



2021/0197(COD)

28.4.2022

OPINION

of the Committee on Transport and Tourism

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 CO₂ 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: Karima Delli

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SHORT JUSTIFICATION

Improved emission performance standards for new passenger cars and light commercial vehicles have the potential to cut CO₂ emissions. At the same time, they also contribute to achieving the legally binding emission reduction target for 2030 and the climate neutrality objective under the European Climate Law. Furthermore, new strengthened CO₂ emission reduction targets can result in significant fuel savings for customers as well as improvements in air quality for our citizens.

The current target level under the Regulation (EU) 2019/631 shows the insufficient contribution of light-duty vehicles to increased ambition on GHG emission reduction. The GHG emissions from road transport represent almost 20 % of total EU GHG emissions and have significantly increased since 1990. The rapporteur considers the need to substantially increase the ambition of the CO₂ standards for cars and vans and supports an end date of 2035 at the latest, by which time all new cars and vans on the EU market should be zero-emission. Therefore, the rapporteur proposes strengthening CO₂ emission targets starting from 2025, interim targets from 2027, and more ambitious targets from 2030.

The transition from fossil-fuelled vehicles to zero-emission vehicles needs to be done with the proper measures in order to be affordable and accessible not only for the high-income citizens but also for the lower income citizens. In terms of affordability, the main driver of decreasing costs is the manufacturers' investments in zero-emission vehicles, which ensure further cost reduction and stimulate the demand side. Improved emission performance standards and strengthened targets are the primary measures to effectively increase the investments in the supply of zero-emission vehicles and make them affordable for everyone. In the long run, consumers, both first and second-hand vehicle owners, will benefit from a marked reduction in the total cost of car ownership, as they will pay much less for fuelling and maintaining their vehicles.

The last commitments from car manufacturers on zero-emission vehicles show that the industry is ready for this transition, and the target levels must not lag behind market potential. A huge transition is happening fast in today's global automotive landscape, and zero-emission technologies are developing rapidly. New players are now focusing on zero-emission vehicles, and any delays in regulatory measures could create a risk that the automotive industry in the EU could lose its competitiveness.

The transition towards zero-emission vehicles will require structural changes in the automotive value chain. For this reason, the social impacts of the transition in the automotive sector must be seriously taken into account. The rapporteur considers that the process of phase out of fossil-fuelled vehicles needs to go hand in hand with phase in measures for the workers in the automotive sector. Such measures need to be envisaged into the Just transition plans and the Social Climate plans under the new Regulation establishing the Social Climate fund. Therefore, the rapporteur proposes the amounts of the excess emissions premium to be considered as revenue assigned to the Social Climate Fund to mitigate any negative employment impact of the transition in the sector.

A successful transition to zero emission mobility requires a coherent policy framework for vehicles, infrastructures, electricity grids, employment programs, and economic incentives across EU, national, regional, and local levels. That goes together with the proper deployment

of alternative fuels infrastructure. Such infrastructure has to be put in place without delay. More infrastructure will increase competition and will likely reduce charging and refueling costs. It will equally enable more zero- and low-emission vehicles to come into the market, driving down the vehicle costs.

With this opinion the rapporteur seeks to ensure that the future vehicle fleet will contribute to achieving at least 55% net emission reduction by 2030 and climate neutrality by 2050.

AMENDMENTS

The Committee on Transport and Tourism 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 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, **which require consistency between all of them in order to avoid regulatory fragmentation as well as conflicting measures with the other pieces of legislation related to emissions,** 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 segments 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 therefore be ensured that the transition is just and inclusive, leaving

no one behind.

Amendment 2

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 3

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

(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 the aim, as appropriate, of achieving negative emissions thereafter*** in legislation. That Regulation also ***increased the Union intermediate climate target for 2030 to at least 55 % net GHG emissions reduction*** below 1990 levels by 2030.

²⁴ Regulation (EU) **2021/1119** of the European Parliament and of the Council of **30 June** 2021 establishing the framework for achieving climate neutrality and amending Regulations **(EC) No 401/2009 and** (EU) 2018/1999 ('European Climate Law') (OJ L **243**, **9.7. 2021**, **p.1**).

Amendment

(6) All sectors of the economy are expected to contribute to achieving those emission reductions, ***in particular*** the road transport sector ***which is the only sector that has increased its emissions compared to 1990, accounting for almost 20 % of the GHG emissions, although at increased transport levels, and which represents more than 70 % of the Union's total***

transport emissions.

Amendment 4

Proposal for a regulation Recital 6 a (new)

Text proposed by the Commission

Amendment

(6a) The ‘UN Climate Change Conference UK 2021’, known as COP26, adopted a commitment to accelerate the global transition to zero emissions vehicles. It also committed to the transition to be just and sustainable, so that no region or community is left behind and highlighted the importance of ensuring a just transition of the workforce and the creation of decent work and quality jobs.

Amendment 5

Proposal for a regulation Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) In line with Regulation (EU) 2019/631 of the European Parliament and of the Council^{1a} 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 targets, 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 31 December 2023, a harmonised methodology for reporting the carbon footprint of the life-cycle of vehicles, in order to obtain an overall view of the environmental impacts of passenger cars and light commercial vehicles and to thus ensure a comprehensive set of

reinforced measures aiming to achieve the Union's climate objectives consistently.

^{1a} 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 6

Proposal for a regulation Recital 7 b (new)

Text proposed by the Commission

Amendment

(7b) Achieving the objectives of this Regulation will have important consequences at industrial, social and transport level, and thus programmes to ensure training for new jobs that are accessible to all need to be envisaged.

Amendment 7

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) 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***

(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. ***Due to the economic and social***

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

importance of road transport those measures will have cross-sector consequences. Well targeted measures should ensure therefore competitiveness of the automotive industry, maintenance of jobs and gender balance, in combination with social targeted measures in order to achieve an accepted and orderly transition in the automotive sector.

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).

Amendment 8

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, fuel-cell and other hydrogen powered

Amendment

(9) The strengthened CO₂ emission reduction requirements should incentivise an increasing share of **low and** 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 **and employment levels** in the automotive value chain can be maintained **in Europe and that mobility remains accessible and affordable for everyone. The automotive industry remains one of the pillars of the Union economy, contributing 7 % of Union 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**

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.

transition, as Union manufacturers are now facing a triple bind, with tightened environmental regulations, increasing investment needs in innovation and heightened international competition. Within the global context, the EU automotive chain must ***continue to*** be a leading actor in the on-going transition towards ***net*** zero-emission mobility. The strengthened CO₂ emission reduction standards ***must be*** technology neutral in reaching the fleet-wide targets that they set. Different technologies ***remain and need to*** 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 ***depending on their respective full lifecycle emissions***, and technological innovations are ***continuing***. Zero and low-emission vehicles, which also include well performing plug-in hybrid electric vehicles ***possibly running on advanced biofuels or synthetic fuels as defined in Directive (EU) 2018/2001 of the European Parliament and of the Council^{1a}, that is currently under review***, can continue to play a role in the transition pathway. ***Therefore the Commission should further develop the possibility that low-emission vehicles include a digital solution to be able to detect zero emission zones and initiate the electric driving mode.***

^{1a} ***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).***

Amendment 9

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 as soon as the common methodology is agreed.

Amendment 10

Proposal for a regulation

Recital 10

Text proposed by the Commission

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.

(10) Against that background, new strengthened CO₂emission 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. **It is thus important not to limit road transport to a single technology but rather encourage innovation and complementarities between efficient alternative technologies. In that respect, the risk of supply tensions should also be assessed and addressed in order to meet the Union 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 security of the supply chain in the strategic materials, the impacts on electricity networks, in terms of decarbonisation, availability, performance**

and standardisation, or on the rollout of recharging infrastructures, in terms of network size correlated with autonomy, high private and public investment requirements, should be considered.

Amendment 11

Proposal for a regulation Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) The average age of passenger cars and light-duty vehicles has increased in the Union as a result of COVID-19 and the uncertainty generated by the transition to the technology of the future, leading to an increase in CO₂ emissions and a progressive increase in the accident rate which doubles for older cars. In the most recent tests for the European New Car Assessment Programme (Euro NCAP), for passengers in cars rated with five stars, the risk of fatal injury and the risk of serious injury is 68 % and 23 % lower, respectively, than for passengers in cars rated with two stars. In that sense, to achieve the climate objectives for the year 2030 and 2050 as well as the objectives of the European Union Policy Framework for Road Safety for 2021, with its long-term strategic objective of approaching zero deaths and zero serious injuries on Union roads by 2050 ('Vision Zero'), and its medium-term objective of reducing the number of deaths and serious injuries by 50 % by 2030, it will be necessary to replace old cars with newer and more technologically advanced cars. Their demand should be stimulated, if necessary, with renewal schemes that could be partly financed by the Union budget and encouraged by the use of high performance tyres.

Amendment 12

Proposal for a regulation Recital 10 b (new)

Text proposed by the Commission

Amendment

(10b) The use of high performance tyres should be further encouraged as they reduce energy consumption and emissions, including rolling noise, while maintaining vehicle safety.

Amendment 13

Proposal for a regulation Recital 10 c (new)

Text proposed by the Commission

Amendment

(10c) Clear regulatory signals should allow manufacturers to deliver their investments decisions. The absence of those signals could create a risk that the automotive industry in the Union lose competitiveness and technological leadership by not investing rapidly and lose market share in the global and home markets.

Amendment 14

Proposal for a regulation Recital 10 d (new)

Text proposed by the Commission

Amendment

(10d) Strengthening the social dialogue in the automotive sector is crucial in the process of negotiating and adopting the territorial just transition plans and national social climate plans at manufacturer, regional and sectoral levels. It is crucial to ensure the transformation of the labour force in a particular geographical area and in a way

that reflects the region's possibilities.

Amendment 15

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 States including the differences in purchasing power of citizens*, 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. 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 Social Climate Fund, with specific budgetary line 'automotive sector support'* 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 16

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 ***in full transparency and in consultation with all stakeholders*** 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 ***sustainability and*** 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 ***especially in regions with a high percentage of jobs related to the automotive value chain***. The progress report will also build on the two-year progress reports that Member States submit

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.

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 **and allowing inter alia for the accounting of green steel and recycled materials, as well as the energy mix in the respective Member State of circulation**. Innovations in the 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.

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

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 Council²⁷.

Amendment

(13) Those EU fleet-wide targets **should** be complemented by the necessary roll-out of recharging and refuelling infrastructure as set **as part of the revision of** 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 as set out in Directive 2010/31/EU of the European Parliament and of the Council^{1a}. An ambitious proposal for a Regulation on Alternative Fuel Infrastructure should provide mandatory targets for the deployment of alternative fuel infrastructure throughout the 27**

Member States. The Commission should ensure Member States receive financing support for a balanced and equal deployment of alternative fuel infrastructure within their territories to ensure equal access, as well as a seamless and up-to-date European transport network.

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).

^{1a} ***Directive 2010/31/EU of the European Parliament and of the Council of 19 May 2010 on the energy performance of buildings (OJ L 153, 18.6.2010, p. 13).***

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. Any increase in this Regulation's emission-reduction targets, should therefore go hand-in-hand with an increase in rollout targets set as part of the revision of Directive 2014/94/EU of the European Parliament and of the Council^{1a}. In that connection, it is vital that investment in its deployment should be continued and increased. Moreover, 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 be needed 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.

^{1a} 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 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 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 **and low-emission** vehicles in a cost-efficient manner. It is therefore appropriate to maintain the approach of decreasing target levels in five-year steps. ***In order to ensure the effectiveness of the measures adopted in this Regulation, taking into account the evolution of the sector, the increased cost of compliance for the manufacturers and the behaviour of the public, a review of this Regulation should be carried out in 2027.***

Amendment 20

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

Amendment

(15) With the stricter EU fleet-wide targets from 2030, manufacturers will have to deploy significantly more **low- and** zero-emission vehicles on the Union market.

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.*

The incentive mechanism for ZLEV will continue to support the deployment of vehicles with emissions from zero up to 50 g CO₂/km.

Amendment 21

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 22

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.

Amendment 23

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

Amendment 24

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 a harmonized methodology for reporting on the life-cycle of vehicles, and taking into account industrial and social consequences of the defined targets.

Amendment 25

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 26

Proposal for a regulation
Recital 25 a (new)

Text proposed by the Commission

Amendment

(24) The **amounts of the excess emissions premium should be considered as revenue assigned to a specific budgetary line ‘automotive sector support’ of the Social Climate Fund, with the objective to ensure a just transition towards a climate-neutral economy, in particular to mitigate any negative employment impact of the transition in the automotive sector in all affected Member States, in particular in the regions and the communities most affected by the transition.**

(25a) **While recognising the low life-cycle emissions of biomethane and its potential to provide cost-effective CO₂ emission reductions, a certain number of clearly defined biomethane new passenger cars and vans would be excluded in determining the average specific emissions of CO₂ for all the new cars and vans in a transition period. Although Regulation (EC) No 715/2007 of the European Parliament and of the Council^{1a} does not cover passenger cars and light commercial vehicles with a reference mass exceeding 2610 kg, the emissions for these vehicles should be measured in accordance with the same measurement procedures as specified pursuant to Regulation (EC) No 715/2007, and the correlation procedures adopted on**

the basis of Regulation (EC) No 443/2009 of the European Parliament and of the Council^{1b} and Regulation (EU) No 510/2011 of the European Parliament and of the Council^{1c}. The resulting CO₂ emission values should be entered in the certificate of conformity of the vehicle in order to enable their inclusion in the monitoring scheme.

^{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 (OJ L 171, 29.6.2007, p. 1).

^{1b} Regulation (EC) No 443/2009 of the European Parliament and of the Council of 23 April 2009 setting emission performance standards for new passenger cars as part of the Community's integrated approach to reduce CO₂ emissions from light-duty vehicles (OJ L 140, 5.6.2009, p. 1).

^{1c} Regulation (EU) No 510/2011 of the European Parliament and of the Council of 11 May 2011 setting emission performance standards for new light commercial vehicles as part of the Union's integrated approach to reduce CO₂ emissions from light-duty vehicles (OJ L 145, 31.5.2011, p. 1).

Amendment 27

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point b

Regulation (EU) 2019/631

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

Text proposed by the Commission

(a) for the average emissions of the new passenger car fleet, an EU fleet-wide

Amendment

(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.

target equal to a **90** % 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 **90** % reduction of the target in 2021 determined in accordance with Part B, point 6.1.3, of Annex I.

Amendment 28

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

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

Amendment

(ba) point (m) is replaced by the following:

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

(Regulation (EU) 2019/631)

Amendment 29

Proposal for a regulation

Article 1 – paragraph 1 – point 3 – point b b (new) Regulation (EU) 2019/631

Article 3 – point n a new

Text proposed by the Commission

Amendment

(bb) in paragraph 1, the following point is added:

‘(na) ‘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.’;

Amendment 30

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 4 – paragraph 3

Present text

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

(4a) in Article 4, paragraph 3 is replaced by the following:

‘3. 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 commercial vehicles*** registered in the relevant year shall be taken into account:

- 95 % in 2020,
- 100 % from 2021 onwards ***[the date referred to in Article 19]. Manufacturer of biomethane vehicles, which comprises not more than 5 % of newly registered corresponding vehicles in the relevant year, are excluded until 31 December 2029.’***

Amendment 31

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 6 – paragraph 2 –point d

Present text

(d) the category of vehicles registered as M1 ***or*** N1, for which the pool shall apply.

Amendment

(4b) in Article 6, paragraph 2, point (d) is replaced by the following:

‘(d) the category of vehicles registered as M1 ***or*** N1, ***or as both***, for which the pool shall apply.’;

Amendment 32

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 7 – paragraph 10

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 **31 December 2023**, a common Union methodology for the assessment and the consistent data reporting of the full life-cycle CO₂ emissions of **fuels and energy consumed by** 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.’;

Amendment 33

Proposal for a regulation

Article 1 – paragraph 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 CO₂ emissions data for passenger cars and light commercial vehicles on the Union 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, that data shall be incorporated into the information listed in Part A of Annexes II and III.’;

Amendment 34

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) in Article 8, paragraph 4 is replaced by the following:

‘4. The amounts of the excess emissions premium shall be considered as revenue assigned to a specific budgetary line ‘automotive sector support’ of the Social Climate Fund, with the objective to ensure a just transition towards a climate-neutral economy, in particular to mitigate any negative employment impact of the transition in the automotive sector in all affected Member States, in particular in the regions and the communities most affected by the transition. That specific budgetary line of the Social Climate Fund 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. The resources allocated shall come from the Union budget and income from the excess emissions premium, as defined in Article 8 of this Regulation. They shall support the following activities: worker retraining, jobseeker assistance for job searches and active inclusion, and investment in converting Union’s industrial fabric.’;

Amendment 35

Proposal for a regulation

Article 1 – paragraph 1 – point 6

Regulation (EU) 2019/631

Article 10 – paragraph 2 – first sentence

Text proposed by the Commission

Amendment

(6) in Article 10(2), the first sentence is replaced by the following:

deleted

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

Amendment 36

Proposal for a regulation

Article 1 – paragraph 1 – point 6 a (new)

Regulation (EU) 2019/631

Article 11a (new)

Text proposed by the Commission

Amendment

(6a) the following Article 11a is inserted:

‘Article 11a

Use of synthetic and alternative fuels

1. Upon application by a manufacturer, CO₂ savings achieved through the use of synthetic and advanced alternative fuels (‘alternative fuels’) shall be considered in accordance with paragraphs 2 and 3 of this Article.

2. The contribution of the CO₂ savings achieved through the use of alternative fuels may be accounted for the manufacturer’s average specific CO₂ emissions as referred to in paragraph 1 of this Article. CO₂ savings achieved through the use of alternative fuels may be allocated to individual vehicles which

are technically capable of using the credited alternative fuel in accordance with Regulation (EC) 715/2007.

3. Each Member State shall record for each calendar year the quantities of alternative fuels placed on the market by a manufacturer, or the quantities of alternative fuels allocated to a manufacturer, and shall provide appropriate certification of these quantities and the resulting CO₂ savings by correspondingly applying the certification and documentation procedure laid down in Directive (EU) 2018/2001.

The Member States shall ensure that credits are issued only for quantities that meet the requirements of Directive (EU) 2018/2001 and where it is ensured that no simultaneous allocation takes place against the reduction targets set out in Article 25(1) of Directive (EU) 2018/2001. The credits shall indicate the issuing Member State, their period of validity, and the quantity and type of alternative fuel for which they were issued. The credits shall be tradable. With a view to minimising the risk of single quantities being claimed more than once in the Union, Member States and the Commission shall strengthen cooperation among national systems, including, where appropriate, the exchange of data. Where the competent authority of one Member State suspects or detects a fraud, it shall, where appropriate, inform the other Member States.

4. The amount of the savings referred to in paragraphs 1 and 2 shall be calculated in accordance with Annex I, Part C.;

Amendment 37

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

Article 12 – paragraph 3 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

(6b) *In Article 12, paragraph 3, the following subparagraph is inserted:*

‘In addition, the Commission shall in particular assess the use of fuel and energy consumption data referred to in paragraph 1 for Off-Vehicle Charging Hybrid Electric Vehicles (OVC-HEVs). Using that data, the Commission shall adopt delegated acts in accordance with Article 17 to adapt the utility factors used for OVC-HEVs, in order to ensure that their emissions are representative of real-world driving from 2025 onwards.’;

Amendment 38

Proposal for a regulation

Article 1 – paragraph 1 – point 9

Regulation (EU) 2019/631

Article 14a – paragraph 1

Text proposed by the Commission

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 in particular monitor and assess the need for possible additional measures **to facilitate** the transition, including through financial means.

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 amended, on the basis of the common methodologies. The report shall** in particular monitor and assess the need for possible additional measures, **such as measures to support the demand for zero-emission vehicles, to accelerate** the transition **in a socially inclusive way**, including through financial means, **in particular to the regions and the communities most affected by the transition. In the reporting, the Commission shall also assess the evolution of transport poverty in each Member States, as defined under Regulation (EU) .../... [Social Climate**

Amendment 39

Proposal for a regulation

Article 1 – paragraph 1 – point 9

Regulation (EU) 2019/631

Article 14a – paragraph 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, ***to be analysed not under a purely tailpipe-emissions-based measurement, but under a holistic life-cycle-analysis-based approach to emissions of vehicles, fuel and energy, taking into account also the green-house gas intensity at mineral extraction, production and end-of-life stages, as well as the threshold of grams of CO₂ 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.;

Amendment 40

Proposal for a regulation

Article 1 – paragraph 1 – point 10 – point a

Regulation (EU) 2019/631

Article 15 – paragraph 1 – subparagraph 1

Text proposed by the Commission

1. 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

1. The Commission shall, in **2027**, review the effectiveness and impact of this Regulation, ***based on the methodology set out in Article 7(10), with a view to ensuring that emissions from the sector are in line with the Union's target of carbon neutrality***, 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 41

Proposal for a regulation

Article 1 – paragraph 1 – point 10 – point a (new)

Regulation (EU) 2019/631

Article 15 – paragraph 2

Text proposed by the Commission

2. In the report referred to in paragraph 1, the Commission shall consider, inter alia, the real-world representativeness of the CO₂ emission and fuel or energy consumption values determined pursuant to Regulation (EC) No 715/2007; the deployment on the Union market of zero- and low-emission vehicles, in particular with respect to light commercial vehicles; the roll-out of recharging and refuelling infrastructure reported under ***Directive 2014/94/EU*** of the European Parliament and of the Council², including their financing; the potential contribution of the use of synthetic and advanced alternative fuels produced with renewable energy to emissions reductions; the CO₂ emissions reduction actually observed at the existing fleet level; the functioning of the incentive mechanism for zero- and low-emission vehicles; the potential effects of the

Amendment

(aa) ***paragraph 2 is replaced by the following:***

‘2. In the report referred to in paragraph 1, the Commission shall consider, inter alia, the real-world representativeness of the CO₂ emission and fuel or energy consumption values determined pursuant to Regulation (EC) No 715/2007; the deployment on the Union market of zero- and low-emission vehicles, in particular with respect to light commercial vehicles; the roll-out of recharging and refuelling infrastructure reported under ***Regulation [.../...]*** of the European Parliament and of the Council ***on the deployment of alternative fuels infrastructure^{1a}***, including their financing; ***the implementation of the Energy Performance of the Directive 2010/31/EU and its foreseen review***; the potential contribution of the use of synthetic and advanced alternative fuels produced with renewable energy to emissions reductions; the CO₂ emissions reduction actually

transitional measure set out in point 6.3 of Part A of Annex I; the impact of this Regulation on consumers, particularly on those on low and medium incomes; as well as aspects to further facilitate an economically viable and socially fair transition towards clean, competitive and affordable mobility in the Union.

observed at the existing fleet level; the functioning of the incentive mechanism for zero- and low-emission vehicles; the potential effects of the transitional measure set out in point 6.3 of Part A of Annex I; the impact of this Regulation on consumers, particularly on those on low and medium incomes; as well as aspects to further facilitate an economically viable and socially fair transition towards clean, competitive *and affordable mobility in the Union*.

The Commission shall, in that report, also identify a clear pathway for further CO2 emissions reductions for passenger cars and light commercial vehicles beyond 2030 in order to significantly contribute to achieving the long-term goal of the Paris Agreement.

² *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).*

^{1a} *COM (2021)0559.*’;

Amendment 42

Proposal for a regulation

Article 1 – paragraph 1 – point 10 – point b

Regulation (EU) 2019/631

Article 15 – paragraphs 3 to 5

Text proposed by the Commission

(b) paragraphs 2 to 5 are deleted

Amendment

(b) paragraphs 3 to 5 are deleted

Amendment 43

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point d

Regulation (EU) 2019/631

Annex I, part B

Text proposed by the Commission

Amendment

(d) point 6.2.2 is replaced by the following: **deleted**

6.2.2. Specific emissions reference targets for 2030 to 2034

Specific emissions reference target = EU fleet-wide target₂₀₃₀ + $\alpha \cdot (TM - TM_0)$

Where,

EU fleet-wide target₂₀₃₀ is as determined in accordance with point 6.1.3;

α is $a_{2030,L}$ where the average test mass of a manufacturer's new light commercial vehicles is equal to or lower than TM_0 , and $a_{2030,H}$ where the average test mass of a manufacturer's new light commercial vehicles is higher than TM_0 ;

where:

$a_{2030,L}$ is

null

$a_{2030,H}$ is

null

average emissions₂₀₂₁ is as defined in point 6.2.1

TM is as defined in point 6.2.1

TM₀ is as defined in point 6.2.1

Amendment 44

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point e

Regulation (EU) 2019/631

Annex I – part B – point e

Text proposed by the Commission

Amendment

(e) the following point 6.2.3 is added: **deleted**

6.2.3. Specific emissions reference targets for 2035 onwards

Specific emissions reference target = EU

*fleet-wide target*₂₀₃₅ + $\alpha \cdot (TM - TM_0)$

Where,

*EU fleet-wide target*₂₀₃₅ is as determined in accordance with point 6.1.3;

α is $a_{2035,L}$ where the average test mass of a manufacturer's new light commercial vehicles is equal to or lower than TM_0 , and $a_{2035,H}$ where the average test mass of a manufacturer's new light commercial vehicles is higher than TM_0 ;

where:

$a_{2035,L}$ is

null

$a_{2035,H}$ is

null

*average emissions*₂₀₂₁ is as defined in point 6.2.1

TM is as defined in point 6.2.1

TM_0 is as defined in point 6.2.1

Amendment 45

Proposal for a regulation

Annex I – paragraph 1 – point 3 (new)

Regulation (EU) 2019/631

Annex I – Part C (new)

Text proposed by the Commission

Amendment

In Annex 1, the following new Part C is added:

'PART C

Calculation of the CO₂ savings achieved through the use of alternative fuels pursuant to Article 11a

The total (origin) of all CO₂ savings credits (credit total) in g in year *t* pursuant to Article 11a shall be calculated using the formula:

$$\text{credit}_{\text{total},t} = \sum_k (\text{fuel}_{k,t} \times \text{CO}_{2\text{ref}} \times \text{CO}_2\text{saving}_k) + \text{banking}_{t-1}$$

The total (usage) of all CO₂ savings credits is also calculated using the formula:

$$\text{credit}_{\text{total},t} = \text{credit}_{\text{fleet},t} + \sum_j \text{credit}_{\text{vehicle},j,t} + \text{banking}_t$$

The CO₂ reduction amount in g credited in year *t* to the specific average emissions in accordance with Article 11a(1) (reduction amount fleet) shall be calculated using the

formula:

$$credit_{total,t} = credit_{fleet,t} + \sum_j credit_{vehicle,j,t} + banking_t$$

The CO₂ reduction amount credited in year t to an individual vehicle “j” in accordance with Article 11a(2) (reduction amount vehicle,j,t) shall be calculated using the formula:

$$reduction\ amount_{vehicle,j,t} = \frac{credit_{vehicle,j,t}}{mileage}$$

Where:

$\sum_k(\cdot)$

Total of all alternative fuels placed on the market across all fuel types

$\sum_j(\cdot)$

Total of all CO₂ reductions credited to individual vehicles pursuant to Article 11a(2)

$fuel_{k,t}$

Contributed or allocated quantity in MJ of an alternative fuel k placed on the market in year t

CO_{2ref}

CO₂ emission comparator for fossil fuels in g/MJ pursuant to Directive (EU) 2018/2001

$CO_{2saving_k}$

Greenhouse gas emissions saving of each alternative fuel pursuant Directive (EU) 2018/2001 in comparison to fossil fuels in %

$banking_t$

Alternative fuels credits not used and transferred by a manufacturer in year t

$credit_{fleet,t}$

Total emission reduction credits in g CO₂ credited in year t pursuant to Article 11a(1)

$credit_{vehicle,j,t}$

Emission reductions in g CO₂ credited to vehicle j in year t pursuant to Article 11a(2)

$mileage$

Average expected lifetime distance driven in km of a manufacturer’s newly registered vehicle. According to historical values 180,000 km can be used. This is in line with the report for the Commission by Ricardo-AEA (Ref: Ares (2014)2298698) the average diesel car lifetime mileage is approximately 208,000 km while petrol lifetime mileages fluctuate between 160,000 and 170,000 km. Diesel cars accounted for approximately 35 % of new passenger cars in 2018.

$vehicles_t$

Number of vehicles registered by a manufacturer in year t’.

PROCEDURE – COMMITTEE ASKED FOR OPINION

Title	Amending Regulation (EU) 2019/631 as regards strengthening the CO ₂ emission performance standards for new passenger cars and new light commercial vehicles in line with the Union's increased climate ambition
References	COM(2021)0556 – C9-0322/2021 – 2021/0197(COD)
Committee responsible Date announced in plenary	ENVI 13.9.2021
Opinion by Date announced in plenary	TRAN 13.9.2021
Rapporteur for the opinion Date appointed	Karima Delli 28.4.2022
Previous rapporteur for the opinion	Petar Vitanov
Discussed in committee	25.1.2022
Date adopted	28.4.2022
Result of final vote	+: 27 –: 14 0: 7
Members present for the final vote	Magdalena Adamowicz, Andris Ameriks, José Ramón Bauzá Díaz, Erik Bergkvist, Izaskun Bilbao Barandica, Paolo Borchia, Karolin Braunsberger-Reinhold, Marco Campomenosi, Massimo Casanova, Karima Delli, Anna Deparnay-Grunenberg, Ismail Ertug, Gheorghe Falcă, Giuseppe Ferrandino, Carlo Fidanza, Mario Furore, Søren Gade, Isabel García Muñoz, Jens Gieseke, Elsi Katainen, Elena Kountoura, Julie Lechanteux, Bogusław Liberadzki, Peter Lundgren, Benoît Lutgen, Elżbieta Katarzyna Łukacijewska, Marian-Jean Marinescu, Tilly Metz, Cláudia Monteiro de Aguiar, Caroline Nagtegaal, Jan-Christoph Oetjen, Philippe Olivier, Rovana Plumb, Tomasz Piotr Poręba, Dominique Riquet, Massimiliano Salini, Vera Tax, Barbara Thaler, István Ujhelyi, Henna Virkkunen, Petar Vitanov, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Roberts Zīle, Kosma Złotowski
Substitutes present for the final vote	Leila Chaibi, Clare Daly, Pär Holmgren

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

27	+
ECR	Carlo Fidanza, Tomasz Piotr Poręba, Roberts Zīle, Kosma Złotowski
ID	Paolo Borchia, Marco Campomenosi, Massimo Casanova
PPE	Magdalena Adamowicz, Karolin Braunsberger-Reinhold, Gheorghe Falcă, Jens Gieseke, Elżbieta Katarzyna Łukacijewska, Benoît Lutgen, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar, Massimiliano Salini, Barbara Thaler, Henna Virkkunen, Elissavet Vozemberg-Vrionidi, Lucia Vuolo
Renew	José Ramón Bauzá Díaz, Izaskun Bilbao Barandica, Søren Gade, Elsi Katainen, Jan-Christoph Oetjen, Dominique Riquet
S&D	István Ujhelyi

14	-
S&D	Andris Ameriks, Erik Bergkvist, Giuseppe Ferrandino, Bogusław Liberadzki, Rovana Plumb, Vera Tax, Petar Vitanov
The Left	Leila Chaibi, Clare Daly, Elena Kountoura
Verts/ALE	Karima Delli, Anna Deparnay-Grunenberg, Pär Holmgren, Tilly Metz

7	0
ECR	Peter Lundgren
ID	Julie Lechanteux, Philippe Olivier
NI	Mario Furore
Renew	Caroline Nagtegaal
S&D	Ismail Ertug, Isabel García Muñoz

Key to symbols:

+ : in favour

- : against

0 : abstention