-emission vehicles by 2027 at the latest in order to stimulate the demand for those vehicles and facilitate achieving the targets set out in this Article.'

Or. en

Amendment 297

Bas Eickhout

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 1 – paragraph 6 c (new)

Text proposed by the Commission

Amendment

(cc) the following paragraph is inserted:

'6c. As of 1 January 2025, manufacturers shall not be allowed to place on the Union market new passenger vehicles with tailpipe emissions of more than 120g CO₂/km, as determined in accordance with Regulation (EU) 2017/1151.'

Or. en

Justification

According to the European Environment Agency, growth in the sport utility vehicle segment and an increased average mass are key reasons for the increase of average CO₂ emissions from all new cars in recent years. The increased EU fleet wide CO₂ targets should therefore be accompanied by a ban on the sale of SUVs across Europe. This would bring co-benefits for climate, air pollution and road safety.

Amendment 298

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point d

Regulation (EU) 2019/631

Article 1 – paragraph 7

Text proposed by the Commission

Amendment

(d) paragraph 7 is deleted; *deleted*

Or. de

Amendment 299

Ondřej Knotek

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point d

Regulation (EU) 2019/631

Article 1 – paragraph 7

Text proposed by the Commission

Amendment

(d) paragraph 7 is deleted; *deleted*

Or. en

Amendment 300

Teuvo Hakkarainen

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point d

Regulation (EU) 2019/631

Article 1 – paragraph 7

Text proposed by the Commission

Amendment

(d) paragraph 7 is deleted; *deleted*

Or. fi

Amendment 301

Ondřej Knotek

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point d

Regulation (EU) 2019/631

Article 1 – paragraph 7

Present text

Amendment

(d) paragraph 7 is replaced by the following:

‘7. From 1 January 2030, the following zero- and low-emission vehicles’ benchmarks shall apply in accordance with points 6.3 of Parts A and B of Annex I, respectively:

(a) a benchmark equal to a 40% share of the fleet of new passenger cars and;

(b) a benchmark equal to a 35 % share of the fleet of new light commercial vehicles.’

Or. en

Amendment 302

Ivan David

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point d

Regulation (EU) 2019/631

Article 1 – paragraph 7

Text proposed by the Commission

Amendment

(d) paragraph 7 is ***deleted***;

(d) paragraph 7 is ***replaced by the following***:

‘7. From 1 January 2030, the following zero- and low-emission vehicles’ benchmarks shall apply in accordance with points 6.3 of Parts A and B of Annex I, respectively:

(a) a benchmark equal to a 40% share of the fleet of new passenger cars; and

(b) a benchmark equal to a 35 % share of the fleet of new light commercial vehicles.’

Or. en

Justification

Consistency with the AM above. The benchmark levels should be raised to relate to the higher ambition in the 2030 targets.

Amendment 303

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point d

Regulation (EU) 2019/631

Article 1 – paragraph 7

Present text

(d) paragraph 7 is deleted;

Amendment

(d) in paragraph 7, the introductory part is replaced by the following:

‘(7) From 1 January 2030, the following low-emission vehicles’ benchmarks shall apply in accordance with points 6.3 of Parts A and B of Annex I, respectively.’

Or. de

(<https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:02019R0631-20211202&qid=1642604086156&from=EN>)

Amendment 304

Anna Zalewska

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point d

Regulation (EU) 2019/631

Article 1 – paragraph 7

Text proposed by the Commission

(d) paragraph 7 is *deleted*;

Amendment

(d) paragraph 7 is *replaced by the following*:

"7. From 1 January 2030 in Member States with a share of zero- and low-emission vehicles in their fleet below the Union average in 2029 the following zero- and low-emission vehicles' benchmarks

shall apply in accordance with points 6.3 of Parts A and B of Annex I, respectively:

(a) a benchmark equal to a 50 % share of the fleet of new passenger cars; and

(b) a benchmark equal to a 45 % share of the fleet of new light commercial vehicles";

Or. en

Justification

Contrary to the text of the Commission proposal, we propose to keep this paragraph, but in a changed form compared to the current regulation. Our amendment aims to maintain the ZLEV incentive mechanism after 2029 for countries where the share of low- and zero-emission vehicles is below the EU average;

Amendment 305

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point d a (new)

Regulation (EU) 2019/631

Article 1 – paragraph 7 a (new)

Text proposed by the Commission

Amendment

(da) the following paragraph is added:

‘7a. No later than 2028, the comprehensive, harmonised system for measuring emissions from cars and light commercial vehicles, which is to be devised by the Commission in accordance with Article 7(10) of Regulation (EU) 2019/631, shall be used to review the extent to which the CO₂ emission reduction targets should be adapted from 2030, taking account of the technologies available at that time.’

Or. de

Amendment 306

Pascal Canfin, Michal Wiezik, Martin Hojsík

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point d a (new)

Regulation (EU) 2019/631

Article 1 — paragraph 7a (new)

Text proposed by the Commission

Amendment

(da) the following paragraph is added:
"7a. In line with the principles established in Article 20 of the Treaty on European Union (TEU), a minimum of 9 EU Member States shall be able to apply the fleet-wide target as set out in paragraph 5a at an earlier date than mandated in this Regulation.

The European Commission shall, by means of delegated acts, update Regulation (EU) 2018/858 to ensure such provisions are included, no later than 31 December 2024"

Or. en

Amendment 307

Malin Björk, Nikolaj Villumsen, Silvia Modig

on behalf of the Committee on the Environment, Public Health and Food Safety

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point d a (new)

Regulation (EU) 2019/631

Article 1 — paragraph 7a (new)

Text proposed by the Commission

Amendment

(da) the following paragraph is inserted:

'7a. In line with the principles established in Article 20 of the Treaty on European Union (TEU), a minimum of 9 EU Member States shall be able to apply the fleet-wide target asset out in paragraph 5a at an earlier date than mandated in this Regulation.

The European Commission shall, by means of delegated acts, update Regulation (EU) 2018/858 to ensure such provisions are included, no later than 31 December 2024'

Or. en

Amendment 308

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

Proposal for a regulation

Article 1 – paragraph 1 – point 2 – point a – point b

Regulation (EU) 2019/631

Article 2 – paragraph 1 – point b

Text proposed by the Commission

(b) category N₁ as defined in Article 4(1), point (b)(i), of Regulation (EU) 2018/858 and falling within the scope 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'); in the case of **zero-emission** vehicles of category N with a reference mass exceeding 2 610 kg or 2 840 kg, as the case may be, they shall, from 1 January 2025, for the purposes of this Regulation and without prejudice to Regulation (EU) 2018/858 and Regulation (EC) No 715/2007, be counted as light commercial vehicles falling within the scope of this Regulation if the excess reference mass is due only to the mass of the energy storage system.

Amendment

(b) category N₁ as defined in Article 4(1), point (b)(i), of Regulation (EU) 2018/858 and falling within the scope 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'); in the case of **low-emission** vehicles of category N with a reference mass exceeding 2 610 kg or 2 840 kg, as the case may be, they shall, from 1 January 2025, for the purposes of this Regulation and without prejudice to Regulation (EU) 2018/858 and Regulation (EC) No 715/2007, be counted as light commercial vehicles falling within the scope of this Regulation if the excess reference mass is due only to the mass of the energy storage system.

Or. de

Justification

Linked to the deletion of the ZLEV factor

Amendment 309

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

Proposal for a regulation

Article 1 – paragraph 1 – point 2 – point b a (new)

Regulation (EU) 2019/631

Article 2 – paragraph 4

Text proposed by the Commission

Amendment

(ba) paragraph 4 is deleted;

Or. de

Amendment 310

Andreas Glück, Dominique Riquet, Ondřej Knotek, Frédérique Ries, Ulrike Müller

Proposal for a regulation

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

Regulation (EU) 2019/631

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

Text proposed by the Commission

Amendment

(aa) the following point is inserted:

‘(aa) ‘plug-in hybrid electric vehicle’ (PHEV): a vehicle powered by a combination of an electric motor with a rechargeable battery and an internal combustion engine, which may operate together or separately.’

Or. en

Amendment 311

Emma Wiesner, Nils Torvalds

Proposal for a regulation

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

Regulation (EU) 2019/631

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

Text proposed by the Commission

Amendment

(aa) the following point is inserted:

'(aa) gas fuelled vehicle' means a vehicle which satisfies the criteria for mono fuel gas vehicle as defined in Article 2 of Regulation (EU) 2017/1151, excluding vehicles that run on LPG or hydrogen.

Or. en

Amendment 312

Jytte Guteland

Proposal for a regulation

Article 1 – paragraph 1 – point 3 - point b a (new)

Regulation (EU) 2019/631

Article 3 – paragraph 1 – point na (new)

Text proposed by the Commission

Amendment

(ba) The following point is added:

(na) 'gas fuelled vehicle' means a vehicle which satisfies the criteria for mono fuel gas vehicle as defined in Article 2 of Regulation (EU) 2017/1151, excluding vehicles that run on LPG or hydrogen.

Or. en

Amendment 313

Pascal Canfin, Michal Wiezik, Martin Hojsík, Susana Solís Pérez, María Soraya Rodríguez Ramos

Proposal for a regulation

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

Regulation (EU) 2019/631

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

Text proposed by the Commission

Amendment

(ba) the following point is inserted:

'(ba) corporate vehicle' is a vehicle owned or leased by a private company, as defined under Council Regulation (EC) No 2157/2001 of 8 October 2001 on the

Statute for a European Company and Council regulation 2008/0130 on the statute for a European private company, and used for business purposes.

Or. en

Amendment 314
Bas Eickhout

Proposal for a regulation
Article 1 – paragraph 1 – point 3 – point b a (new)
Regulation (EU) 2019/631
Article 3 – paragraph 1 – point j

Text proposed by the Commission

Amendment

(ba) point (j) is replaced by the following:

'(j) 'specific emissions target' means, in relation to a manufacturer, the annual target determined in accordance with Annex I;

Or. en

Justification

All passenger cars and light-commercial vehicles should eventually be zero-emission if the Union is to meet its climate-neutrality objective as set out in the EU Climate Law. There is no reason to continue derogations for certain manufacturers.

Amendment 315
Bas Eickhout

Proposal for a regulation
Article 1 – paragraph 1 – point 3 –point b a (new)
Regulation (EU) 2019/631
Article 3 – paragraph 1 – point m

Text proposed by the Commission

Amendment

(ba) point (m) is deleted;

Or. en

Amendment 316
Kateřina Konečná

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 3 – paragraph 1 – point m

Present text

Amendment

(ba) point (m) is replaced by the following:

‘zero- and low-emission vehicle’ means a passenger car or a light commercial vehicle with emissions from zero up to 50 g CO₂/km, calculated on a well-to-wheel approach;

Or. en

Amendment 317

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Silvia Sardone, Rosanna Conte

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 3 – paragraph 1 – point m

Present text

Amendment

(ba) point (m) is replaced by the following:

(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) ‘low-emission vehicle’ means a passenger car or a light commercial vehicle with tailpipe emissions up to 50 g CO₂/km, as determined using the comprehensive emission measurement system to be developed by the Commission no later than 2023, in accordance with Article 1(3a);

Or. de

Amendment 318

Danilo Oscar Lancini, Marco Dreosto, Simona Baldassarre, Silvia Sardone, Annalisa Tardino, Rosanna Conte, Gianantonio Da Re, Matteo Adinolfi, Marco Campomenosi

Proposal for a regulation

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

Regulation (EU) 2019/631

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

Text proposed by the Commission

Amendment

(b a) the following point is inserted:

‘(ba) sustainable and/or advanced renewable fuel’ means fuels that meet the sustainability requirements set out in Directive (EU) 2018/2001.’;

Or. en

Amendment 319

Pietro Fiocchi

Proposal for a regulation

Article 1 – paragraph 1 – point 3 - point ba (new)

Regulation (EU) 2019/631

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

Text proposed by the Commission

Amendment

(b a) the following point is added:

(na) ‘sustainable and/or advanced renewable fuel’ means sustainably sourced biofuel that meet the sustainability requirements set out in Directive (EU) 2018/2001.

Or. en

Amendment 320

Kateřina Konečná

Proposal for a regulation

Article 1 – paragraph 1 – point 4 – introductory part

Regulation (EU) 2019/631

Article 4

Text proposed by the Commission

(4) in Article 4(1), the following subparagraph is added:

Amendment

(4) ***Article 4 is amended as follows:***

(a) in Article 4(1), the following subparagraph is added:

Or. en

Amendment 321

Ivan David

Proposal for a regulation

Article 1 – paragraph 1 – point 4 – introductory part

Regulation (EU) 2019/631

Article 4

Text proposed by the Commission

(4) in Article 4(1), the following subparagraph is added:

Amendment

(4) ***Article 4 is amended as follows:***

in Article 4(1), the following subparagraph is added:

Or. en

Amendment 322

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Elissavet Vozemberg-Vrionidi, Markus Pieper, Cláudia Monteiro de Aguiar, Dolors Montserrat, Karolin Braunsberger-Reinhold, Michael Gahler, Pernille Weiss, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Christian Doleschal

Proposal for a regulation

Article 1 – paragraph 1 – point 4 – introductory part

Regulation (EU) 2019/631

Article 4

Text proposed by the Commission

Amendment

(4) in Article 4(1), **the following subparagraph is added:**

(4) in Article 4, **is amended as follows:**

Or. en

Amendment 323

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Maria Spyraiki, Markus Pieper, Cláudia Monteiro de Aguiar, Dolors Montserrat, Karolin Braunsberger-Reinhold, Michael Gahler, Pernille Weiss, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Christian Doleschal

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation 2019/631

Article 4 – paragraph 1 – subparagraph 2

Text proposed by the Commission

Amendment

(4) **in Article 4(1), the following subparagraph is added:**

deleted

‘For the purposes of point (c), where the specific emission target determined in accordance with Part A, point 6.3., of Annex I or Part B, point 6.3., of Annex I is negative, the specific emission target shall be 0 g/km.’;

Or. en

Amendment 324

Bas Eickhout

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 4 – paragraph 1 – point a

Text proposed by the Commission

Amendment

(4a) in Article 4(1), point (a) is replaced by the following:

(a) for the calendar year 2020, the specific

emissions target determined in accordance with points 1 and 2 of Part A of Annex I in the case of passenger cars, or points 1 and 2 of Part B of Annex I in the case of light commercial vehicles;

Or. en

Justification

All passenger cars and light-commercial vehicles should eventually be zero-emission if the Union is to meet its climate-neutrality objective as set out in the EU Climate Law. There is no reason to continue derogations for certain manufacturers.

Amendment 325

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Maria Spyraiki, Elissavet Vozemberg-Vrionidi, Markus Pieper, Cláudia Monteiro de Aguiar, Dolors Montserrat, Karolin Braunsberger-Reinhold, Michael Gahler, Pernille Weiss, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Christian Doleschal

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation 2019/631

Article 4 – paragraph 1 – subparagraph 2

Text proposed by the Commission

Amendment

‘For the purposes of point (c), where the specific emission target determined in accordance with Part A, point 6.3., of Annex I or Part B, point 6.3., of Annex I is negative, the specific emission target shall be 0 g/km.’;

Or. en

Amendment 326

Jytte Guteland

Proposal for a regulation

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

Regulation 2019/631

Article 4 – paragraph 1 – subparagraph 3

(4a) in Article 4(1), the following subparagraph is added:

For the purposes of determining each manufacturer's average specific emissions of CO₂, the following percentages of each manufacturer's new passenger cars registered in the relevant year shall be taken into account:

- 100 % from [the date referred to in Article 19] until 31 December 2029 excluding manufacturer's gas fuel vehicles, given that biomethane constitutes the majority of the share of the fuel gas used in gas fuelled vehicles in the previous year in the Member State where it is sold, and that this does not comprise more than 5% of newly registered corresponding vehicles in the relevant year.

Or. en

Amendment 327

Ivan David

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 4 – paragraph 3 a (new)

(4a) In Article 4 the following paragraph is added:

'3a. Manufacturers, other than manufacturers which have been granted a derogation, may form a pool or may trade credits for the purposes of meeting their obligations. For the purposes of determining each manufacturer's average specific emissions of CO₂, a potential over-achievement of a manufacturer's CO₂ target in one category (M1 or NI) could be combined with an

exceedance in the other category (M1 or N1) by the same or another manufacturer.

Due to the different target definitions of M1 & N1, this specific credit transfer mechanism option can only combine the difference between a manufacturer's specific emission target and its specific emissions in one category (M1 or N1) with the difference between a manufacturer's specific emission target and its specific emissions in the other category (M1 or N1). When the credit trading in one category allows to compensate the exceedance of the other category, the combination shall be considered to have met the two specific emissions targets.

For fleet compliance, the maximum amount of grammes that can be traded between M1 and N1 segments of the same or a different manufacturer is capped to 7g WLTP.'

Or. en

Justification

The current system has manufacturer-specific targets set according to the defined mass and target curve (based on 95g mid-point at industry level). The manufacturer-specific target is the basis for defining 2025 and 2030 compliance. Over-compliance with a manufacturer-specific target could be subject to trading between entities, with a cap of 7g WLTP (as for other flexibilities). Within this cap of 7g, the manufacturer that over-performs its manufacturer-specific target could offer this over-performance to other manufacturers in both segments. The value of the transfer should be defined between entities, as well as the way of settlement in order to fulfil all national fiscal requirements. The over-performance (e.g. 1g below the given manufacturer-specific target with one million sales would imply one million grammes to be traded) should be sales-weighted to reflect the differences in the size of the manufacturers' compliance fleet. This will also ensure fair distribution between manufacturers and segments. The under-performance of other manufacturers could be compensated by the purchase of the over-performance of another manufacturer (in this case, one million grammes – if the receiving manufacturer has a fleet of two million vehicles, the benefit to its overall fleet compliance will be 0.5g). This sales-weighted approach will also solve the issue of trading between passenger cars and vans. It allows to keep 1:1 ratio for g/km metric (CO2 emissions saved in passenger cars is equal to one produced in the vans segment) but reflects the different sizes of the fleets and vice-versa.

Amendment 328
Bas Eickhout

Proposal for a regulation
Article 1 – paragraph 1 – point 4 b (new)
Regulation (EU) 2019/631
Article 4 – paragraph 1 – point b

Text proposed by the Commission

Amendment

(4b) in Article 4(1), point (b) is replaced by the following:

'(b) for each calendar year from 2021 until 2024, the specific emissions targets determined in accordance with points 3 and 4 of Part A or B of Annex I, as appropriate;'

Or. en

Justification

All passenger cars and light-commercial vehicles should eventually be zero-emission if the Union is to meet its climate-neutrality objective as set out in the EU Climate Law. There is no reason to continue derogations for certain manufacturers.

Amendment 329
Bas Eickhout

Proposal for a regulation
Article 1 – paragraph 1 – point 4 a (new)
Regulation (EU) 2019/631
Article 4 – paragraph 1 – point c

Text proposed by the Commission

Amendment

(4c) in Article 4(1), point (c) is replaced as follows:

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

Or. en

Justification

All passenger cars and light-commercial vehicles should eventually be zero-emission if the Union is to meet its climate-neutrality objective as set out in the EU Climate Law. There is no reason to continue derogations for certain manufacturers.

Amendment 330

Emma Wiesner

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 4 – paragraph 3

Present text

Amendment

(4a) Article 4 paragraph 3 is replaced by the following:

‘For the purposes of determining each manufacturer's average specific emissions of CO₂, the following percentages of each manufacturer's new passenger cars and light duty commercial vehicles registered in the relevant year shall be taken into account:

- 100 % from [the date referred to in Article 19], excluding manufacturer's gas fuelled vehicles, which comprises not more than 5 % of newly registered corresponding vehicles in the relevant year.’

Or. en

Justification

Existing article 4(3): For the purposes of determining each manufacturer's average specific emissions of CO₂, the following percentages of each manufacturer's new passenger cars registered in the relevant year shall be taken into account:- 95 % in 2020,- 100 % from 2021 onwards.

Amendment 331

Nils Torvalds

Proposal for a regulation

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Article 1 – paragraph 1 – point 4 a (new)
Regulation (EU) 2019/631
Article 4 – paragraph 3

Present text

Amendment

(4a) Article 4 paragraph 3 is replaced by the following:

‘For the purposes of determining each manufacturer's average specific emissions of CO₂, the following percentages of each manufacturer's new passenger cars and light duty commercial vehicles registered in the relevant year shall be taken into account:

- 100 % from [the date referred to in Article 19] until 31 December 2029, excluding manufacturer's gas fuelled vehicles, which comprises not more than 5 % of newly registered corresponding vehicles in the relevant year.’

Or. en

Justification

The exclusion of gas fuelled vehicles that use biomethane as their power source from the scope of the CO₂ emission standard calculations until 2030 would enable a low-emission alternative to electric vehicles at a reasonable price. The exemption proposed is temporary and therefore does not compete with the electrification of road transport, and aims at ramping up production of biomethane for later use in for example heavy-duty and water-borne traffic.

Amendment 332

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Elissavet Vozemberg-Vrionidi, Maria Spyraiki, Markus Pieper, Cláudia Monteiro de Aguiar, Dolors Montserrat, Karolin Braunsberger-Reinhold, Michael Gahler, Pernille Weiss, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Christian Doleschal

Proposal for a regulation

Article 1 – paragraph 1 – point 4 a (new)
Regulation (EU) 2019/631
Article 4 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

(4a) in Article 4 the following paragraph is added:

‘3a. Manufacturers, other than manufacturers which have been granted a derogation, may form a pool or may trade credits for the purposes of meeting their obligations. For the purposes of determining each manufacturer’s average specific emissions of CO₂, a potential over-achievement of a manufacturer’s CO₂ target in one category (M1 or N1) could be combined with an exceedance in the other category (M1 or N1) by the same or another manufacturer. Due to the different target definitions of M1 & N1, this specific credit transfer mechanism option can only combine the difference between a manufacturer’s specific emission target and its specific emissions in one category (M1 or N1) with the difference between a manufacturer’s specific emission target and its specific emissions in the other category (M1 or N1). When the credit trading in one category allows to compensate the exceedance of the other category, the combination shall be considered to have met the two specific emissions targets.

For fleet compliance, the maximum amount of grammes that can be traded between M1 and N1 segments of the same or a different manufacturer is capped to 7g WLTP.’

Or. en

Amendment 333

Andreas Glück, Ondřej Knotek, Frédérique Ries, Ulrike Müller

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 4 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

(4a) In Article 4, the following paragraph is added:

'3a. New vehicles equipped with hydrogen combustion engines are defined as zero-emission vehicles, meaning zero-gram CO₂ tailpipe emissions under WLTP.'

Or. en

Justification

Hydrogen is a carbon-free fuel whose use in internal combustion engines can contribute significantly to CO₂ emissions reduction in road transport, providing a decarbonisation option for hard to abate use cases such as in light commercial vehicles where heavy loads have to be moved rapidly, often over long distances, and can therefore help speeding up CO₂ emissions reduction in road transport. This rule is also used in the CO₂ regulation of heavy duty vehicles.

Amendment 334

Andreas Glück, Ulrike Müller

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 4 – paragraph 3 b (new)

Text proposed by the Commission

Amendment

(4b) In Article 4, the following paragraph is added:

'3 b. From 1 January 2035 until 31 December 2039, for the purpose of this Regulation only, plug-in hybrid electric vehicles are set equal to battery electric vehicles, if the following requirements are fulfilled:

- Demonstrate electric range of 100 km,**
- Pass WLTP cycle in fully electric mode (according to Type Approval).**

The share of plug-in hybrid vehicles of new passenger cars registered shall not exceed 25 % per manufacturer in any relevant year.'

Or. en

Amendment 335
Kateřina Konečná

Proposal for a regulation
Article 1 – paragraph 1 – point 4 a (new)
Regulation (EU) 2019/631
Article 4 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

(4a) In Article 4 the following paragraph is added:

‘3a. Manufacturers, other than manufacturers which have been granted a derogation, may form a pool or may trade credits for the purposes of meeting their obligations. For the purposes of determining each manufacturer’s average specific emissions of CO₂, a potential over-achievement of a manufacturer’s CO₂ target in one category (M1 or N1) could be combined with an exceedance in the other category (M1 or N1) by the same or another manufacturer.

Due to the different target definitions of M1 & N1, this specific credit transfer mechanism option can only combine the difference between a manufacturer’s specific emission target and its specific emissions in one category (M1 or N1) with the difference between a manufacturer’s specific emission target and its specific emissions in the other category (M1 or N1). When the credit trading in one category allows to compensate the exceedance of the other category, the combination shall be considered to have met the two specific emissions targets.

For fleet compliance, the maximum amount of grammes that can be traded between M1 and N1 segments of the same or a different manufacturer is capped to 7g WLTP.’

Amendment 336
Norbert Lins

Proposal for a regulation
Article 1 – paragraph 1 – point 4 a (new)
Regulation (EU) 2019/631
Article 4 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

(4a) in Article 4, the following paragraph is added:

‘(3a) From 1 January 2035 to 31 December 2039, plug-in hybrid electric vehicles shall only be treated the same as battery-powered electric vehicles for the purposes of this Regulation if the following requirements are met:

- proof of an electric range of 100 km;***
- existence of the WLTP cycle in all-electric operation (according to the type-approval);***
- fitted with a digital assistance system for the detection of zero-emission zones and for automatic initiation of the electric driving mode (‘geofencing’), with due regard for personal data protection.***

These plug-in hybrid vehicles must not account for more than 25 % of passenger cars newly registered per manufacturer in a given calendar year.’

Or. de

Justification

Plug-in Hybride sind eine wichtige Übergangstechnologie zu mehr Elektromobilität und zweitens entscheidend für die sozialverträgliche Transformation der Industrie. Plug-in Hybride bringen bestehende und neue Technologien und Kompetenzen zusammen. Sie ermöglichen eine Umstellung von Anlagen und Arbeitskräften im Laufe der Zeit, wodurch eine Unterbrechung der EU-Wertschöpfungsketten vermieden wird. Plug-n Hybride werden auch ggf nach 2035 im europäischen Markt gebraucht, falls keine ausreichende Infrastruktur aufgebaut sein sollte. Diese Plug-in Hybride sollen eine hohe elektrische Reichweite

aufweisen, jedes Fahrmanöver elektrisch absolvieren können und in Städten emissionsfrei gefahren werden.

Amendment 337

Pascal Canfin, Michal Wiezik, Martin Hojsík

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 4 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

(4a) The following Article is added:

"3a. Restriction of highly polluting passenger cars.

As of 2030, manufacturers shall not be permitted to register any passenger car with specific emissions of CO₂ above 123 g CO₂/km."

Or. en

Amendment 338

Malin Björk, Nikolaj Villumsen, Silvia Modig

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 4 a (new)

Text proposed by the Commission

Amendment

(4a) The following Article is inserted:

'Article 4a

Restriction of highly polluting passenger cars

As of 2030, manufacturers shall not be permitted to register any passenger car with specific emissions of CO₂ above 120 g CO₂/km.'

Or. en

Amendment 339
Ivan David, Aurélia Beigneux

Proposal for a regulation
Article 1 – paragraph 1 – point 4 a (new)
Regulation (EU) 2019/631
Article 6 – paragraph 6

Text proposed by the Commission

Amendment

(4a) Article 6 (6) is replaced by the following:

‘(a) Paragraph 5 shall not apply where all the manufacturers included in the pool are part of the same group of connected manufacturers or where the credit transfer consists of only one manufacturer transferring respective credits between the passenger car and light commercial vehicle fleets;

(b) The respective individual manufacturer(s) targets shall be replaced by a modified target for the manufacturer(s) where there is credit transfer of passenger and light commercial vehicles differences between specific targets (M& or N1) and specific emissions (M1 or N1). The modification is defined as follows:

the difference between a manufacturer’s specific emission target and its specific emissions in one category (M1 or N1) with the difference between a manufacturer’s specific emission target and its specific emissions in the other category (M1 or N1). When the volume based credit trading in one category allows to compensate the exceedance of the other category, the combination shall be considered to have met the two specific emissions targets.’

Or. en

Justification

Certain flexibilities are critical for the industry to reach the proposed targets in the most efficient way. Today, manufacturers from one segment can group together to meet their emissions target under a ‘pooling’ agreement. Therefore, pooling between car and van manufacturers should be made possible.

Amendment 340 **Kateřina Konečná**

Proposal for a regulation
Article 1 – paragraph 1 – point 4 b (new)
Regulation (EU) 2019/631
Article 6 – paragraph 6

Text proposed by the Commission

Amendment

‘(4b) Article 6 (6) is replaced by the following:

(a) Paragraph 5 shall not apply where all the manufacturers included in the pool are part of the same group of connected manufacturers or where the credit transfer consists of only one manufacturer transferring respective credits between the passenger car and light commercial vehicle fleets;

(b) The respective individual manufacturer(s) targets shall be replaced by a modified target for the manufacturer(s) where there is credit transfer of passenger and light commercial vehicles differences between specific targets (M& or N1) and specific emissions (M1 or N1). The modification is defined as follows:

the difference between a manufacturer’s specific emission target and its specific emissions in one category (M1 or N1) with the difference between a manufacturer’s specific emission target and its specific emissions in the other category (M1 or N1). When the volume based credit trading in one category allows to compensate the exceedance of the other category, the combination shall

be considered to have met the two specific emissions targets.'

Or. en

Amendment 341

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Maria Spyraiki, Elissavet Vozemberg-Vrionidi, Markus Pieper, Cláudia Monteiro de Aguiar, Dolors Montserrat, Karolin Braunsberger-Reinhold, Michael Gahler, Pernille Weiss, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Christian Doleschal

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 6 – paragraph 6

Present text

6. Paragraph 5 shall not apply where all the manufacturers included in the pool are part of the same group of connected manufacturers.

Amendment

(4a) Article 6 paragraph 6 is amended as follows

"6.

‘(a) Paragraph 5 shall not apply where all the manufacturers included in the pool are part of the same group of connected manufacturers or where the credit transfer consists of only one manufacturer transferring respective credits between the passenger car and light commercial vehicle fleets;

(b) The respective individual manufacturer(s) targets shall be replaced by a modified target for the manufacturer(s) where there is credit transfer of passenger and light commercial vehicles differences between specific targets (M1 or N1) and specific emissions (M1 or N1). The modification is defined as follows: the difference between a manufacturer’s specific emission target and its specific emissions in one category (M1 or N1) with the difference between a manufacturer’s specific emission target

and its specific emissions in the other category (M1 or N1). When the volume based credit trading in one category allows to compensate the exceedance of the other category, the combination shall be considered to have met the two specific emissions targets."

Or. en

(<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A32019R0631>)

Amendment 342

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 6 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

(4a) in Article 6, the following paragraph is inserted:

‘The pool may include

- the category of vehicles registered as M1 and N1 for the same manufacturer;

- the category of vehicles registered as M1 for two or more manufacturers;

- the category of vehicles registered as N1 for two or more manufacturers;

- the category of vehicles registered as M1 and N1 for two or more manufacturers.’

Or. de

Amendment 343

Danilo Oscar Lancini, Marco Dreosto, Simona Baldassarre, Silvia Sardone, Annalisa Tardino, Rosanna Conte, Gianantonio Da Re, Matteo Adinolfi, Marco Campomenosi

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(aa) the following paragraph is inserted:

‘6aa. Upon application by a manufacturer, CO₂ savings deriving from the use of sustainable and/or advanced renewable fuels shall be considered. 2. The total contribution of those savings may be up to [xx] g CO₂/km. 3. Within three months from the notification under Article 7(4), the manufacturer shall notify to the Commission: (a) the amount and the type of sustainable and/or advanced renewable fuel provided by a fuel supplier in a specific Member State and related to the average lifetime fuel consumption of the vehicles; (b) that the amount referred to in point (a) is additional to the obligations set by Directive (EU) 2018/2001 for the fuel supplier in the specific Member State; (c) the CO₂ savings resulting from the supply of the amount of fuel in point (a) calculated following the procedures laid down in Directive (EU) 2018/2001. (d) that the vehicles referred to in point (a) are technically compatible with the use of the type of sustainable and/or advanced renewable fuel in accordance with Regulation (EC) 715/2007; (e) that the information referred to in points (a) to (d) have also been notified to the competent authority in the specific Member State according to Article 7(6).’

Or. en

Amendment 344
Andreas Glück, Ulrike Müller

Proposal for a regulation
Article 1 – paragraph 1 – point 5 - point a a (new)

Present text

10. The Commission shall no later than 2023 **evaluate the possibility of developing** a common Union methodology for the assessment and the consistent data reporting of the full life-cycle CO₂ emissions of passenger cars and light commercial vehicles **that are placed** on the **Union** market. The Commission shall transmit to the European Parliament and to the Council that **evaluation**, including, where appropriate, proposals for follow-up measures, such as legislative proposals.

Amendment

(aa) paragraph 10) is replaced by the following:

"10. The Commission shall **draw up**, no later than 2023, a common Union methodology for the assessment and the consistent data reporting of the full life-cycle CO₂ emissions of passenger cars and light commercial vehicles on the **EU** market. The Commission shall transmit to the European Parliament and to the Council that **methodology**, including, where appropriate, proposals for follow-up measures, such as legislative proposals."

Or. en

(<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A02019R0631-20211202>)

Amendment 345

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 7 – paragraph 10 a (new)

Text proposed by the Commission

Amendment

(aa) the following paragraph is inserted:

'10a. In addition to the criteria laid down in Regulation (EU) 2019/1020, electric cars should only be considered sustainable if they have replaceable batteries.'

Or. de

Amendment 346

Pascal Canfin, Michal Wiezik, Martin Hojsík, Nicolae Ștefănuță, Ondřej Knotek, Susana Solís Pérez, María Soraya Rodríguez Ramos

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 8 a (new)

Text proposed by the Commission

Amendment

(5a) The following Article is inserted

"Article 8a

Creation of a dedicated fund for the most affected actors in the automotive value chain across the EU

By [6months entry into force of this Regulation], the Commission shall set up a dedicated transition fund for the automotive sector to help mitigate the negative effects on employment and local economies. The fund shall provide financial support to the most affected actors in the automotive value chain across the EU, focusing on small and medium sized suppliers."

Or. en

Amendment 347

Sylvia Limmer, Laura Huhtasaari, Matteo Adinolfi, Danilo Oscar Lancini, Rosanna Conte

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 8 – paragraph 2 – subparagraph 1

Present text

Amendment

The excess emissions premium under paragraph 1 **shall be** calculated using the

(5b) in Article 8, the first subparagraph of paragraph 2 is replaced by the following:

'The excess emissions premium under paragraph 1, which has so far been

following formula:

calculated using the formula *of* (Excess emissions x EUR 95) x number of newly registered vehicles, *shall be suspended until, in accordance with Article 1(3)(a), the Commission has developed a comprehensive vehicle emission measurement system. This system must take full and comprehensive account of all emissions created in the manufacture of the vehicle, the emissions during driving including the emissions of the energy this requires and the energy source and fuel-independent emissions such as wear and tear to brakes and tyres, and the emissions resulting from disposal. It must also highlight the corresponding changes that are to be made to other EU legal texts such as Regulation (EU) 2018/842.*

Or. de

(<https://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:02019R0631-20211202&from=EN>)

Amendment 348

Tiemo Wölken, Jens Geier, Mohammed Chahim, Cyrus Engerer, Sara Cerdas, Constanze Krehl, Rovana Plumb, Bernd Lange

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 8 – paragraph 4

Text proposed by the Commission

Amendment

(5a) Article 8(4) is replaced by the following:

‘4. The amounts of the excess emissions premium shall be spent in the framework of an extended Just Transition Fund to support the up- and re-skilling of workers in the sector, to coordinate and finance preventive and reactive measures to address restructuring at local and regional levels and is spent in close dialogue with the unions and worker’s

councils.'

Or. en

Amendment 349

Sara Cerdas, Cyrus Engerer, Rovana Plumb, Mohammed Chahim, Jytte Guteland, Petar Vitanov

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 8 – paragraph 4

Present text

Amendment

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

(5a) Article 8, paragraph 4 is replaced by the following:

"4. The amounts of the excess emissions premium shall be considered as revenue for the *Social Climate Fund*, with the objective of ensuring a just transition towards a climate-neutral economy, in particular to mitigate any negative employment impacts of the transition in the automotive sector throughout the Union, in particular in the regions and communities most affected by the transition."

Or. en

(https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv%3AOJ.L_.2019.111.01.0013.01.ENG&toc=OJ%3AL%3A2019%3A111%3ATOC)

Amendment 350

Bas Eickhout

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 8 – paragraph 4

Text proposed by the Commission

Amendment

(5a) Article 8(4) is replaced by the following:

4. The amounts of the excess emissions premium shall constitute externally assigned revenues in accordance with Article 21(5) of the Financial Regulation, and shall be allocated to the Social Climate Fund established by Regulation (EU) .../... [Social Climate Fund Regulation].

Or. en

Amendment 351

Radan Kanev

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 8– paragraph 4

Present text

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

Amendment

(5a) Article 8 (4) is replaced by the following:

" 4. The amounts of the excess emissions premium shall be considered as revenue *assigned to the Social Climate Fund, with the objective to ensure a just transition towards a climate-neutral economy and to moderate any negative employment impact of the transition in the automotive sector and other closely related sectors in all affected Member States. SMEs negatively affected by the transformation of the automotive industry shall receive support for mitigating the effects on their employment and the level of their economic activity.* "

(This amendments applies through the text)

Or. en

(<https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32019R0631&from=EN>)

Amendment 352

Bas Eickhout

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 9 – paragraph 3

Text proposed by the Commission

Amendment

(5b) Article 9, paragraph 3 is replaced by the following:

'3. The list referred to in paragraph 1 of this Article shall, for the publication by 31 October 2022, also indicate the 2025, 2026, 2027, 2028, 2029 and 2030 EU fleet-wide targets referred to in Article 1(4), 1(4a), (4b), (4c), (4d) and (5), respectively, calculated by the Commission in accordance with points 6.1.1, 6.1.1a, 6.1.1b, 6.1.1c, 6.1.1d, and 6.1.2 of Parts A and B of Annex I.

Or. en

Amendment 353

Sara Cerdas, Mohammed Chahim, Petar Vitanov

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 9 – paragraph 3

Present text

Amendment

3. The list referred to in paragraph 1 of this Article shall, for the publication by 31 October 2022, also indicate the following:

(a) the 2025 and 2030 EU fleet-wide targets referred to in Article 1(4) and (5), respectively, calculated by the Commission in accordance with points 6.1.1 and 6.1.2

(5b) Article 9, paragraph 3 is replaced by the following:

"3. The list referred to in paragraph 1 of this Article shall, for the publication by 31 October 2022, also indicate the following:

(a) the 2025, **2027** and 2030 EU fleet-wide targets referred to in Article 1(4), **1(4a)** and (5), respectively, calculated by the Commission in accordance with points

of Parts A and B of Annex I;

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

6.1.1, **6.1.1a** and 6.1.2 of Parts A and B of Annex I;

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

Or. en

(https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv%3AOJ.L_.2019.111.01.0013.01.ENG&toc=OJ%3AL%3A2019%3A111%3ATOC)

Amendment 354

Bas Eickhout

Proposal for a regulation

Article 1 – paragraph 1 – point 6

Regulation (EU) 2019/631

Article 10

Text proposed by the Commission

Amendment

(6) *in Article 10(2), the first sentence is replaced by the following:*

(6) *Article 10 is deleted*

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

Or. en

Justification

All passenger cars and light-commercial vehicles should eventually be zero-emission if the Union is to meet its climate-neutrality objective as set out in the EU Climate Law. There is no reason to continue derogations for certain manufacturers.