



**2021/0197(COD)**

21.12.2021

## **DRAFT OPINION**

of the Committee on Industry, Research and Energy

for the Committee on the Environment, Public Health and Food Safety

on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2019/631 as regards strengthening the CO<sub>2</sub> emission performance standards for new passenger cars and new light commercial vehicles in line with the Union's increased climate ambition (COM(2021)0556 – C9-0322/2021 – 2021/0197(COD))

Rapporteur for opinion: Dominique Riquet



## SHORT JUSTIFICATION

With a view to achieving the Green Deal's goal of carbon neutrality by 2050, the EU must reduce emissions across all sectors, including road transport, which accounts for 20% of total emissions, with cars and vans responsible for three quarters of that volume. This transition will, meanwhile, affect households, regions, workers and the car industry, while requiring significant public and private investment.

To meet this challenge, the Commission is proposing a de facto ban on all combustion technology for cars and vans in the EU from 2035. The rapporteur is in favour of the overall objective of decarbonising the EU vehicle fleet in order to achieve climate neutrality. He would, however, like to make a number of recommendations to overcome the possible pitfalls that may arise owing to the methodology, feasibility and consequences of the strategy:

### 1. Towards holistic emissions reduction

Your rapporteur considers that by focusing exclusively on vehicle exhaust emissions, the regulation fails to provide an approach accounting for the overall carbon impact of cars and vans. The emphasis on certain emissions sources means that technologies are no longer put on an equal footing, thus breaking with the principle of technological neutrality.

The progressive relocation of emission sources further up the value chain brought about by the rise of zero- or low-emission vehicles – which fall under the scope of other legislation – will make this regulation increasingly obsolete. To counter this risk of regulatory fragmentation, your rapporteur would prefer a broader carbon accounting system considering the life cycle of vehicles and fuel/energy, which would better reflect the true environmental impact of the various technologies involved.

### 2. Uncertainties linked to going all-in on electricity

While the rapporteur supports the electrification of the vehicle fleet and the move towards zero emissions, he fears that premature political decisions may underestimate the economic, industrial, social and ecological costs of this transition. Battery-powered vehicles are not 'zero emission' in respect of the environment (given the carbon footprint of their manufacturing, the weight of vehicles, the origin of electricity, the extraction and supply of materials, let alone in a context of increased pressure to extract these resources with projections for battery production increasing twentyfold by 2050). Serious questions also need to be asked about our electricity networks (in terms of decarbonisation, availability, performance and standardisation) and recharging infrastructure (network size correlated with autonomy, high investment requirements while Member States will suffer losses and transfers of tax revenue on fuels).

Betting everything on a single technology would at the same time undermine other sectors by causing major industrial disruptions in R&D, employment and European competitiveness. Our structural vulnerabilities will be aggravated if the Union does not first develop a competitive industrial ecosystem, install adequate infrastructures, decarbonise and consolidate its electricity generation system and secured its supply chains. Given the involvement of international giants that play by different environmental and competition rules, there is a high risk of increased dependence on imports of foreign technologies, condemning the Union to twofold failure in its goals of reducing its carbon footprint and consolidating its industry.

### 3. Complementary technologies, necessary support arrangements

In view of these uncertainties, it would be unwise to precipitously and radically outlaw one or more technical options that could prove useful in the future; what we should be doing is encouraging innovation and attempting to find complementary elements to the various technologies that prove successful. These transitional technologies can be environmentally friendly and offer complementary solutions to Member States that have to deal with a highly diverse economic, geographical, social or infrastructure situations.

To that end, the target of 2035 needs to be slightly altered with a view to maintain the strong message to the sector that we must decarbonise while preserving sufficient leeway for the development of efficient alternative technologies. A review clause is thus introduced for 2027, when lawmakers will be better able to account for these uncertainties, technological progress and market developments. Lastly, a fund for the automotive industry is necessary to help with the education and retraining of workers, with a view to guaranteeing the future viability, of Europe's manufacturing industry, which needs to bear the hallmark of excellence and be competitive on the global stage.

The rapporteur is convinced that these recommendations will give the Union the means to meet its environmental ambitions and respond to its social and industrial needs, thus enabling a more sustainable and resilient European economy will emerge.

## AMENDMENTS

The Committee on Industry, Research and Energy calls on the Committee on the Environment, Public Health and Food Safety, as the committee responsible, to take into account the following amendments:

### Amendment 1

#### 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

*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. ***To achieve this, coherence must be ensured by means of a series of legal texts that are intertwined given the cross-cutting nature of the issues (AFIR, Cars CO2, the regulation on batteries, RED II, LULUCF, etc.), all the more so since the way Parliament's business is organised means work generally takes place within each committee and can cause timetable synchronisation problems during negotiations on the various files. We thus***

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.

*need to avoid any regulatory fragmentation, which would send contradictory signals and set mutually incompatible objectives. The Green Deal* 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. *The strategy* 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.

Or. fr

## Amendment 2

### 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 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. fr

### Amendment 3

#### 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, ***as well as Europe's dependence on imported fossil fuels (oil imports worth EUR 227.5 billion in 2018 alone), in particular owing to the high consumption of carbon-emitting energy on the part of cars and vans (94%).***

Or. fr

### Amendment 4

#### 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 ('manufacture – use – scrapping' and the energy consumed ('extraction/production – transportation – consumption' or 'Well-***

*to-Tank') 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. fr

## Amendment 5

### 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. fr

## Amendment 6

### 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 necessary to strengthen the reduction requirements set out in Regulation (EU)

(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 Council<sup>25</sup> 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.

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<sup>25</sup> Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO<sub>2</sub> 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).

2019/631 of the European Parliament and of the Council<sup>25</sup> 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, owing 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.***

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<sup>25</sup> Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO<sub>2</sub> 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. fr

## Amendment 7

### Proposal for a regulation Recital 9

*Text proposed by the Commission*

(9) The strengthened CO<sub>2</sub> 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 CO<sub>2</sub> 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***

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.

***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 bind, with tightened environmental regulations, increasing investment needs in innovation and heightened international competition.*** Within the global context, also the EU automotive chain must ***continue to*** be a leading actor in the on-going transition towards zero-emission mobility. The strengthened CO2 emission reduction standards ***must remain*** technology neutral in reaching the fleet-wide targets that they set. Different technologies ***must 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 ***which run on advanced biofuels or synthetic fuels as defined in Directive (EU) 2018/2001<sup>1a</sup>, which is currently under review,*** can continue to play a role in the transition pathway.

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***<sup>1a</sup> 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. fr

## Amendment 8

### Proposal for a regulation Recital 9 a (new)

**(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. fr

## Amendment 9

### Proposal for a regulation Recital 9 b (new)

**(9b) 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 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. fr

## Amendment 10

### Proposal for a regulation Recital 10

*Text proposed by the Commission*

(10) Against that background, new strengthened CO<sub>2</sub> 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 CO<sub>2</sub> 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 **and low-emission** vehicles on the Union market and to stimulate innovation in zero-emission technologies in a cost-efficient way.

Or. fr

## Amendment 11

### Proposal for a regulation Recital 11

*Text proposed by the Commission*

(11) The targets in the revised CO<sub>2</sub> 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 CO<sub>2</sub> 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- and re-skilling of workers in the sector and the economic diversification and reconversion of activities. ***Financial*** support should ***therefore*** be ***stepped up*** 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 Automotive Sector Support Fund*** 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 12**

**Proposal for a regulation**  
**Recital 11 a (new)**

*Text proposed by the Commission*

*Amendment*

***(11a) A structural effect of the transition to zero-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 and from income from excess emissions premiums.*

Or. fr

## Amendment 13

### Proposal for a regulation Recital 11 b (new)

*Text proposed by the Commission*

*Amendment*

*(11b) It will not be possible to achieve the long-term goal of entirely decarbonising European mobility without technological innovation and technical progress. With that in mind, and in the face of increased international competition, it is essential that the Union and Member States continue their efforts to explore and develop initiatives that promote the synergies possible in the sector, taking as a model the EU Batteries Alliance, and support public and private investment in European automotive research and innovation in order to maintain European technological leadership in that sector, to develop industrial excellence in the technologies of the future on European soil and to ensure the long-term sustainability of its industrial base, keeping it efficient and competitive on the world market.*

Or. fr

## Amendment 14

### Proposal for a regulation Recital 12

(12) The updated New Industrial Strategy<sup>26</sup> 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

(12) The updated New Industrial Strategy<sup>26</sup> 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 **and low-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.

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<sup>26</sup> 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

automotive supply chain are continuing. Innovative technologies such as the production of **advanced biofuels and** 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.

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<sup>26</sup> 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. fr

## Amendment 15

### Proposal for a regulation Recital 12 a (new)

*Text proposed by the Commission*

*Amendment*

***(12a) It is also essential to ensure the future viability of the European manufacturing industry and to strengthen of the Union's strategic autonomy that the Commission works together with Member States and industrial stakeholders to secure the supply chain in the strategic materials and rare earths needed for new low-carbon technologies.***

Or. fr

## Amendment 16

### Proposal for a regulation Recital 12 b (new)

*Text proposed by the Commission*

*Amendment*

***(12b) Although this Regulation only***

*applies to new passenger cars and light commercial vehicles on the market, it is important to include it in a more comprehensive EU-wide action plan to decarbonise the existing fleet. The current fleet will remain a factor that contributes towards environmental underperformance for an extended period into the future owing to the slow pace of fleet renewal. To speed up the reduction of emissions from the existing fleet, it is of the utmost importance that the Commission puts forward legislative measures without delay to establish a framework that is favourable to retrofitting and encourages the use of low-carbon fuels, to accelerate the modal shift for freight and passengers and to encourage more environmentally friendly transport habits (carpooling, soft mobility and public transport in cities, etc.).*

Or. fr

## Amendment 17

### 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 Council<sup>27</sup>.

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<sup>27</sup> 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) **The** EU fleet-wide targets **set in this regulation** 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 Council<sup>27</sup>.

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<sup>27</sup> Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307 28.10.2014, p. 1).

Or. fr

## Amendment 18

### 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. fr

## Amendment 19

### 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 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 **and low-emission** vehicles in a cost-efficient manner. **It** is therefore appropriate to maintain the approach of decreasing target levels in steps. **With a view to ensuring the effectiveness of this regulation in the face of market developments, technological advances and the Union's objective of reducing emissions, a review of this Regulation should be undertaken in 2027.**

Or. fr

**Amendment 20**

**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 CO<sub>2</sub>/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. **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 CO<sub>2</sub>/km.

Or. fr

## Amendment 21

### Proposal for a regulation Recital 17 a (new)

*Text proposed by the Commission*

*Amendment*

***(17a) Use of the mass-based utility parameter to calculate specific emissions targets for manufacturers should be maintained until 2025 for passenger cars. This is because the increasing weight of cars offered for sale has been used as an abatement option enabling manufacturers to set less ambitious targets, although heavier vehicles are less energy efficient (due to higher fuel/energy consumption), take up more urban space, constitute a road-safety hazard (due to more violent collisions), and are more harmful to human health (due to higher non-engine-related emissions). The Commission should therefore develop proposals to incentivise weight reduction, including for zero- and low-emission vehicles, in order to encourage the production of more material-efficient vehicles.***

Or. fr

## Amendment 22

### 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 and beyond should be reviewed in **2027**. For this review, all aspects considered in the two yearly reporting should be considered.

Or. fr

## Amendment 23

### 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 premium 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**

Or. fr

## Amendment 24

### 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:**

**‘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.’**

**Amendment 25****Proposal for a regulation****Article 1 – subparagraph 1 – point 1 – point b**

Regulation (EU) 019/631

Article 1 – paragraph 5a – 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. fr

*Justification*

*Introducing a target of reducing exhaust emission by 100% contravenes the principle of technological neutrality by imposing a de facto prohibition any non-electric technology.*

**Amendment 26****Proposal for a regulation****Article 1 – subparagraph 1 – point 1 – point b**

Regulation (EU) 2019/631

Article 1 – paragraph 5a – 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 **95 %** reduction of the target in 2021 determined in accordance with Part B, point 6.1.3, of Annex I.

Or. fr

## Amendment 27

### 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) a new definition is introduced:**

**‘n (a) ‘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. fr

## Amendment 28

### Proposal for a regulation

Article 1 – subparagraph 1 – point 5 – point a a (new) Regulation (EU) 2019/631

Article 7 – paragraph 10

*Text proposed by the Commission*

*Amendment*

**(aa) paragraph 10 is replaced by the following:**

**‘10. The Commission shall draw up, no later than 31 December 2023, a common Union methodology for the assessment and the consistent data reporting of the full life-cycle CO<sub>2</sub> 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. fr

## Amendment 29

### Proposal for a regulation

Article 1 – subparagraph 1 – point 5 – point a b (new) Regulation (EU) 2019/631

Article 7 – paragraph 10 a (new)

*Text proposed by the Commission*

*Amendment*

*(ab) the following paragraph is inserted:*

*‘10a. From 1 January 2024 onwards, manufacturers may, on a voluntary basis, submit the life cycle CO<sub>2</sub> emissions data for passenger cars and light commercial vehicles on the EU market referred to in paragraph 10 to the competent authorities referred to in paragraph 6 and to the Member States, which shall then submit them to the Commission in accordance with paragraph 2. From 1 January 2028 onwards, this data shall be incorporated into the information listed in Part A of Annexes II and III;’*

Or. fr

## Amendment 30

### Proposal for a regulation

Article 1 – subparagraph 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.*

*(5 a) Article 8(4) is replaced by the following:*

*‘4. The amounts of the excess emissions premium shall be allocated to a support fund dedicated to the automotive sector, including car manufacturers, their component suppliers and ancillary maintenance and repair services. The purpose of the fund shall be to retrain workers, particularly for small and medium-sized enterprises, with a view to ensuring a just transition towards a carbon-neutral economy.’*

**Amendment 31****Proposal for a regulation****Article 1 – subparagraph 1 – point 5 b (new) Regulation (EU) 2019/631****Article 8 a (new)***Text proposed by the Commission**Amendment***5b. The following Article is inserted:*****‘Article 8a******Establishment of a support fund***

- 1. This regulation establishes the Automotive Sector Support Fund (ASSF) to lend support to that sector, which is facing serious socio-economic challenges deriving from the transition process towards a climate-neutral EU economy by 2050. The measures and investments supported by ASSF shall benefit workers in the automotive sector, which includes car manufacturers, their component suppliers and ancillary maintenance and repair sectors.***
- 2. The ASSF shall support the Investment for jobs and growth goal in all Member States. It shall lend support to the Member States for the purposes of funding measures and investments to address the economic and social consequences of the transition, in particular the expected retraining and job losses in the automotive sector, including in small and medium-sized enterprises.***
- 3. The resources allocated to the ASSF as part of efforts to meet the goal of ‘Investment for jobs and growth’ shall come from the Union budget and income from the excess emissions premium, as defined in Article 8 of this Regulation.***
- 4. In accordance with paragraph 1, the ASSF shall exclusively support the following activities:***
  - (a) worker retraining;***

- (b) *jobseeker assistance for job searches and active inclusion;*
- (c) *investment in converting Europe's industrial fabric'*

Or. fr

## Amendment 32

### Proposal for a regulation

Article 1 – subparagraph 1 – point 5 a (new) Regulation (EU) 2019/631

Article 12 – paragraph 3 a (new)

*Text proposed by the Commission*

*Amendment*

**6a. in Article 12, the following paragraph is inserted:**

**'3a. 'The Commission shall draw up, no later than 31 December 2023, a common Union methodology for the assessment and the consistent data reporting of the full life-cycle CO<sub>2</sub> emissions of fuels and energy consumed by vehicles on the EU market.'**

Or. fr

## Amendment 33

### Proposal for a regulation

Article 1 – subparagraph 1 – point 7 a (new) Regulation (EU) 2019/631

Article 14 – paragraph 1

*Present text*

*Amendment*

1. The M<sub>0</sub> and TM<sub>0</sub> values referred to in Parts A and B of Annex I shall be adjusted as follows:

(a) by 31 October 2020, the M<sub>0</sub> value in point 4 of Part A of Annex I shall be adjusted to the average mass in running order of all new passenger cars registered

**(7a) Article 14(1) of Directive 97/24/EC is replaced by the following:**

'1. The M<sub>0</sub> and TM<sub>0</sub> values referred to in Parts A and B of Annex I shall be adjusted as follows:

(a) by 31 October 2020, the M<sub>0</sub> value in point 4 of Part A of Annex I shall be adjusted to the average mass in running order of all new passenger cars registered

in 2017, 2018, and 2019. That new  $M_0$  value shall apply from 1 January 2022 until 31 December 2024;

(b) by 31 October 2022, the  $M_0$  value in point 4 of Part B of Annex I shall be adjusted to the average mass in running order of all new light commercial vehicles registered in 2019, 2020 and 2021. That new  $M_0$  value shall apply in 2024;

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

(d) by 31 October 2024, and every second year thereafter, the  $TM_0$  value in point 6.2 of **Parts A and B** of Annex I shall be adjusted to the respective average test mass of all **new passenger cars and** new light commercial vehicles registered in the preceding two calendar years, starting with 2022 and 2023. The new  $TM_0$  values shall apply from 1 January of the calendar year following the date of the adjustment.

in 2017, 2018, and 2019. That new  $M_0$  value shall apply from 1 January 2022 until 31 December 2024;

(b) by 31 October 2022, the  $M_0$  value in point 4 of Part B of Annex I shall be adjusted to the average mass in running order of all new light commercial vehicles registered in 2019, 2020 and 2021. That new  $M_0$  value shall apply in 2024;

(c) by 31 October 2022, the indicative  $TM_0$  value for 2025 shall be determined as the respective average test mass of all new light commercial vehicles registered in 2021;

(d) by 31 October 2024, and every second year thereafter, the  $TM_0$  value in point 6.2 of **Part B** of Annex I shall be adjusted to the respective average test mass of all new light commercial vehicles registered in the preceding two calendar years, starting with 2022 and 2023. The new  $TM_0$  values shall apply from 1 January of the calendar year following the date of the adjustment.’

Or. fr

## Amendment 34

### Proposal for a regulation

#### Article 1 – subparagraph 1 – point 9

Regulation (EU) 2019/631

Article 14a – subparagraph 1

*Text proposed by the Commission*

By 31 December 2025, and every two years thereafter, the Commission shall report on the progress towards zero emission road mobility. The report shall in particular monitor and assess the need for possible additional measures to facilitate the transition, including through financial means.

*Amendment*

By 31 December 2025, and every two years thereafter, the Commission shall report on the progress towards zero emission road mobility. ***The report shall assess and ascertain whether this regulation needs to be modified to take a more holistic and comprehensive approach to emissions, on the basis of the methodologies set out in Articles 7(10) and 12(3a).*** The report shall in particular monitor and assess the need for possible

additional measures to facilitate the transition, including through financial means.

Or. fr

## Amendment 35

### Proposal for a regulation

#### Article 1 – subparagraph 1 – point 9

Regulation (EU) 2019/631

#### Article 14 a – subparagraph 2

##### *Text proposed by the Commission*

In the reporting, the Commission shall consider all factors that contribute to a cost-efficient progress towards climate neutrality by 2050. This includes the deployment of zero- and low-emission vehicles, progress in achieving the targets for the roll-out of recharging and refuelling infrastructure as required under the Alternative Fuels Infrastructure Regulation, the potential contribution of innovation technologies and sustainable alternative fuels to reach climate neutral mobility, impact on consumers, progress in social dialogue as well as aspects to further facilitate an economically viable and socially fair transition towards zero emission road mobility.;

##### *Amendment*

In the reporting, the Commission shall consider all factors that contribute to a cost-efficient progress towards climate neutrality by 2050. This includes the deployment of zero- and low-emission vehicles, ***the transition from a purely exhaust-emissions-based to a holistic life-cycle-analysis-based approach to emissions, the threshold of grammes of CO<sub>2</sub> used for defining what constitutes a low-emission vehicle and, if necessary, the revision thereof***, progress in achieving the targets for the roll-out of recharging and refuelling infrastructure as required under the Alternative Fuels Infrastructure Regulation, the potential contribution of innovation technologies and sustainable alternative fuels to reach climate neutral mobility, impact on consumers, progress in social dialogue as well as aspects to further facilitate an economically viable and socially fair transition towards zero emission road mobility;

Or. fr

## Amendment 36

### Proposal for a regulation

#### Article 1 – subparagraph – point 10 – point a

Regulation (EU) 2019/631  
Article 15 – paragraph 1 – subparagraph 1

*Text proposed by the Commission*

The Commission shall, in **2028**, review the effectiveness and impact of this Regulation, building on the two yearly reporting, and submit a report to the European Parliament and to the Council with the result of the review.

*Amendment*

The Commission shall, in **2027**, review the effectiveness and impact of this Regulation, building on the two yearly reporting, and submit a report to the European Parliament and to the Council with the result of the review.

Or. fr

**Amendment 37**

**Proposal for a regulation**

**Article 1 – subparagraph – point 10 – point a**  
Regulation (EU) 2019/631  
Article 15 – paragraph 1 – subparagraph 2

*Text proposed by the Commission*

**Where appropriate, the** report shall be accompanied by a proposal for amendment of this Regulation.

*Amendment*

**The** report shall be accompanied by a proposal for amendment of this Regulation.

Or. fr

**Amendment 38**

**Proposal for a regulation**

**Annex I – subparagraph 1 – point 1 – point d a (new)** Regulation (EU) 2019/631  
Annex I – Part A – point 6.2.1

*Present text*

Specific emissions reference targets for 2025 to 2029

The specific emissions reference target = EU fleet-wide target<sub>2025</sub> + ***a*2025 · (TM – TM<sub>0</sub>)**

*Amendment*

**(da) point 6.2.1 is replaced by the following:**

‘Specific emissions reference targets for 2025 to 2029

The specific emissions reference target = EU fleet-wide target<sub>2025</sub>

where:

EU fleet-wide target<sub>2025</sub> is as determined in accordance with point 6.1.1;

*a*<sub>2025</sub> is

*a*<sub>2021</sub> · EU fleet-wide target<sub>2025</sub>

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*Average emissions*<sub>2021</sub>

where:

*a*<sub>2021</sub> is the slope of the best fitting straight line established by applying the linear least squares fitting method to the test mass (independent variable) and the specific emissions of CO<sub>2</sub> (dependent variable) of each new passenger car registered in 2021

*Average emissions*<sub>2021</sub> is the average of the specific emissions of CO<sub>2</sub> of all new passenger cars registered in 2021 of those manufacturers for which a specific emissions target is calculated in accordance with point 4;

*TM* is the average test mass in kilograms (kg) of all new passenger cars of the manufacturer registered in the relevant calendar year;

*TM0* is the value in kilograms (kg) determined in accordance with point (d) of Article 14(1).

where:

EU fleet-wide target<sub>2025</sub> is as determined in accordance with point 6.1.1;'

Or. fr

## Amendment 39

### Proposal for a regulation

#### Annex I – subparagraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.2

*Text proposed by the Commission*

*Amendment*

6.3.2 Specific emissions targets for 2030 to 2034

6.3.2 Specific emissions targets for 2030 to 2034

Specific emissions target = EU fleet-wide target<sub>2030</sub> +  $a_{2030} \cdot (TM - TM_0)$

*where:*

*EU fleet-wide target<sub>2030</sub> is as determined in accordance with point 6.1.2;*

*$a_{2030}$  is  $\frac{a_{2021} \cdot EU_{fleet-wide} target_{2030}}{average emissions_{2021}}$*

*where:*

*$a_{2021}$  is as defined in point 6.2.1;*

*average emissions<sub>2021</sub> is as defined in point 6.2.1*

*TM is as defined in point 6.2.1;*

*TM<sub>0</sub> is as defined in point 6.2.1;*

The specific emissions reference target = EU fleet-wide target<sub>2030</sub>

Or. fr