



2021/0197(COD)

2.2.2022

AMENDMENTS

355 - 658

Draft report

Jan Huitema

(PE697.678v01-00)

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

Proposal for a regulation

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

Amendment 355

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

Proposal for a regulation

Article 1 – paragraph 1 – point 6

Regulation (EU) 2019/631

Article 10 – paragraph 2

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.’’

Or. en

Amendment 356

Ondřej Knotek

Proposal for a regulation

Article 1 – paragraph 1 – point 6

Regulation (EU) 2019/631

Article 10 – paragraph 2

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.’’

Or. en

Amendment 357

Pietro Fiocchi

Proposal for a regulation

Article 1 – paragraph 1 – point 6

Regulation (EU) 2019/631

Article 10 – paragraph 2

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.’’

Or. en

Amendment 358

Ivan David

Proposal for a regulation

Article 1 – paragraph 1 – point 6

Regulation (EU) 2019/631

Article 10 – paragraph 2

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.’’

Or. en

Justification

Consistency with the AM above.

Amendment 359

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

Proposal for a regulation

Article 1 – paragraph 1 – point 6

Regulation (EU) 2019/631

Article 10 – paragraph 2

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.’;

Or. en

Amendment 360

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

Proposal for a regulation

Article 1 – paragraph 1 – point 6

Regulation (EU) 2019/631

Article 10 – paragraph 2

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.’;

Or. en

Amendment 361

Hermann Tertsch

Proposal for a regulation

Article 1 – paragraph 1 – point 6

Regulation (EU) 2019/631

Article 10 – paragraph 2

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.’;

Or. en

Justification

Technologies to meet the targets mentioned are not yet available

Amendment 362

Bas Eickhout

Proposal for a regulation

Article 1 – paragraph 1 – point 6

Regulation (EU) 2019/631

Article 10 – paragraph 2

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.’;

Or. en

Amendment 363

Anna Zalewska

Proposal for a regulation

Article 1 – paragraph 1 – point 6

Regulation (EU) 2019/631

Article 10 – paragraph 2

Text proposed by the Commission

Amendment

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

‘A derogation applied for under paragraph 1 may be granted from the specific emission targets applicable until and including calendar year **2034**.’;

Amendment 364

Sara Cerdas, Mohammed Chahim, Petar Vitanov

Proposal for a regulation

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

Regulation 2019/631

Article 10 – paragraph 4 – subparagraph 1

Present text

4. An application for a derogation from the specific emissions target calculated in accordance with points 1 to 4 and 6.3 of Part A of Annex I may be made by a manufacturer which is responsible, together with all of its connected undertakings, for between 10 000 and 300 000 new passenger cars registered in the Union per calendar year.

Amendment

(6a) Article 10, paragraph 4, is replaced by the following:

"4. An application for a derogation from the specific emissions target calculated in accordance with points 1 to 4 and 6.3 of Part A of Annex I may be made **for the years until 2028 included** by a manufacturer which is responsible, together with all of its connected undertakings, for between 10 000 and 300 000 new passenger cars registered in the Union per calendar year."

Or. en

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

Amendment 365

Bas Eickhout

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 11

Text proposed by the Commission

Amendment

(6a) Article 11 is deleted.

Or. en

Justification

Support for eco-innovation and eco-design should not be achieved at the detriment of real

and measurable tailpipe emissions reduction. Minimum ecodesign requirements would be more efficient to drive eco-innovation, energy efficiency and circular economy in the sector.

Amendment 366
Günther Sidl

Proposal for a regulation
Article 1 – paragraph 1 – point 6 a (new)
Regulation (EU) 2019/631
Articles 11 – paragraph 1 – subparagraph 1

Present text

1. Upon application by a supplier or a manufacturer, CO₂ savings achieved through the use of innovative technologies or a combination of innovative technologies ('innovative technology packages') shall be considered.

Amendment

(6a) Article 11 (1) is replaced by the following:

1. Upon application by a supplier or a manufacturer, CO₂ savings achieved through the use of innovative technologies, ***the carbon footprint declaration of electric vehicles according to the Regulation on batteries and waste batteries*** or a combination of innovative technologies ('innovative technology packages') shall be considered.

(This amendment applies throughout the text)

Or. en

(32019R0631)

Justification

Purpose: The current measurement of CO₂ emission does not take into account the carbon footprint of passenger and light duty car vehicles. This amendment makes a step towards "real" CO₂-figures.

Amendment 367
Günther Sidl

Proposal for a regulation
Article 1 – paragraph 1 – point 6 a (new)
Regulation 2019/631
Article 11 – paragraph 1 a (new)

Present text

Amendment

In Article 11 the following paragraph is inserted :

'1a) manufacturers and suppliers that manufacture light duty vehicles with combustion engines in a way that can be retrofitted with batteries (=e-retrofitting) at a later stage, should also qualify for eco-innovation. The Commission shall put forward a delegated act e-retrofitting by 1 January 2025 at the latest.

The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to amend this Regulation by adjusting the cap referred to in the third subparagraph of this paragraph with effect from 2025 onwards to take into account technological developments while ensuring a balanced proportion of the level of that cap in relation to the average specific emissions of CO₂ of manufacturers and the potential of CO₂-savings resulting from eco-design and life-cycle-assessment."

Or. en

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

Justification

Regarding e-retrofitting it has to be taken into account that the price of batteries will decrease essentially in a few years and light duty vehicles with combustion engines remain economically attractive in many EU-Member States. Therefore, retrofitting of cars will only be high on the agenda by the end of the decade.

Amendment 368
Pietro Fiocchi

Proposal for a regulation
Article 1 – paragraph 1 – point 6 a (new)
Regulation (EU) 2021/0197
Article 11 a (new)

(6a) The following Article is inserted:

Article 11 a

Use of sustainable and/or advanced renewable fuels

1. Upon application by a manufacturer, CO₂ savings deriving from the use of sustainable and/or advanced renewable fuels shall be considered. 2. The total contribution of those savings may be up to [xx] g CO₂/km. 3. Within three months from the notification under Article 7(4), the manufacturer shall notify to the Commission:(a) the amount and the type of sustainable and/or advanced renewable fuel provided by a fuel supplier in a specific Member State and related to the average lifetime fuel consumption of the vehicles; (b) that the amount referred to in point (a) is additional to the obligations set by Directive (EU) 2018/2001 for the fuel supplier in the specific Member State; (c) the CO₂ savings resulting from the supply of the amount of fuel in point (a) calculated following the procedures laid down in Directive (EU) 2018/2001; (d) that the vehicles referred to in point (a) are technically compatible with the use of the type of sustainable and/or advanced renewable fuel in accordance with Regulation (EC) 715/2007; (e) that the information referred to in points (a) to (d) have also been notified to the competent authority in the specific Member State according to Article 7(6).'

Or. en

Amendment 369

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

Proposal for a regulation

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

Present text

The total contribution of those technologies to reducing the average specific emissions of CO₂ of a manufacturer may be up to 7 g CO₂/km.

Amendment

(6a) in Article 11(1), the third sentence is replaced by the following:

The total contribution of those technologies to reducing the average specific emissions of CO₂ of a manufacturer may be up to **20** g CO₂/km.'

Or. de

(<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A02019R0631-20211202>)

Amendment 370

Sara Cerdas, Mohammed Chahim, Petar Vitanov

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 11 – paragraph 1

Present text

1. Upon application by a supplier or a manufacturer, CO₂ savings achieved through the use of innovative technologies or a combination of innovative technologies ('innovative technology packages') shall be considered.

Such technologies shall be taken into consideration only if the methodology used to assess them is capable of producing verifiable, repeatable and comparable results.

The total contribution of those technologies to reducing the average specific emissions of CO₂ of a manufacturer may be up to 7 g CO₂/km.

The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to amend this Regulation by

Amendment

(6a) Article 11, paragraph 1 is replaced by the following:

"1. Upon application by a supplier or a manufacturer, CO₂ savings achieved through the use of innovative technologies or a combination of innovative technologies ('innovative technology packages') shall be considered.

Such technologies shall be taken into consideration only if the methodology used to assess them is capable of producing verifiable, repeatable and comparable results.

The total contribution of those technologies to reducing the average specific emissions of CO₂ of a manufacturer may be up to:

- 7 g CO₂/km **until and including the year 2024;**

adjusting the cap referred to in the third subparagraph of this paragraph with effect from 2025 onwards to take into account technological developments while ensuring a balanced proportion of the level of that cap in relation to the average specific emissions of CO₂ of manufacturers.

- 5 g CO₂/km from 2025;
- 4 g CO₂/km from 2027;
- 2 g CO₂/km from 2030 until and including the year 2034.

The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to amend this Regulation by adjusting *downwards* the cap referred to in the third subparagraph of this paragraph with effect from 2025 onwards to take into account technological developments while ensuring a balanced proportion of the level of that cap in relation to the average specific emissions of CO₂ of manufacturers."

Or. en

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

Amendment 371
Bas Eickhout

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

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

Article 11a - Ecodesign

In order to ensure that the transition towards zero-emission mobility fully contributes to the Union's energy

efficiency and circular economy objectives, the Commission shall by 31 December 2023 make proposals, as appropriate, concerning the setting of minimum ecodesign requirements for all new passenger cars and light commercial vehicles, including energy efficiency, durability and repairability requirements for essential parts such as lights, electronic components and batteries, minimum requirements for the recovery of metals, plastics and critical raw materials, taking into account the principles applied to other energy-related products under Directive 2009/125/EC of the European Parliament and of the Council^{1a}.

^{1a} Directive 2009/125/EC of the European Parliament and of the Council of 21 October 2009 establishing a framework for the setting of ecodesign requirements for energy-related products (OJ L 285, 31.10.2009, p. 10–35).

Or. en

Justification

Ecodesign measures have proven to be an efficient tool to support industrial competitiveness and innovation while contributing to the EU's objectives on climate change and circular economy by promoting the better environmental performance of products in the internal market. Setting up minimum ecodesign requirements for passenger cars and light commercial vehicles would be a more efficient tool to promote innovation in the automotive sector, including for electronic components, than using eco-innovation schemes.

Amendment 372

Andreas Glück, Ondřej Knotek, Ulrike Müller

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 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 (hereinafter “alternative fuels”) shall be considered to reduce the average specific emissions of CO₂ of a manufacturer in accordance with paragraphs 2 and 3 of this Article.

2. In alternative of being included in a 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 must indicate the issuing Member State, their period of validity, and the quantity and type of alternative fuel for which they were issued. The credits must 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.'

Or. en

Justification

The inclusion of alternative fuels is in the interest of technological neutrality. we have to ensure a difference between fossil and renewable, carbon neutral fuels. For this reason, there should be a voluntary possibility for manufacturers to ensure carbon neutrality.

Amendment 373

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

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:

Use of synthetic and alternative fuels

(1) Upon application by a manufacturer, CO₂savings achieved through the use of synthetic and advanced alternative fuels(hereinafter “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 can be accounted for the manufacturer’s average specific CO₂ emissions as referred to in paragraph 1 of

this Article, In alternative, 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 must indicate the issuing Member State, their period of validity, and the quantity and type of alternative fuel for which they were issued. The credits must 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.

Or. en

Amendment 374

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

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 12 – paragraph 1

Present text

1. The Commission shall monitor and assess the real-world representativeness of the CO₂ emissions and fuel or energy consumption values determined pursuant to Regulation (EC) No 715/2007.

Furthermore, the Commission shall regularly collect data on the real-world CO₂ emissions and fuel or energy consumption of passenger cars and light commercial vehicles using on-board fuel and/or energy consumption monitoring devices, starting with new passenger cars and new light commercial vehicles registered in 2021. The Commission shall ensure that the public is informed of how that real-world representativeness evolves over time.

Amendment

(6a) Article 12(1) is replaced by the following:

‘1. In accordance with Article 7(10) of Regulation (EU) 2019/631 and Article 1(3)(a), low-emission vehicles shall be defined independently of their drive systems. Correspondingly, by 2023 at the latest the Commission must develop a comprehensive vehicle emission measurement system which covers the entire supply chain and which encompasses all aspects of pollutant emission, or in other words emissions during the manufacture of vehicles, effort required to provide drive energy from primary energy production through to supply to the vehicle (‘well-to-wheel’ approach), the causal loop of energy absorbed up to conversion into kinetic energy (‘wheel-to-tank’ approach), additional emissions during driving (including tyre abrasion, brake dust) and emissions during the disposal of a vehicle. All fuels must be treated equally in this connection, including synthetic and alternative fuels. Where appropriate, the Commission may at the same time put forward proposals for an offsetting system. Until the introduction of a new system, the Commission shall monitor and assess the real-world representativeness of the CO₂ emissions and fuel or energy consumption values determined pursuant to Regulation (EC) No 715/2007. Furthermore, the Commission shall regularly collect data on the real-world CO₂ emissions and fuel or energy consumption of passenger cars and light commercial vehicles using on-board fuel

and/or energy consumption monitoring devices, starting with new passenger cars and new light commercial vehicles registered in 2021. The Commission shall ensure that the public is informed of how that real-world representativeness evolves over time.'

Or. de

(https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A02019R0631-20211202&lang1=EN&from=EN&lang3=choose&lang2=choose&_csrf=4b5531ea-b401-40d2-a098-8a500c53295d)

Amendment 375

Bas Eickhout

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 12 – paragraph 3

Text proposed by the Commission

Amendment

(6a) Article 12, paragraph 3 is replaced by the following:

3. In order to prevent the real-world emissions gap from growing, the Commission shall, no later than 1 June 2023, assess how real-world fuel and energy consumption data collected pursuant to Commission Implementing Regulation (EU) 2021/392 may be used to ensure that the vehicle CO₂ emissions and fuel or energy consumption values determined pursuant to Regulation (EC) No 715/2007 remain representative of real-world emissions over time for each manufacturer.

The Commission shall monitor and report annually on how the gap referred to in the first subparagraph evolves over the period 2021 to 2023 and shall amend this Regulation by 2024 with the view to close that gap by adjusting the manufacturer's average specific emissions of CO₂ as of

2025 using real-world data collected pursuant to Commission implementing Regulation (EU) 2021/392.

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.

Or. en

Amendment 376

Sara Cerdas, Mohammed Chahim, Petar Vitanov

Proposal for a regulation

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

Regulation (EU) 2019/631

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

Text proposed by the Commission

Amendment

(6a) 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.

Or. en

Amendment 377

Andreas Glück, Ondřej Knotek, Ulrike Müller

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 12 – paragraph 3 – subparagraph 3 (new)

Text proposed by the Commission

Amendment

(6a) *In Article 12, paragraph 3, the following subparagraph is added:*

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 2030 onwards.

Or. en

Amendment 378

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

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 12 – paragraph 3a (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 CO₂ emissions of fuels and energy consumed by vehicles on the EU

market.'

Or. en

Amendment 379

Andreas Glück, Dominique Riquet, Ondřej Knotek, Ulrike Müller

Proposal for a regulation

Article 1 – paragraph 1 – point 6 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 CO₂ emissions of fuels and energy consumed by vehicles on the EU market.'

Or. en

Amendment 380

Bas Eickhout

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 12 – paragraph 4a (new)

Text proposed by the Commission

Amendment

(6a) In Article 12, the following paragraph is added:

"4a. By 31 December 2023, the Commission shall adopt delegated acts in accordance with Article 17 to supplement this Regulation by adopting a methodology for measuring and comparing the efficiency of zero and low emission vehicles based on the amount of

electricity they need to drive a hundred kilometres. That methodology shall in particular consider the implications of the electricity used on the amount of resources that are required by internal energy storage batteries of such vehicles.

No later than 31 December 2024, the Commission call present a legislative proposal to the European Parliament and the Council to set minimum energy efficiency thresholds for new zero-emission passenger cars and light commercial vehicles placed on the Union market.'

Or. en

Amendment 381

Sara Cerdas, Cyrus Engerer, Mohammed Chahim, Petar Vitanov

Proposal for a regulation

Article 1 – paragraph 1 – point 7 a (new)

Regulation (EU) 2019/631

Article 14

Present text

Article 14

Adjustment of M_0 *and* TM values

1. The *Mand* TM_0 values referred to in Parts A and B of Annex I shall be adjusted as follows:

(a) by 31 October 2020, the M_0 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

Amendment

(7a) Article 14 is replaced by the following:

"Article 14

Adjustment of M_0 values

1. The M_0 values referred to in Parts A and B of Annex I shall be adjusted as follows:

(a) by 31 October 2020, the M_0 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 M₀ value shall apply in 2024;

(c) by 31 October 2022, the indicative TMvalue 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 TMvalue 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 TMvalues shall apply from 1 January of the calendar year following the date of the adjustment.

registered in 2019, 2020 and 2021. That new M₀ value shall apply in 2024;"

Or. en

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

Amendment 382

Pascal Canfin, Michal Wiezik, Martin Hojsík, Susana Solís Pérez

Proposal for a regulation

Article 1 – paragraph 1 – point 8 a (new)

Regulation (EU) 2019/631

Article 14

Text proposed by the Commission

Amendment

(8a) Article 14 is amended as follows:

(a) Paragraph 1 is amended as follows:

(i) point c is deleted;

(ii) point d is deleted.

(b) Paragraph 2 is deleted.

Or. en

Amendment 383

Bas Eickhout

Proposal for a regulation

Article 1 – paragraph 1 – point 8 a (new)

Regulation (EU) 2019/631

Article 14 – paragraph 1 – points c and d

Text proposed by the Commission

Amendment

(8a) In Article 14(1), points (c) and (d) are deleted.

Or. en

Justification

According to the European Environment Agency, the continuous increase of the average mass of new passenger cars and light commercial vehicles negatively impacts the environmental performance of those vehicles. Incentives should therefore be provided to lighten and downsize new vehicles. This would also have direct positive effects on road safety and improved spatial planning.

Amendment 384

Sara Cerdas, Cyrus Engerer, Mohammed Chahim, Petar Vitanov

Proposal for a regulation

Article 1 – paragraph 1 – point 8

Regulation (EU) 2019/631

Article 14 – paragraph 2

Text proposed by the Commission

Amendment

**(8) in Article 14(2), the words *deleted*
'supplement this Regulation by
establishing the measures referred to in'
is replaced by 'amend Annex I as
provided for in';**

Or. en

Amendment 385

Andreas Glück, Ondřej Knotek, Ulrike Müller

Proposal for a regulation

Article 1 – paragraph 1 – point 9

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 **climate neutral** 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.

In the reporting, the Commission shall consider all factors that contribute to a cost-efficient progress towards climate neutrality by 2050, including the following:

- a) the cost of zero- and low-emission vehicles;***
- b) consumer take-up of zero- and low-emission vehicles;***
- c) the specific characteristics of light commercial vehicles;***
- d) progress in achieving a sufficient roll-out of recharging and refuelling infrastructure for alternative fuels including, but not limited to; progress in achieving the targets as required under the Alternative Fuels Infrastructure Regulation and the Energy Performance of Buildings Directive;***
- e) the potential contribution of innovation technologies and sustainable alternative fuels, including synthetic fuels, to reach climate neutral mobility;***
- f) the contribution of emissions trading in road transport;***
- g) the functioning of the incentive mechanism for zero- and low-emission***

vehicles;

h) the impact on consumers, particularly those on low and medium incomes;

i) progress in social dialogue as well as aspects to further facilitate an economically viable and socially fair transition, taking into account employment and competitiveness, towards affordable climate neutral road mobility.

For each of the factors listed above, the Commission shall issue an assessment of its effectiveness, taking into account expected progress, in enabling the 2030 and 2035 fleet average CO₂ targets to be met.

Or. en

Amendment 386

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

Proposal for a regulation

Article 1 – paragraph 1 – point 9

Regulation (EU) 2019/631

Article 14a – paragraph 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 2023 at the latest, pursuant to Article 1(3)(a) of this Regulation based on Article 15(1) of Regulation (EU) 2019/631, the Commission shall develop a vehicle emission measurement system which covers the entire supply chain and which comprehensively and fully addresses all emissions generated during manufacture of the vehicle, emissions during driving including emissions associated with the necessary energy and the source of energy, and fuel-independent emissions such as brake dust and tyre abrasion as well as emissions generated during disposal, and which highlights the amendments that must be made in this connection to other EU legislative texts, such as Regulation (EU)

2018/842. Hereinafter, by 31 December 2025, and every two years thereafter, the Commission shall report on ***compliance with the stipulated emission reduction targets in the field of road mobility, incorporating any amendments made to this Regulation until that date.*** The report shall in particular monitor and assess the need for possible additional measures, including through financial means.

Or. de

Amendment 387
Radan Kanev

Proposal for a regulation
Article 1 – paragraph 1 – point 9
Regulation (EU) 2019/631
Article 14a – paragraph 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

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

Or. en

Amendment 388
Bas Eickhout

Proposal for a regulation
Article 1 – paragraph 1 – point 9
Regulation (EU) 2019/631

Article 14a – paragraph 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 **year** thereafter, the Commission shall report on the progress towards zero emission road mobility, **including progress made with regards to the decarbonisation of the vehicles fleet of private companies as referred to in Article 14aa(2)**. The report shall in particular monitor and assess the need for possible additional measures to **accelerate that transition in a socially inclusive way**, including through financial means.

Or. en

Amendment 389

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

Proposal for a regulation

Article 1 – paragraph 1 – point 9

Regulation (EU) 2019/631

Article 14a – paragraph 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 **2023**, 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, **promoting and ensuring participation in programmes of upskilling and reskilling to address the social impacts of the transition on households and workers**.

Or. en

Justification

Transport decarbonisation and at the same time keeping manufacturing facilities of the

respective supply chain in the EU requires as well assessment of the need of reskilling of workforce, and assisting the industry and the employees as much as possible in this transition.

Amendment 390

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

Proposal for a regulation

Article 1 – paragraph 1 – point 9

Regulation (EU) 2019/631

Article 14a – paragraph 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 **2023**, and every two years thereafter, the Commission shall report on the progress *of a Just Transition* towards zero emission road mobility. The report shall in particular monitor and assess the *development of decent jobs on a regional and company level, respecting the right of workers to be informed and consulted, and draw conclusions, proposing means to support the Just Transition*, including through financial means.

Or. en

Amendment 391

Stanislav Polčák

Proposal for a regulation

Article 1 – paragraph 1 – point 9

Regulation (EU) 2019/631

Article 14a – paragraph 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

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 *allocation*

means.

of financial means.

Or. cs

Amendment 392

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

Proposal for a regulation

Article 1 – paragraph 1 – point 9

Regulation (EU) 2019/631

Article 14a – paragraph 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 **climate neutral** road mobility. The report shall in particular monitor and assess the need for possible additional measures to facilitate the transition, including through financial means.

Or. en

Amendment 393

Nathalie Colin-Oesterlé

Proposal for a regulation

Article 1 – paragraph 1 – point 9

Regulation (EU) 2019/631

Article 14a – paragraph 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 **carbon-neutral** road mobility. 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 394

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

Proposal for a regulation

Article 1 – paragraph 1 – point 9

Regulation (EU) 2019/631

Article 14a – paragraph 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 **year** 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.

Or. en

Amendment 395

Radan Kanev

Proposal for a regulation

Article 1 – paragraph 1 – point 9

Regulation (EU) 2019/631

Article 14a – paragraph 1 a (new)

Text proposed by the Commission

Amendment

Additionally the Progress report should include a detailed account on the correspondence between the modelling scenarios used for policy-making in the present legislation and market realities both on the Union level and in different Member States. Any unforeseen and unintended consequence diverging from modelling projections and assumption should be dully monitored and reported.

Amendment 396

Anna Zalewska

Proposal for a regulation

Article 1 – paragraph 1 – point 9

Regulation (EU) 2019/631

Article 14a – paragraph 1 a (new)

Text proposed by the Commission

Amendment

In the reporting, the Commission shall present any additional necessary technical, knowledge-orientated and financial support the Commission is ready to provide to assist in the achieving of the targets.

Or. en

Amendment 397

Radan Kanev

Proposal for a regulation

Article 1 – paragraph 1 – point 9

Regulation (EU) 2019/631

Article 14a – paragraph 1 a (new)

Text proposed by the Commission

Amendment

The progress report shall thoroughly examine the interactions with the progress in the implementation of the alternative fuels infrastructure and clearly analyse the joint impact of the two legislatures.

Or. en

Amendment 398

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

Proposal for a regulation

Article 1 – paragraph 1 – point 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. ***Factors include the following:***

- a) the cost*** of zero- and low-emission vehicles
- b) consumer take-up of zero- and low-emission vehicles***
- c) the specific characteristics of light commercial vehicles***
- d) progress in achieving a sufficient*** roll-out of recharging and refuelling infrastructure ***including, but not limited to, progress in achieving the targets*** as required under the Alternative Fuels Infrastructure Regulation ***and the Energy Performance of Building Directive,***
- e) the potential contribution of innovation technologies and sustainable alternative fuels, including synthetic fuels,*** to reach climate neutral mobility,
- f) the functioning of the incentive mechanism for zero- and low-emission vehicles,***
- g) impact on consumers, particularly those on low and medium incomes,***
- h) progress in social dialogue as well as***

aspects to further facilitate an economically viable and socially fair transition, **taking into account employment and competitiveness**, towards **affordable climate neutral** road mobility.

For each of the factors listed above, the Commission shall issue an assessment of its effectiveness, taking into account expected progress, in enabling the 2030 and 2035 fleet average CO2 targets to be met.

Or. en

Amendment 399

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

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 **and delivering a Just Transition for workers and communities impacted**. This includes the deployment of zero- and low-emission vehicles, **granular mapping of the employment impacts, particularly at regional level**, 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 **and the promotion of anticipation of change agreements**, as well as aspects to further facilitate an economically viable and socially fair transition towards zero emission road mobility.

In the Report, Member States shall outline the measures taken to ensure that trained and qualified workers are available in sufficient numbers for the technologies relevant for the green and just transition across sectors, taking into account existing schemes and structures, and developing new cross-sectoral training schemes as appropriate.

Or. en

Justification

Transport decarbonisation and at the same time keeping manufacturing facilities of the respective supply chain in the EU requires as well assessment of the need of reskilling of workforce, and assisting the industry and the employees as much as possible in this transition.

Amendment 400

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

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 ***and delivering a Just Transition for workers and communities impacted.*** This includes the deployment of zero- and low-emission vehicles, ***granular mapping of the employment impacts (particularly at regional level)***, 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 ***and the promotion of anticipation of change agreements, informing and consulting***

workers councils and unions and in the implementation of the Works Council Directive;

For this purpose, the Commission shall establish a task force dedicated for the automotive sector with the aim of data collection, consisting of inter alia independent experts from technical and social sciences, unions' and companies' representatives, and national officials from regions that are especially affected by the transformational challenges.

Or. en

Amendment 401
Bas Eickhout

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 **the EU's climate intermediary targets and the climate neutrality objective** by 2050 **at the latest set out under Regulation (EU) 2021/1119**. This includes **accelerating the modal shift, progress in** the deployment of **zero-emission** vehicles, **in their affordability and in their energy efficiency**, progress in achieving the targets for the roll-out of **public and private** recharging infrastructure as required under the Alternative Fuels Infrastructure Regulation **and the Energy Performance of Buildings Directive, progress in deploying additional renewable electricity capacities to ensure the growth in sales of zero-emission vehicles does not lead to displacing emissions, use of EU and Member States funding and fiscal incentives to support** consumers, workers

and communities, in particular low-income households, progress in social dialogue as well as aspects to further facilitate an economically viable and socially fair transition towards zero emission road mobility.;

Or. en

Amendment 402

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

Proposal for a regulation

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, taking into account also the green-house gas intensity at mineral extraction, production and end-of-life stages, 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***, 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. en

Amendment 403

Nathalie Colin-Oesterlé

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, progress in achieving the targets for the roll-out of recharging and refuelling infrastructure as required under the Alternative Fuels Infrastructure Regulation, ***the increase in the amount of renewable energy used in the transport sector as required by the Renewable Energy Directive, the level of greenhouse gas emissions throughout the supply chain for materials used to manufacture vehicles***, 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 **carbon-neutral** road mobility.;

Or. fr

Amendment 404

Anna Zalewska

Proposal for a regulation

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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, 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 ***of the possible extension of ETS to the road transport sector, impact on Member States greenhouse gas emission and air quality targets, annual purchases of new zero- and low-emission vehicles as well as second-hand vehicles for different European emission standards (EURO) per Member State, 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. en

Justification

The proposed amendment aims to modify this newly introduced element by expanding the catalogue of factors influencing the cost-effective progress towards climate neutrality by 2050, which the European Commission will be obliged to monitor and evaluate in the process of regular reporting (starting by 2025). Including due to the growing problems resulting from the growing import of used cars with lower emission standards from certain Member States, we propose that the review of the legislation should also include indicators on the impact of increasing reduction ambitions in road transport on the ability to meet emission reduction targets in individual Member States and the number of sold annually zero- and low-emission vehicles and vehicles used in each EURO emission category, broken down by Member State.

Amendment 405

Andreas Glück, Dominique Riquet, Ondřej Knotek, Frédérique Ries, Ulrike Müller

Proposal for a regulation
Article 1 – paragraph 1 – point 9
Regulation (EU) 2019/631
Article 14 a – 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, **the transition from a purely exhaust-emissions-based to a holistic life-cycle-analysis-based approach to emissions, the threshold of grammes 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 **climate-neutral** road mobility;

Or. en

Amendment 406
Stanislav Polčák

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

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, 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.;

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, ***the benefits of the progress made for public health, the total carbon footprint and the environmental impact of the entire production chain for such passenger cars, including the acquisition of primary raw materials and their overall availability***, progress in social dialogue as well as aspects to further facilitate an economically viable and socially fair transition towards zero emission road mobility.;

Or. cs

Amendment 407

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

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

Amendment

In the reporting, the Commission shall consider all factors that contribute to a cost-efficient progress towards climate neutrality by 2050, ***taking into account the need to ensure a just transition throughout the Union***. 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, ***including through the granular mapping of the***

emission road mobility.;

employment impacts, particularly at regional level, progress in social dialogue as well as aspects to further facilitate an economically viable and socially fair transition towards zero emission road mobility,

Or. en

Amendment 408

Linea Søgaard-Lidell

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, 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.

The Commission shall also consider the need for additional EU measures facilitating Member States' transition to zero emission light duty vehicles.

Or. en

Amendment 409

Christian Doleschal, Marlene Mortler, Angelika Niebler

Proposal for a regulation
Article 1 – paragraph 1 – point 9
Regulation (EU) 2019/631
Article 14a – paragraph 2 a (new)

Text proposed by the Commission

Amendment

As a part of the Commission's duty under this Article to report, the Commission shall verify whether Member States have met their targets for the deployment of alternative fuels infrastructure, as set out in [alternative fuels infrastructure Regulation 2021]. Where the Commission finds that a Member State has failed to meet its targets under the [alternative fuels infrastructure Regulation 2021] for the deployment of alternative fuels infrastructure, the Commission shall, with respect to the specific Member State, adjust the targets set out in Article 1 (5) (a) + (b) for the duration of one year. When adjusting the targets, the Commission must take account of the challenges faced by manufacturers and the feasibility of reaching the target in light of the lack of infrastructure.

Or. en

Amendment 410

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

Proposal for a regulation
Article 1 – paragraph 1 – point 9
Regulation (EU) 2019/631
Article 14a – paragraph 2 a (new)

Text proposed by the Commission

Amendment

In line with the "Council recommendations on ensuring a fair transition towards climate neutrality", Member States are invited to prepare Territorial Just Transition Plans for their automotive industry, in close dialogue

with social partners, in order to steer structural change in a socially acceptable way and to avoid social disruption.

Or. en

Amendment 411

Bas Eickhout

Proposal for a regulation

Article 1 – paragraph 1 – point 9

Regulation (EU) 2019/631

Article 14a – paragraph 2 a (new)

Text proposed by the Commission

Amendment

In the reporting, the Commission shall also assess the evolution of transport poverty in each Member States, as defined under Regulation (EU) .../... [Social Climate Fund Regulation].

Or. en

Amendment 412

Bas Eickhout

Proposal for a regulation

Article 1 – paragraph 1 – point 9 a (new)

Regulation (EU) 2019/631

Article 14a a (new)

Text proposed by the Commission

Amendment

(9a) the following Article 14aa is inserted:

'Article 14aa - Additional measures to support the demand for zero-emission passenger cars and light commercial vehicles in the Union market

1. By [six months after the entry into force of this Regulation], the Commission shall take additional measures to support the demand for zero-emission passenger cars and light-commercial vehicles in the

Union market. In particular, it shall put forward a proposal to amend Directive 2009/33/EC of the European Parliament and of the Council on the promotion of clean road transport vehicles^{1a} in order to align the targets set therein with the increased CO₂ standards for passenger cars and commercial vehicles.

2. Member States shall take the necessary measures to mandate private companies with certain fleet sizes to ensure all new passenger cars or light commercial vehicles they acquire or lease be zero-emissions by 2027 at the latest. In particular, those measures shall oblige private companies which own or lease more than 100 vehicles have the obligation to only newly acquire or lease zero-emission passenger cars or light commercial vehicles by 2025.

3. By 1 July 2025, and every year thereafter, Member States shall report to the Commission on the measures taken in respect of their obligations set out in paragraph 2 and on progress achieved by private companies. Those reports shall be included in the annual progress report referred to in Article 14a.

^{1a} Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean road transport vehicles in support of low-emission mobility

Or. en

Justification

Decarbonising public and business car fleets will significantly step up the demand for zero-emission vehicles and contribute to meeting manufacturers' specific emissions targets.

Amendment 413

Jens Gieseke, Jörgen Warborn, Massimiliano Salini

Proposal for a regulation

Text proposed by the Commission

Amendment

(9a) The following Article 14aa is inserted:

Article 14aa

Compensatory regulatory reduction

1. The Commission shall report to the European Parliament and the Council, by 1 January 2030, and every third year until 2050, the results of an evaluation on the functioning of this Regulation, with emphasis on this Regulation’s effects on the functioning of the single market, the competitiveness of affected sectors and the magnitude of carbon leakage.

2. The Commission shall report to the European Parliament and the Council, by 1 January 2030, and every fifth year until 2050, the results of a comprehensive evaluation of the aggregated macroeconomic impact of the Regulations that makeup the Fit for 55 package ^{1a}, with emphasis on the effects on the Union’s competitiveness, job creation, transport freight rates, household purchasing power and the magnitude of carbon leakage.

3. The Commission shall consider possible amendments to this Regulation with regards to regulatory simplification. The Commission and the competent authorities shall continuously adapt to best practice administrative procedures and take all measures to simplify the enforcement of this Regulation, keeping administrative burdens to a minimum.

4. The Commission shall present, 1 year after the entry into force of this Regulation, and in line with its communication on the application of the “one in, one out” principle^{1b}, proposals offsetting the regulatory burdens introduced by this Regulation, through

the revision or abolishment of provisions in other EU Regulations that generate unnecessary compliance costs in the affected sectors.

^{1a} Communication from the Commission (COM/2021/550), 14 July 2021.

^{1b} EC press release on the working methods of the von der Leyen Commission, 4 December 2019.

Or. en

Amendment 414

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

Proposal for a regulation

Article 1 – paragraph 1 – point 9 a (new)

Regulation (EU) 2019/631

Article 14aa (new)

Text proposed by the Commission

Amendment

(9a) The following Article is inserted:

‘Article 14aa

Additional measures to support the demand for zero-emission passenger cars and light-commercial vehicles in the Union market

(1) Member states shall take measures to ensure that, by 2030, 100% of renewed vehicles owned or leased by private companies are zero-emissions. In taking these measures, Member states shall establish a clear pathway towards reaching these objectives.

(2) By [6 months entry into force of this Regulation], the Commission shall adopt a delegated act in accordance with Article 17 to set out the threshold levels for vehicles owned or leased by private companies subject to the obligations laid down in paragraph 1. The Commission shall further detail the requirements for

Member states to report on their progress towards reaching their obligations under paragraph 1.

(3) By 1 December 2025, the Commission shall put forward a progress report to the European Parliament and the Council to report on the progress achieved by Member states towards the obligations laid down in paragraph 1. Member states shall report on their obligations to the Commission accordingly on an annual basis.

(4) Subject to the conclusions from the progress report laid down in paragraph 3, the Commission shall put forward a legislative proposal with additional measures to ensure a clear pathway towards the full electrification of all corporate fleets, in line with the increased EU fleet-wide targets set out in this Regulation. The Commission shall ensure that such additional measures support the demand for zero-emission passenger cars and light-commercial vehicles in the Union market.'

Or. en

Amendment 415

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

Proposal for a regulation

Article 1 – paragraph 1 – point 9 a (new)

Regulation (EU) 2019/631

Article 14a a (new)

Text proposed by the Commission

Amendment

(9a) The following Article 14aa is inserted:

"Article 14aa - Additional measures to support the demand for zero-emission passenger cars and light-commercial vehicles in the Union market

By [six months after the entry into force of this Regulation], the Commission shall

take additional measures to support the demand for zero-emission passenger cars and light-commercial vehicles in the Union market, including through incentivising private companies with a certain fleet size to transition to zero-emission mobility. In particular, it shall put forward a proposal to amend Directive 2009/33/EC of the European Parliament and of the Council on the promotion of clean road transport vehicles^{1a} in order to align the targets set therein with the increased CO₂ standards for passenger cars and commercial vehicles.

^{1a} As amended by Directive (EU) 2019/1161 of the European Parliament and of the Council of 20 June 2019(OJ L 188, 12.7.2019, p. 116).

Or. en

Amendment 416

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

Proposal for a regulation

Article 1 – paragraph 1 – point 9 a (new)

Regulation (EU) 2019/631

Article 14a a (new)

Text proposed by the Commission

Amendment

(9a) The following Article 14aa is inserted:

Article 14aa

Extension of scope and means of the Just Transition Fund

By 31 December 2023, The European Commission shall propose a Revision of Regulation (EU) 2021/1056 of the European Parliament and of the Council of 24 June 2021 establishing the Just Transition Fund in order to extend the scope of the Just Transition Fund, to be accompanied by a commensurable

extension of the financial means.

Or. en

Amendment 417

Pascal Canfin, Michal Wiezik, Martin Hojsík

Proposal for a regulation

Article 1 – paragraph 1 – point 9 b (new)

Regulation (EU) 2019/631

Article 14a b (new)

Text proposed by the Commission

Amendment

(9b) The following Article 14ab is inserted:

Article 14ab - Additional measures to support the transition to zero-emission passenger cars and light-commercial vehicles in the Union market

By [6 months entry into force of this Regulation], the Commission shall adopt a delegated act in accordance with Article 17 to harmonise the type-approval rules for vehicles with internal combustion engines converted to battery or fuel cell electric drive, in order to allow for series approval; The Commission shall also assess the introduction of a rule for calculating the CO2 equivalents of combustion engine vehicles converted to battery or fuel cell electric drive in the context of the application of the CAFE regulation;

Or. en

Amendment 418

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

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 15 – paragraph – -1 (new)

(-a) The following paragraph is inserted:

‘(-1) Pursuant to Article 15(1) of Regulation (EU) 2019/631, the Commission shall, in 2023, thoroughly review the effectiveness of this Regulation and submit a report to the European Parliament and to the Council with the result of the review. In accordance with Article 7(10) of Regulation (EU) 2019/613, and in the interest of predictability, transparency and planning security, by 2023 the Commission shall be obliged to develop a new vehicle emission measurement system intended to create a new incentive system for the manufacture of environmentally friendly yet powerful cars and light commercial vehicles which reflects the actual emissions of cars and light commercial vehicles, which takes due account of reference values such as the weight of a vehicle, and which assesses all drive systems currently available in a fair and transparent manner in respect of their environmental impact and thus creates a level playing field for the development of different drive systems, with due regard for cost-effectiveness, competitiveness and environmental protection. This new incentive system shall form part of the 2023 report. At the same time, the added value of measures to date in terms of investment costs, marketability, global competition and, in particular, changes in employment figures in the automotive and supplier industries, which was assumed in recitals 10 and 11 of Regulation (EU) 2019/631 but is not yet verifiable through research, should be shown in a transparent and evidence-based manner.’

Or. de

Amendment 419
Günther Sidl

Proposal for a regulation
Article 1 – paragraph 1 – point 10 – point a
Regulation (EU) 2019/631
Article 15 – paragraph 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 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.

Manufacturers according to this Regulation shall comply with the UN Guiding Principles on Business and Human Rights, the general and sectoral OECD Guidelines for Multinational Enterprises and the ILO Tripartite Declaration of Principles concerning Multinational Enterprises and Social Policy. The Commission shall develop industry-specific guidelines in consultation with the Member States and with the support of the European Union Agency for Fundamental Rights, the European Environment Agency and the Executive Agency for Small and Medium-sized Enterprises. The Commission and the Member States shall ensure that a binding set of rules for manufacturers according to this Regulation is available by 1 January 2026. The Commission shall submit a report on this matter to the European Parliament and the Council.

(This amendment applies throughout the text; its adoption will necessitate linguistic adjustments throughout.)

Or. de

Justification

Purpose: Due diligence must not remain a mere catchphrase, and must be cascaded down to the level of automotive manufacturers.

Amendment 420
Kateřina Konečná

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 at the latest, thoroughly** review the effectiveness and impact of this Regulation, and submit a report to the European Parliament and to the Council with the result of the review. ***The report shall, where appropriate, be accompanied by a proposal for amending this Regulation.***

Or. en

Amendment 421
Pietro Fiocchi

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 2028 ***at the latest, thoroughly*** 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. en

Amendment 422
Andreas Glück, Dominique Riquet, Ondřej Knotek

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, 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. en

Amendment 423

Bas Eickhout

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, building on the yearly reporting, and submit a report to the European Parliament and to the Council with the result of the review.

Or. en

Amendment 424

Pietro Fiocchi

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

Amendment

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.

1. The Commission shall, **by** 2028, **comprehensively** review the effectiveness and impact of this Regulation, and submit a report to the European Parliament and to the Council with the result of the review.

Or. en

Amendment 425

Ivan David

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 2028, **at the latest, thoroughly** review the effectiveness and impact of this Regulation, and submit a report to the European Parliament and to the Council with the result of the review.

Or. en

Justification

As indicated in the previous amendment, the post-2030 targets shall be fixed during the 2028 review. What is more, the review clause should be strengthened to provide a clear safeguard that the enabling conditions (especially the alternative fuels infrastructure) will be implemented at the same pace as CO2 reduction targets.

Amendment 426

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

Proposal for a regulation

Article 1 – paragraph 1 – point 10 – point a

Regulation (EU) 2019/631

Article 15 – paragraph 1 – subparagraph 2

Text proposed by the Commission

The report shall, *where appropriate*, be accompanied by a proposal for amending this Regulation.

Amendment

The report shall be accompanied by a proposal for amending this Regulation *and identifying a clear pathway for further CO2 emissions reductions by introducing EU fleet-wide targets for new passenger cars fleet and for new light commercial vehicles fleet from 1 January 2035 and from 1 January 2040, based on a LCA methodology developed by the European Commission no later than 31 December 2023.*

Or. en

Amendment 427

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

Proposal for a regulation

Article 1 – paragraph 1 – point 10 – point a

Regulation (EU) 2019/631

Article 15 – paragraph 1 – subparagraph 2

Text proposed by the Commission

The report shall, *where appropriate*, be accompanied by a proposal for amending this Regulation.

Amendment

The report shall be accompanied by a proposal for amending this Regulation *by introducing EU fleet-wide targets for passenger cars from 1 January 2035 and from 1 January 2040 as appropriate.'*

Or. en

Amendment 428

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

Proposal for a regulation

Article 1 – paragraph 1 – point 10 – point a

Regulation (EU) 2019/631

Article 15 – paragraph 1 – subparagraph 2

Text proposed by the Commission

Amendment

The report shall, where appropriate, be accompanied by a proposal for amending this Regulation.

The report shall, where appropriate, be accompanied by a proposal for amending this Regulation ***to advance the Just Transition towards zero emission road mobility.***

Or. en

Amendment 429

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

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 15 – paragraph 2 – subparagraph 1

Text proposed by the Commission

Amendment

(aa) paragraph 2 is replaced by the following:

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 Regulation (xxx) of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, including their financing; the implementation of Directive 2010/31/EU on the Energy Performance of buildings 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 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.

Or. en

Amendment 430

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

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 15 – paragraph 2

Present text

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 Council (20), 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

Amendment

(aa) paragraph 2 is replaced by the following:

"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(XXX)** of the European Parliament and of the Council **on the deployment of alternative fuels infrastructure** , including their financing; **the implementation of the Energy Performance of the building Directive 2010/31/EU and its foreseen review**; the potential contribution of the use of

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.***

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 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."

Or. en

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

Amendment 431

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

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 15 – paragraph 2

Present text

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

Amendment

(aa) Article 15(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 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 Council⁽²⁾, 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 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.

and of the Council⁽²⁾, 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 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.’

Or. de

(https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A02019R0631-20211202&lang1=EN&from=EN&lang3=choose&lang2=choose&_csrf=4b5531ea-b401-40d2-a098-8a500c53295d)

Amendment 432
Ivan David

Proposal for a regulation
Article 1 – paragraph 1 – point 10 – point b
Regulation (EU) 2019/631
Article 15 – paragraph 2

Text proposed by the Commission

(b) *paragraphs 2 to 5 are deleted,*

Amendment

(b) *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 (XXX) of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, including their financing; the implementation of the Energy Performance of the building 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 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.'

(c) paragraph 3 is replaced by the following:

'3. The report referred to in paragraph 2 shall be accompanied by a proposal for the introduction of binding emissions reduction targets for 2035 and 2040 for passenger cars and light commercial vehicles to ensure the timely transformation of the transport sector towards achieving net-zero emissions in line with the objectives of the Paris Agreement.'

Justification

As indicated in the previous amendment, the post-2030 targets shall be fixed during the 2028 review. What is more, the review clause should be strengthened to provide a clear safeguard that the enabling conditions (especially the alternative fuels infrastructure) will be implemented at the same pace as CO2 reduction targets.

Amendment 433**Pietro Fiocchi****Proposal for a regulation****Article 1 – paragraph 1 – point 10 – point b**

Regulation (EU) 2019/631

Article 15 – paragraph 2

Text proposed by the Commission(b) *paragraphs 2 to 5 are deleted,**Amendment*(b) *paragraph 2 is replaced by the following:*

2. In the report referred to in paragraph 1, the Commission shall consider:

- the real-world accuracy and reliability of the CO2 emission and fuel or energy consumption values determined in accordance with Regulation (EC) No 715/2007;

- the total deployment on the Union market of zero- and low-emission vehicles, particularly with regard to light commercial vehicles;

- progress in rolling-out recharging and re-fuelling infrastructure as reported under Regulation (XXX) on the deployment of alternative fuels infrastructure, 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 EU fleet level;

- the potential effects of the transitional measures set out in point 6.3 of Part A of

Annex I of this original draft proposal;
- the cost impact of this Regulation on consumers, particularly those on lower and middle income households;
- the clearest and most predictable pathway for further CO2 emissions reductions for passenger cars and light commercial vehicles beyond 2030 to ensure they effectively contribute to the 2050 climate-neutrality objective enshrined in Regulation (EU) 2021/1119; and,
- the socio-economic consequences of extending post-2030 targets under this Regulation to new heavy-duty vehicles and non-road mobile machinery (NRMM) standards.

Or. en

Amendment 434
Kateřina Konečná

Proposal for a regulation
Article 1 – paragraph 1 – point 10 – point b
Regulation (EU) 2019/631
Article 15 – paragraph 2

Text proposed by the Commission

(b) *paragraphs 2 to 5 are deleted,*

Amendment

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

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, including their cost; the roll-out of recharging and refuelling infrastructure reported under Regulation (XXX) of the European Parliament and of the Council on the deployment of alternative fuels

infrastructure, including their financing; the implementation of the Energy Performance of the building 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 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.

For each of the factors listed above, the Commission shall issue an assessment of its effectiveness, taking into account expected progress, in enabling the 2030 and 2035 fleet average CO₂ targets to be met.

Or. en

Amendment 435

Christian Doleschal, Marlene Mortler, Angelika Niebler

Proposal for a regulation

Article 1 – paragraph 1 – point 10 – point b

Regulation (EU) 2019/631

Article 15 – paragraph 2

Text proposed by the Commission

(b) *paragraphs 2 to 5 are deleted,*

Amendment

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

"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(XXX) of the European Parliament and of the Council on the deployment of alternative fuels infrastructure , including their financing; the implementation of the Energy Performance of the building 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 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; the impact of increased electricity demand on the security of electricity supply; as well as aspects to further facilitate an economically viable and socially fair transition towards clean, competitive and affordable mobility in the Union."

Or. en

Amendment 436

Pietro Fiocchi

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 15 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

(ba) The following paragraph is inserted:

'2a. The report referred to in paragraphs 1 and 2 shall be accompanied by a

proposal for the introduction of specific emissions reference targets for 2035 and 2040 for passenger cars and light commercial vehicles to ensure that net-zero emissions are achieved in line with Regulation (EU) 2021/1119.’

Or. en

Amendment 437

Pietro Fiocchi

Proposal for a regulation

Article 1 – paragraph 1 – point 10 – point b

Regulation (EU) 2021/0197

Article 15 – paragraph 2

Text proposed by the Commission

(b) paragraphs 2 *to 5 are deleted,*

Amendment

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

Or. en

Amendment 438

Pietro Fiocchi

Proposal for a regulation

Article 1 – paragraph 1 – point 10 – point ba

Regulation 2021/0197

Article 15 – paragraph 2

Text proposed by the Commission

Amendment

(ba) *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 (XXX) of the European Parliament and of the Council on the deployment of alternative fuels infrastructure , including their financing; the implementation of the Energy Performance of the building 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 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 to wards 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.’ (c) paragraph 3 is replaced by the following: ‘3. The report referred to in paragraph 2 shall be accompanied by a proposal for the introduction of binding emissions reduction targets for 2035 and 2040 for passenger cars and light commercial vehicles to ensure the timely transformation of the transport sector towards achieving net-zero emissions in line with the objectives of the Paris Agreement.’ (d) the following paragraph 9 is added: ‘9. The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to amend the formula set out in Part B of Annex I, where such amendments are necessary in order to take into account the procedure for multi-stage N1 vehicles set out in Part A of Annex III.’

Amendment 439

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

Proposal for a regulation

Article 1 – paragraph 1 – point 10 – point b

Regulation (EU) 2019/631

Article 15 – paragraphs 3 and 5

Text proposed by the Commission

Amendment

(b) paragraphs 2 to 5 are deleted,

(b) paragraphs 3 to 5 are deleted,

Or. en

Amendment 440

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

Proposal for a regulation

Article 1 – paragraph 1 – point 10 – point b

Regulation (EU) 2019/631

Article 15 – paragraphs 3 and 5

Text proposed by the Commission

Amendment

(b) paragraphs 2 to 5 are deleted,

(b) paragraphs 3 to 5 are deleted,

Or. en

Amendment 441

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

Proposal for a regulation

Article 1 – paragraph 1 – point 10 – point b

Regulation (EU) 2019/631

Article 15 – paragraph 3

Text proposed by the Commission

Amendment

(b) *paragraphs 2 to 5* are deleted,

(b) *paragraph 3* is deleted.

Or. de

Amendment 442
Kateřina Konečná

Proposal for a regulation

Article 1 – paragraph 1 – point 10 – point b a (new) Regulation (EU) 2019/631

Article 15 – paragraph 3

Text proposed by the Commission

Amendment

(ba) *paragraph 3 is replaced by the following:*

In case the report referred to in paragraph 1 and 2 indicates that a change in the targets is necessary or appropriate, the report shall be accompanied by a proposal for amending this Regulation.

Or. en

Amendment 443

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

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 15 – paragraph 5

Text proposed by the Commission

Amendment

(ba) *paragraph 5 is deleted;*

Or. de

Amendment 444

Bas Eickhout

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 15 – paragraph 6

Text proposed by the Commission

Amendment

(ba) paragraph 6 is replaced by the following:

'6. By [6 months after the entry into force of this Regulation], the Commission shall revise Directive 1999/94/EC considering the need to provide consumers with accurate, robust and comparable information on real-world fuel consumption, CO2 emissions, air pollutant emissions and energy efficiency of new passenger cars placed on the market, as well as evaluate the options for introducing a fuel economy and CO2 emissions label for new light commercial vehicles.

Or. en

Justification

The revision of the 20-year-old Car Labelling Directive is essential to give the right information to consumers when going to the dealership. This provision has been included in the previous negotiations on the CO2 standards for cars, but the Commission failed to present the revision of this Directive. Real-world data have since then been made available pursuant to the Commission implementing Regulation (EU) 2021/392. Considering the recent and expected growth in sales of battery electric vehicles, it will also be important for consumers to be able to differentiate between such vehicles based on their relative energy efficiency so as to guide consumers towards vehicles with the best operational performance and in turn help reduce energy costs and energy usage.

Amendment 445

Nathalie Colin-Oesterlé

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 15 – paragraph 6 a (new)

Text proposed by the Commission

Amendment

(ba) The following paragraph is added:

6a. In the report referred to in paragraph 1, the Commission shall assess the extent to which this Regulation contributes to

the development of publicly accessible alternative fuels infrastructure, as provided for in the Regulation on the deployment of alternative fuels infrastructure. If the results of this assessment reveal that the targets set out in this Regulation are incompatible with the aim of ensuring the availability of alternative fuel infrastructure, the Commission shall initiate a revision of this Regulation no later than 2027.

Or. fr

Amendment 446
Kateřina Konečn

Proposal for a regulation
Article 1 – paragraph 1 – point 10 – point b b (new)
Regulation (EU) 2019/631
Article 15 – paragraph 8 a (new)

Text proposed by the Commission

Amendment

(bb) the following paragraph is added:

9. The Commission shall, in April 2023 at the latest, thoroughly review whether, in the light of the new objectives of this Regulation and the proposed end of sales of cars and vans with internal combustion engines, it is appropriate to adopt a new European vehicle emissions standards (EURO 7) for new passenger cars and for new light commercial vehicles and submit the report to the European Parliament and to the Council. In the report, the Commission shall consider the suitability of investing in the development of such engines, given their planned market availability.

Or. en

Amendment 447
Hermann Tertsch

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 15 – paragraph 9a (new)

Text proposed by the Commission

Amendment

(ca) The following paragraph is added:

‘9a. In the report referred to in paragraph 1, the Commission shall consider, *inter alia*, 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 Europe.’

Or. en

Amendment 448

Günther Sidl

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 15 – paragraph 9a (new)

Text proposed by the Commission

Amendment

9a. By 1 January 2025 at the latest, manufacturers shall submit to the Commission a report on the measures they have taken to ensure that any transition that becomes necessary within their area of operations in order to achieve the CO2 targets set in this Regulation is fair for their supplier companies and affected employees. Employee representatives and interest groups representing supplier companies and SMEs shall be involved in this process.

The relevant report to the Commission shall take due account of corporate sustainability reporting requirements.

Justification

The major automotive companies have a responsibility towards their employees and their (SME) supplier companies. However, a specific responsibility must also be placed on the major manufacturers to ensure a fair transition. This report to the Commission should meet the EU's corporate sustainability reporting requirements in order to ensure a consistent approach.

Amendment 449
Teuvo Hakkarainen

Proposal for a regulation
Article 1 – paragraph 1 – point 12
 Regulation (EU) 2019/631
 Annex I

Text proposed by the Commission

Amendment

[...]

deleted

Or. fi

Amendment 450
Bas Eickhout

Proposal for a regulation
Annex I – paragraph 1 – point 1 – point -a (new)
 Regulation (EU) 2019/631
 Annex I – Part A – point 5

Text proposed by the Commission

Amendment

(-a) point 5 is deleted;

Or. en

Justification

All passenger cars and light-commercial vehicles should eventually be zero-emission if the Union is to meet its climate-neutrality objective as set out in the EU Climate Law. There is no reason to continue derogations for certain manufacturers.

Amendment 451

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

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point a

Regulation (EU) 2019/631

Annex I – Part A – point 6.1

Text proposed by the Commission

Amendment

(a) in point 6.1, the heading is replaced by the following: *deleted*

‘EU fleet-wide targets for 2025 onwards’;

Or. en

Amendment 452

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

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point a

Regulation (EU) 2019/631

Annex I – Part A – point 6.1

Text proposed by the Commission

Amendment

(a) in point 6.1, the heading is replaced by the following: *deleted*

‘EU fleet-wide targets for 2025 onwards’

Or. de

Amendment 453

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

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point a

Regulation (EU) 2019/631

Annex I – Part A – point 6.1

Text proposed by the Commission

Amendment

EU fleet-wide targets for 2025 onwards’, *deleted*

Amendment 454

Ondřej Knotek

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point a

Regulation (EU) 2019/631

Annex I – Part A – point 6.1

Text proposed by the Commission

Amendment

EU fleet-wide targets for 2025 *onwards*,

EU fleet-wide targets for 2025 *and 2030*,

Or. en

Amendment 455

Hermann Tertsch

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point a

Regulation (EU) 2019/631

Annex I – Part A – point 6.1

Text proposed by the Commission

Amendment

EU fleet-wide targets for 2025 *onwards*,

EU fleet-wide targets for 2025 *and 2030*,

Or. en

Amendment 456

Ivan David

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point a

Regulation (EU) 2019/631

Annex I – Part A – point 6.1

Text proposed by the Commission

Amendment

EU fleet-wide targets for 2025 *onwards*,

EU fleet-wide targets for 2025 *and 2030*,

Or. en

Justification

Consistency with the AM above.

Amendment 457

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

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point a

Regulation (EU) 2019/631

Annex I – Part A – point 6.1

Text proposed by the Commission

Amendment

EU fleet-wide targets for 2025 *onwards*,

EU fleet-wide targets for 2025 *and 2030*,

Or. en

Amendment 458

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point a

Regulation (EU) 2019/631

Annex I – Part A – point 6.1

Text proposed by the Commission

Amendment

EU fleet-wide targets for 2025 *onwards*,

EU fleet-wide targets for 2025,

Or. en

Amendment 459

Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point a a (new)

Regulation (EU) 2019/613

Annex I – Part A – point 6.1.1

Present text

Amendment

6.1.1. EU fleet-wide target for 2025 to
2029

**(aa) in point 6.1.1, the heading is
replaced by the following:**

"6.1.1. EU fleet-wide target for 2025 to
2026"

Or. en

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

Amendment 460
Bas Eickhout

Proposal for a regulation
Annex I – paragraph 1 – point 1 – point a (new)
Regulation (EU) 2019/631
Annex I – Part A – point 6.1.1a. (new)

Text proposed by the Commission

Amendment

**(aa) the following point 6.1.1a. is
inserted:**

'6.1.1a. EU fleet-wide target for 2026

**EU fleet-wide target₂₀₂₆ = EU fleet-wide
target₂₀₂₁ · (1 – reduction factor₂₀₂₆)**

where:

**EU fleet-wide target₂₀₂₁ is as defined in
point 6.0;**

**reduction factor₂₀₂₆ is the reduction
specified in point (a) of Article 1(4a).'**

Or. en

Amendment 461
Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation
Annex I – paragraph 1 – point 1 – point a b (new)
Regulation (EU) 2019/631
Annex I – Part A – point 6.1.1a (new)

Text proposed by the Commission

Amendment

(ab) the following point is inserted:

6.1.1a. EU fleet-wide target for 2027 to 2029

EU fleet-wide target₂₀₂₇ = EU fleet-wide target₂₀₂₁ (1 – reduction factor₂₀₂₇) where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

reduction factor₂₀₂₇ is the reduction specified in Article 1(4a), point (a).

Or. en

Amendment 462

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point a b (new)

Regulation (EU) 2019/631

Annex I – Part A – point 6.1.1b. (new)

Text proposed by the Commission

Amendment

(ab) the following point 6.1.1b. is inserted:

'6.1.1b. EU fleet-wide target for 2027

EU fleet-wide target₂₀₂₇ = EU fleet-wide target₂₀₂₁ · (1 – reduction factor₂₀₂₇)

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

reduction factor₂₀₂₇ is the reduction specified in point (a) of Article 1(4b).'

Or. en

Amendment 463

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point a c (new)

Regulation (EU) 2019/631

Annex I – Part A – point 6.1.1c. (new)

Text proposed by the Commission

Amendment

(ac) the following point 6.1.1c. is inserted:

'6.1.1c. EU fleet-wide target for 2028

$EU\ fleet\text{-}wide\ target_{2028} = EU\ fleet\text{-}wide\ target_{2021} \cdot (1 - reduction\ factor_{2028})$

where:

$EU\ fleet\text{-}wide\ target_{2021}$ is as defined in point 6.0;

$reduction\ factor_{2028}$ is the reduction specified in point (a) of Article 1(4c).'

Or. en

Amendment 464

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

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point b

Regulation (EU) 2019/631

Annex I – Part A – point 6.1.2

Text proposed by the Commission

Amendment

(b) in point 6.1.2, the heading is replaced by the following:

deleted

'EU fleet-wide target for 2030 to 2034'

Or. en

Amendment 465

Hermann Tertsch

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point b

Regulation (EU) 2019/631

Annex I – Part A – point 6.1.2

Text proposed by the Commission

Amendment

(b) in point 6.1.2, the heading is replaced by the following: *deleted*

‘EU fleet-wide target for 2030 to 2034’

Or. en

Amendment 466

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

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point b

Regulation (EU) 2019/631

Annex I – Part A – point 6.1.2

Text proposed by the Commission

Amendment

(b) in point 6.1.2, the heading is replaced by the following: *deleted*

‘EU fleet-wide target for 2030 to 2034’

Or. en

Amendment 467

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

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point b

Regulation (EU) 2019/631

Annex I – Part A – point 6.1.2

Text proposed by the Commission

Amendment

(b) in point 6.1.2, the heading is replaced by the following: *deleted*

‘EU fleet-wide target for 2030 to 2034’

Or. de

Amendment 468

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point b

Regulation (EU) 2019/631

Annex I – Part A – point 6.1.2.

Text proposed by the Commission

(b) *in* point 6.1.2, *the heading* is replaced by the following:

‘EU fleet-wide target for 2030 to 2034’

Amendment

(b) point 6.1.2. is replaced by the following:

‘6.1.2. EU fleet-wide target for 2029

EU fleet-wide target₂₀₂₉ = EU fleet-wide target₂₀₂₁ · (1 – reduction factor₂₀₂₉)

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

reduction factor₂₀₂₉ is the reduction specified in point (a) of Article 1(5).’

Or. en

Amendment 469

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

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point b

Regulation (EU) 2019/631

Annex I – Part A – point 6.1.2

Text proposed by the Commission

EU fleet-wide target for 2030 to 2034

Amendment

deleted

Or. en

Amendment 470

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point b

Regulation (EU) 2019/631

Annex I – Part A – point 6.1.2

Text proposed by the Commission

Amendment

EU fleet-wide target for 2030 to 2034 ***deleted***

Or. en

Amendment 471
Pietro Fiocchi

Proposal for a regulation
Annex I – paragraph 1 – point 1 – point b
Regulation (EU) 2019/631
Annex I – Part A – point 6.1.2

Text proposed by the Commission

Amendment

EU fleet-wide target for 2030 to 2034 ***deleted***

Or. en

Amendment 472
Pietro Fiocchi

Proposal for a regulation
Annex I – paragraph 1 – point 1 – point b
Regulation (EU) 2019/631
Annex I – Part A – point 6.1.2

Text proposed by the Commission

Amendment

EU fleet-wide target for 2030 ***to 2034*** EU fleet-wide target for ***2025 and 2030***

Or. en

Amendment 473
Ondřej Knotek

Proposal for a regulation
Annex I – paragraph 1 – point 1 – point b
Regulation (EU) 2019/631
Annex I – Part A – point 6.1.2

Text proposed by the Commission

Amendment

EU fleet-wide target for 2030 *to 2034*

EU fleet-wide target for 2030 *onwards*

Or. en

Amendment 474

Ivan David

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point b

Regulation (EU) 2019/631

Annex I – Part A – point 6.1.2

Text proposed by the Commission

Amendment

EU fleet-wide target for 2030 *to 2034*

EU fleet-wide target for 2030 *onwards*

Or. en

Justification

Consistency with the AM above.

Amendment 475

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

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point c

Regulation (EU) 2019/631

Annex I – Part A – point 6.1.3

Text proposed by the Commission

Amendment

(c) the following point 6.1.3 is added:

deleted

‘6.1.3 EU fleet-wide target for 2035 onwards

EU fleet-wide target₂₀₃₅ = EU fleet-wide target₂₀₂₁ · (1 – reduction factor₂₀₃₅)

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

reduction factor₂₀₃₅ is as defined in Article 1(5a), point (a).’

Amendment 476

Ivan David

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point c

Regulation (EU) 2019/631

Annex I – Part A – point 6.1.3

Text proposed by the Commission

Amendment

(c) the following point 6.1.3 is added: deleted

‘6.1.3. EU fleet-wide target for 2035 onwards

EU fleet-wide target₂₀₃₅ = EU fleet-wide target₂₀₂₁ * (1 – reduction factor₂₀₃₅)

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

Reduction factor₂₀₃₅ is as defined in Article 1(5a), point (a).’

Or. en

Justification

Consistency with the AM above.

Amendment 477

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

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point c

Regulation (EU) 2019/631

Annex I – Part A – point 6.1.3

Text proposed by the Commission

Amendment

(c) the following point 6.1.3 is added: deleted

‘6.1.3. EU fleet-wide target for 2035 onwards

*EU fleet-wide target₂₀₃₅ = EU fleet-wide target₂₀₂₁ – * (1 – reduction factor₂₀₃₅)*

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

Reduction factor₂₀₃₅ is as defined in Article 1(5a), point (a).’

Or. en

Amendment 478

Andreas Glück, Ondřej Knotek, Frédérique Ries, Ulrike Müller

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point c

Regulation (EU) 2019/631

Annex I – part A – point 6.1.3

Text proposed by the Commission

Amendment

(c) the following point 6.1.3 is added: deleted

‘6.1.3. EU fleet-wide target for 2035 onwards

EU fleet-wide target₂₀₃₅ = EU fleet-wide target₂₀₂₁ – * (1 – reduction factor₂₀₃₅)

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

Reduction factor₂₀₃₅ is as defined in Article 1(5a), point (a).’

Or. en

Justification

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

Amendment 479

Pietro Fiocchi

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point c

Regulation (EU) 2019/631

Annex I – Part A – point 6.1.3

Text proposed by the Commission

Amendment

(c) the following point 6.1.3 is added: deleted

‘6.1.3. EU fleet-wide target for 2035 onwards

EU fleet-wide target₂₀₃₅ = EU fleet-wide target₂₀₂₁ – * (1 – reduction factor₂₀₃₅)

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

Reduction factor₂₀₃₅ is as defined in Article 1(5a), point (a).’

Or. enJustification

Achieving a de-facto ban of internal combustion engines for both cars and vans will require far-reaching improvements in the enabling conditions, notably the rollout of a vast network of public and private charging infrastructure powered by renewable electricity, hydrogen refuelling infrastructure, but also incentives for consumers, correct energy pricing, etc. As long as there is a high degree of uncertainty around the future outlook for these enabling conditions, it is premature to establish a target for 2035. Instead, post-2030 targets should be agreed based on the 2028 review.

Amendment 480

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

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point c

Regulation (EU) 2019/631

Annex I – Part A – point 6.1.3

Text proposed by the Commission

Amendment

(c) the following point 6.1.3 is added: deleted

‘6.1.3. EU fleet-wide target for 2035

onwards

*EU fleet-wide target₂₀₃₅ = EU fleet-wide target₂₀₂₁ * (1 – reduction factor₂₀₃₅)*

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

Reduction factor₂₀₃₅ is as defined in Article 1(5a), point (a).'

Or. en

Amendment 481
Pietro Fiocchi

Proposal for a regulation
Annex I – paragraph 1 – point 1 – point c
Regulation (EU) 2019/631
Annex I – Part A – point 6.1.3

Text proposed by the Commission

Amendment

(c) the following point 6.1.3 is added: deleted

'6.1.3. EU fleet-wide target for 2035 onwards

*EU fleet-wide target₂₀₃₅ = EU fleet-wide target₂₀₂₁ * (1 – reduction factor₂₀₃₅)*

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

Reduction factor₂₀₃₅ is as defined in Article 1(5a), point (a).'

Or. en

Justification

Achieving a de-facto ban of internal combustion engines for both cars and vans will require far-reaching improvements in the enabling conditions, notably the rollout of a vast network of public and private charging infrastructure powered by renewable electricity, hydrogen refuelling infrastructure, but also incentives for consumers, correct energy pricing, etc. As long as there is a high degree of uncertainty around the future outlook for these enabling conditions, it is premature to establish post-2030 targets, which should instead be agreed based on the 2028 review.

Amendment 482
Hermann Tertsch

Proposal for a regulation
Annex I – paragraph 1 – point 1 – point c
Regulation (EU) 2019/631
Annex I – Part A – point 6.1.3

Text proposed by the Commission

Amendment

6.1.3. EU fleet-wide target for 2035 onwards *deleted*

*EU fleet-wide target₂₀₃₅ = EU fleet-wide target₂₀₂₁ – * (1 – reduction factor₂₀₃₅)*

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

Reduction factor₂₀₃₅ is as defined in Article 1(5a), point (a).

Or. en

Justification

It is premature to fix a target for 2035

Amendment 483

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

Proposal for a regulation
Annex I – paragraph 1 – point 1 – point c
Regulation (EU) 2019/631
Annex I – Part A – point 6.1.3

Text proposed by the Commission

Amendment

6.1.3. EU fleet-wide target for 2035 onwards *deleted*

*EU fleet-wide target₂₀₃₅ = EU fleet-wide target₂₀₂₁ – * (1 – reduction factor₂₀₃₅)*

where:

EU fleet-wide target₂₀₂₁ is as defined in

point 6.0;

Reduction factor₂₀₃₅ is as defined in Article 1(5a), point (a).

Or. en

Amendment 484

Pietro Fiocchi

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point c

Regulation (EU) 2019/631

Annex I – Part A – point 6.1.3

Text proposed by the Commission

Amendment

6.1.3. EU fleet-wide target for 2035 onwards **deleted**

*EU fleet-wide target₂₀₃₅ = EU fleet-wide target₂₀₂₁ * (1 – reduction factor₂₀₃₅)*

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

Reduction factor₂₀₃₅ is as defined in Article 1(5a), point (a).

Or. en

Justification

Achieving a de-facto ban of internal combustion engines for both cars and vans will require far-reaching improvements in the enabling conditions, notably the rollout of a vast network of public and private charging infrastructure powered by renewable electricity, hydrogen refuelling infrastructure, but also incentives for consumers, correct energy pricing, etc. As long as there is a high degree of uncertainty around the future outlook for these enabling conditions, it is premature to establish a target for 2035. Instead, post-2030 targets should be agreed based on the 2028 review.

Amendment 485

Pietro Fiocchi

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point c

Regulation (EU) 2019/631

Annex I – Part A – point 6.1.3

Text proposed by the Commission

Amendment

6.1.3. EU fleet-wide target for 2035
onwards

6.1.3. EU fleet-wide target for 2035 *to*
2039

Or. en

Amendment 486
Bas Eickhout

Proposal for a regulation
Annex I – paragraph 1 – point 1 – point c
Regulation (EU) 2019/631
Annex I – Part A – point 6.1.3.

Text proposed by the Commission

Amendment

6.1.3. EU fleet-wide target for **2035**
onwards

6.1.3. EU fleet-wide target for **2030**
onwards

Or. en

Amendment 487

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

Proposal for a regulation
Annex I – paragraph 1 – point 1 – point c
Regulation (EU) 2019/631
Annex I – Part A – point 6.1.3

Text proposed by the Commission

Amendment

*EU fleet-wide target₂₀₃₅ = EU fleet-wide
target₂₀₂₁ – * (1 – reduction factor₂₀₃₅)*

deleted

Or. en

Amendment 488
Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point c
Regulation (EU) 2019/631
Annex I – Part A – point 6.1.3.

Text proposed by the Commission

Amendment

EU fleet-wide target₂₀₃₅ = EU fleet-wide
target₂₀₂₁– reduction factor₂₀₃₅)

EU fleet-wide target₂₀₃₀ = EU fleet-wide
target₂₀₂₁– reduction factor₂₀₃₀)

Or. en

Amendment 489

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

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point c
Regulation (EU) 2019/631
Annex I – Part A – point 6.1.3

Text proposed by the Commission

Amendment

***EU fleet-wide target₂₀₂₁ is as defined in
point 6.0;***

deleted

Or. en

Amendment 490

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

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point c
Regulation (EU) 2019/631
Annex I – Part A – point 6.1.3

Text proposed by the Commission

Amendment

***Reduction factor₂₀₃₅ is as defined in
Article 1(5a), point (a).***

deleted

Or. en

Amendment 491

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point c

Regulation (EU) 2019/631

Annex I – Part A – point 6.1.3)

Text proposed by the Commission

Amendment

Reduction factor₂₀₃₅ is as defined in Article 1(5a), point (a).

Reduction factor₂₀₃₀ is as defined in Article 1(5a), point (a).

Or. en

Amendment 492

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

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point d

Regulation (EU) 2019/631

Annex I – Part A – point 6.2

Text proposed by the Commission

Amendment

(d) in point 6.2 the heading is replaced by the following: *deleted*

‘Specific emissions reference targets’

Or. de

Amendment 493

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point d

Regulation (EU) 2019/631

Annex I – Part A – point 6.2

Text proposed by the Commission

Amendment

(d) in point 6.2 the heading is replaced by the following: (d) point 6.2 *is deleted.*

‘Specific emissions reference targets’

Justification

Linked to the deletion of the mass utility parameter

Amendment 494

Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation**Annex I – paragraph 1 – point 1 – point d a (new)**

Regulation (EU) 2019/631

Annex I – Part A – point 6.2.1

*Present text**Amendment*

6.2.1. Specific emissions reference targets for 2025 to **2029**

The specific emissions reference target = EU fleet-wide target₂₀₂₅ + *a* · (TM – TM)

where:

EU fleet-wide target₂₀₂₅ is as determined in accordance with point 6.1.1;

target₂₀₂₅

*a*₂₀₂₅ is

$$\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2025}}{\text{Average emissions}_{2021}}$$

where:

a 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 CO₂ (dependent variable) of each new passenger car registered in 2021;

average emissions is the average of the specific emissions of CO₂ of all new passenger cars registered in 2021 of those manufacturers for which a specific emissions target is calculated in

(da) Point 6.2.1 is replaced by the following:

"6.2.1. Specific emissions reference targets for 2025 to **2026**

The specific emissions reference target = EU fleet-wide target₂₀₂₅

where:

EU fleet-wide target₂₀₂₅ is as determined in accordance with point 6.1.1;"

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;

Or. en

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

Amendment 495

Pascal Canfin, Michal Wiezik, Martin Hojsik

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point d a (new)

Regulation (EU) 2019/631

Annex I – Part A – point 6.2.1

Text proposed by the Commission

Amendment

(da) point 6.2.1 is amended as follows:

Specific emissions reference targets for 2025 to 2026.

The specific emissions reference target = EU fleet-wide target₂₀₂₅

where:

EU fleet-wide target₂₀₂₅ is as determined in accordance with point 6.1.1;

Or. en

Amendment 496

Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point d b (new)

Regulation (EU) 2019/631

Annex I – Part A – point 6.2.1a (new)

Text proposed by the Commission

Amendment

(db) the following point 6.2.1a is added:

6.2.1a. Specific emissions targets for 2027

to 2029

The specific emissions target = EU fleet-wide target₂₀₂₇

where:

EU fleet-wide target₂₀₂₇ is as determined in accordance with point 6.1.1a;

Or. en

Amendment 497

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

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point e

Regulation (EU) 2019/631

Annex 1 – Part A – point 6.2.2

Text proposed by the Commission

Amendment

(e) point 6.2.2 is deleted

deleted

Or. de

Amendment 498

Ivan David

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point e

Regulation (EU) 2019/631

Annex 1 – Part A – point 6.2.2

Text proposed by the Commission

Amendment

(e) point 6.2.2 is deleted.

deleted

Or. en

Justification

Consistency with the AM above.

Amendment 499

Ondřej Knotek

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point e

Regulation (EU) 2019/631

Annex 1 – Part A – point 6.2.2

Text proposed by the Commission

Amendment

(e) point 6.2.2 is deleted.

deleted

Or. en

Amendment 500

Sylvia Limmer

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – point 6.3

Present text

Amendment

6.3. Specific emissions targets for 2025 onwards

Specific emissions target = specific emissions reference target · ZLEV factor

where:

specific emissions reference target is the specific emissions reference target of CO₂ determined in accordance with point 6.2.1 for the period 2025 to 2029 and point 6.2.2 for 2030 onwards;

ZLEV factor $(1 + y - x)$, unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be;

where:

y is the share of *zero- and* low-emission vehicles in the manufacturer's fleet of new passenger cars calculated as the total number of new *zero- and* low-emission vehicles, where each of them is counted as

6.3. Specific emissions targets for 2025 onwards

Specific emissions target = specific emissions reference target · ZLEV factor

where:

specific emissions reference target is the specific emissions reference target of CO₂ determined in accordance with point 6.2.1 for the period 2025 to 2029 and point 6.2.2 for 2030 onwards;

ZLEV factor $(1 + y - x)$, unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be;

where:

y is the share of low-emission vehicles in the manufacturer's fleet of new passenger cars calculated as the total number of new low-emission vehicles, where each of them is counted as $ZLEV_{\text{specific}}$ in accordance with

ZLEV_{specific} in accordance with the following formula, divided by the total number of new passenger cars registered in the relevant calendar year:

$$ZLEV_{specific} = \left(1 - \left(\frac{\text{specific emissions of CO}_2 \cdot 0,7}{50} \right) \right)$$

For new passenger cars registered in Member States with a share of **zero- and** low-emission vehicles in their fleet below 60 % of the Union average in the year 2017 (1) and with less than 1 000 new **zero- and** low-emission vehicles registered in 2017, ZLEV_{specific} shall, until and including 2030, be calculated in accordance with the following formula:

$$ZLEV_{specific} = \left(1 - \left(\frac{\text{specific emissions of CO}_2 \cdot 0,7}{50} \right) \right) 1,85$$

Where the share of **zero- and** low-emission vehicles in a Member State's fleet of new passenger cars registered in a year between 2025 and 2030 exceeds 5 %, that Member State shall not be eligible for the application of the multiplier of 1,85 in the subsequent years;

is 15% in the years 2025 to 2029 and 35 % from 2030 onwards.

the following formula, divided by the total number of new passenger cars registered in the relevant calendar year:

$$ZLEV_{specific} = \left(1 - \left(\frac{\text{specific emissions of CO}_2 \cdot 0,7}{50} \right) \right)$$

For new passenger cars registered in Member States with a share of low-emission vehicles in their fleet below 60 % of the Union average in the year 2017 (1) and with less than 1 000 new low-emission vehicles registered in 2017, ZLEV_{specific} shall, until and including 2030, be calculated in accordance with the following formula:

$$ZLEV_{specific} = \left(1 - \left(\frac{\text{specific emissions of CO}_2 \cdot 0,7}{50} \right) \right) 1,85$$

Where the share of low-emission vehicles in a Member State's fleet of new passenger cars registered in a year between 2025 and 2030 exceeds 5 %, that Member State shall not be eligible for the application of the multiplier of 1,85 in the subsequent years;

is 15% in the years 2025 to 2029 and 35 % from 2030 onwards.

Or. de

Amendment 501

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

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – point 6.3

Text proposed by the Commission

Amendment

[...]

deleted

Amendment 502

Malin Björk, Nikolaj Villumsen, Silvia Modig

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

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex 1 – Part A – point 6.3

Text proposed by the Commission

Amendment

6.3. Specific emissions targets for 2025 onwards

6.3. paragraph 6.3 is deleted

Amendment 503

Hermann Tertsch

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex 1 – Part A – point 6.3.1

Text proposed by the Commission

Amendment

6.3.1 Specific emissions targets for 2025 to 2029:

deleted

Specific emissions target = specific emissions reference target · ZLEV factor

where:

specific emissions reference target is the specific emissions reference target of CO₂ determined in accordance with point 6.2.1;

ZLEV factor is (1 + y – x), unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be;

where:

y is the share of zero- and low-emission vehicles in the manufacturer's fleet of new passenger cars calculated as the total number of new zero- and low-emission

vehicles, where each of them is counted as $ZLEV_{specific}$ in accordance with the following formula, divided by the total number of new passenger cars registered in the relevant calendar year:

$$ZLEV_{specific} = 1 - \left(\frac{\text{specific emissions of CO}_2 \cdot 0,7}{50} \right)$$

For new passenger cars registered in Member States with a share of zero- and low-emission vehicles in their fleet below 60% of the Union average in the year 2017 and with less than 1 000 new zero- and low-emission vehicles registered in the year 2017*, $ZLEV_{specific}$ shall, until and including 2029, be calculated in accordance with the following formula:

$$ZLEV_{specific} = \left(1 - \left(\frac{\text{specific emissions of CO}_2 \cdot 0,7}{50} \right) \right) \cdot 1,85$$

Where the share of zero- and low-emission vehicles in a Member State's fleet of new passenger cars registered in a year between 2025 and 2028 exceeds 5 %, that Member State shall not be eligible for the application of the multiplier of 1,85 in the subsequent years;

x is 15 % in the years 2025 to 2029.

Or. en

Amendment 504 **Sylvia Limmer**

Proposal for a regulation
Annex I – paragraph 1 – point 1 – point f
Regulation (EU) 2019/631
Annex I – Part A – point 6.3

Text proposed by the Commission

Amendment

6.3. Specific emissions reference targets from 2025 onwards

6.3. Specific emissions reference targets from 2025 onwards

6.3.1. Specific emissions reference targets for 2025 to 2029

6.3.1. ‘Specific emissions reference targets for 2025 to 2029

Specific emissions target = specific emissions reference target – ($\varnothing_{\text{targets}}$ - EU fleet-wide target₂₀₂₅) ZLEV factor

where:

specific emissions reference target is the specific emissions reference target for the reference manufacturer determined in accordance with point 6.2.1;

$\varnothing_{\text{targets}}$ is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.1;

ZLEV factor (1 + y – x), unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be;

where:

y is the share of *zero- and* low-emission vehicles in the manufacturer's fleet of new light commercial vehicles calculated as the total number of new *zero- and* low-emission vehicles, where each of them is counted as ZLEV_{specific} in accordance with the following formula, divided by the total number of new light commercial vehicles registered in the relevant calendar year: x

$$ZLEV_{\text{specific}} = \left(1 - \left(\frac{\text{specific emissions of CO}_2}{50} \right) \right)$$

≥ 15 %.

6.3.2. The specific emissions target from 2030 onwards

Specific emissions target = specific emissions reference target – ($\varnothing_{\text{targets}}$ - EU fleet-wide target₂₀₃₀) ZLEV factor

where:

Specific emissions target = specific emissions reference target – ($\varnothing_{\text{targets}}$ - EU fleet-wide target₂₀₂₅) ZLEV factor

where:

specific emissions reference target is the specific emissions reference target for the reference manufacturer determined in accordance with point 6.2.1;

$\varnothing_{\text{targets}}$ is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.1;

ZLEV factor (1 + y – x), unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be;

where:

y is the share of low-emission vehicles in the manufacturer's fleet of new light commercial vehicles calculated as the total number of new low-emission vehicles, where each of them is counted as ZLEV_{specific} in accordance with the following formula, divided by the total number of new light commercial vehicles registered in the relevant calendar year:

$$ZLEV_{\text{specific}} = \left(1 - \left(\frac{\text{specific emissions of CO}_2}{50} \right) \right)$$

≥ 15 %.

6.3.2. The specific emissions target from 2030 onwards

Specific emissions target = specific emissions reference target – ($\varnothing_{\text{targets}}$ - EU fleet-wide target₂₀₃₀) ZLEV factor

where:

specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.2;

$\bar{\theta}_{\text{targets}}$ is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.2;

ZLEV factor $(1 + y - x)$, unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be;

where:

y is the share of *zero- and* low-emission vehicles in the manufacturer's fleet of new light commercial vehicles calculated as the total number of new *zero- and* low-emission vehicles, where each of them is counted as $ZLEV_{\text{specific}}$ in accordance with the following formula, divided by the total number of new light commercial vehicles registered in the relevant calendar year: x

$$ZLEV_{\text{specific}} = \left(1 - \left(\frac{\text{specific emissions of CO}_2}{50} \right) \right)$$

$\times 30$ %.

⁽¹⁾ The share of *zero- and* low-emission vehicles in the new passenger car fleet of a Member State in 2017 is calculated as the total number of new zero- and low-emission vehicles registered in 2017 divided by the total number of new passenger cars registered in the same year.

specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.2;

$\bar{\theta}_{\text{targets}}$ is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.2;

ZLEV factor $(1 + y - x)$, unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be;

where:

y is the share of low-emission vehicles in the manufacturer's fleet of new light commercial vehicles calculated as the total number of new low-emission vehicles, where each of them is counted as $ZLEV_{\text{specific}}$ in accordance with the following formula, divided by the total number of new light commercial vehicles registered in the relevant calendar year:

$$ZLEV_{\text{specific}} = \left(1 - \left(\frac{\text{specific emissions of CO}_2}{50} \right) \right)$$

$\times 30$ %.

⁽¹⁾ The share of low-emission vehicles in the new passenger car fleet of a Member State in 2017 is calculated as the total number of new zero- and low-emission vehicles registered in 2017 divided by the total number of new passenger cars registered in the same year.

Or. de

Amendment 505

Jens Gieseke, Massimiliano Salini, Angelika Niebler, Markus Pieper, Cláudia Monteiro

de Aguiar, Dolors Montserrat, Karolin Braunsberger-Reinhold, Michael Gahler, Pernille Weiss, Norbert Lins, Salvatore De Meo, Marian-Jean Marinescu, Barbara Thaler, Radan Kanev, Alexander Bernhuber, Christian Doleschal

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex 1 – Part A – point 6.3.1

Text proposed by the Commission

Amendment

6.3.1 Specific emissions targets for 2025
to 2029:

6.3.1 Specific emissions targets for 2025
onwards:

Or. en

Amendment 506

Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.1

Text proposed by the Commission

Amendment

6.3.1 Specific emissions targets for 2025
to 2029:

6.3.1 Specific emissions targets for 2025
to 2026:

Or. en

Amendment 507

Ivan David

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex 1 – Part A – point 6.3.1

Text proposed by the Commission

Amendment

6.3.1 *Specific emissions targets for 2025*
to 2029:

6.3.1 **Title deleted**

Or. en

Justification

Consistency with the AMs above.

Amendment 508

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.1

Text proposed by the Commission

Amendment

6.3.1 Specific emissions targets for 2025
to 2029:

6.3.1 Specific emissions targets for 2025:

Or. en

Amendment 509

Ondřej Knotek

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation 2019/631

Annex I – Part A – point 6.3.1

Text proposed by the Commission

Amendment

6.3.1 *Specific emissions targets for 2025*
to 2029:

6.3.1 *deleted*

Or. en

Amendment 510

Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.1 – subparagraph 1

Text proposed by the Commission

Amendment

Specific emissions target = specific

Specific emissions target = specific

emissions reference target · *ZLEV factor*

emissions reference target

Or. en

Amendment 511

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – Point 6.3.1

Text proposed by the Commission

Amendment

Specific emissions target = *specific emissions reference target* · *ZLEV factor*

Specific emissions target = *EU fleet-wide target*₂₀₂₅

Or. en

Justification

Linked to the deletion of the ZLEV factor

Amendment 512

Ondřej Knotek

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.1 – subparagraph 2

Text proposed by the Commission

Amendment

specific emissions reference target is the specific emissions reference target of CO₂ determined in accordance with point 6.2.1;

specific emissions reference target is the specific emissions reference target of CO₂ determined in accordance with point 6.2.1 *for the period 2025 to 2029 and point 6.2.2 for 2030 onwards;*

Or. en

Amendment 513

Ivan David

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.1 – subparagraph 2

Text proposed by the Commission

specific emissions reference target is the specific emissions reference target of CO₂ determined in accordance with point 6.2.1;

Amendment

specific emissions reference target is the specific emissions reference target of CO₂ determined in accordance with point 6.2.1 **for the period 2025 to 2029 and point 6.2.2 for 2030 onwards;**

Or. en

Justification

Consistency with the AMs above.

Amendment 514

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.1 – subparagraph 2

Text proposed by the Commission

specific emissions reference target is the specific emissions reference target of CO₂ determined in accordance with point 6.2.1;

Amendment

EU fleet-wide target₂₀₂₅ is determined in accordance with point 6.1.1;

Or. en

Justification

Linked to the deletion of the mass utility parameter

Amendment 515

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.1 – subparagraph 3

Text proposed by the Commission

Amendment

ZLEV factor is $(1 + y - x)$, unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be; *deleted*

Or. en

Justification

Linked to the deletion of the ZLEV factor

Amendment 516

Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.1 – subparagraph 3

Text proposed by the Commission

Amendment

ZLEV factor is $(1 + y - x)$, unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be; *deleted*

Or. en

Amendment 517

Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.1 – subparagraph 4 and 5

Text proposed by the Commission

Amendment

where: *deleted*

y is the share of zero- and low-emission vehicles in the manufacturer's fleet of new passenger cars calculated as the total number of new zero- and low-emission vehicles, where each of them is counted as

ZLEV_{specific} in accordance with the following formula, divided by the total number of new passenger cars registered in the relevant calendar year:

$$ZLEV_{specific} = 1 - \left(\frac{\text{specific emissions of CO}_2 \cdot 0,7}{50} \right)$$

For new passenger cars registered in Member States with a share of zero- and low-emission vehicles in their fleet below 60% of the Union average in the year 2017 and with less than 1 000 new zero- and low-emission vehicles registered in the year 2017, ZLEV_{specific} shall, until and including 2029, be calculated in accordance with the following formula:*

$$ZLEV_{specific} = \left(1 - \left(\frac{\text{specific emissions of CO}_2 \cdot 0,7}{50} \right) \right) \cdot 1,85$$

Where the share of zero- and low-emission vehicles in a Member State's fleet of new passenger cars registered in a year between 2025 and 2028 exceeds 5 %, that Member State shall not be eligible for the application of the multiplier of 1,85 in the subsequent years;

x is 15 % in the years 2025 to 2029.

Or. en

Amendment 518

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.1 – subparagraph 4 and 5

Text proposed by the Commission

Amendment

where:

deleted

y is the share of zero- and low-emission vehicles in the manufacturer's fleet of new passenger cars calculated as the total number of new zero- and low-emission vehicles, where each of them is counted as

ZLEV_{specific} in accordance with the following formula, divided by the total number of new passenger cars registered in the relevant calendar year:

$$ZLEV_{specific} = 1 - \left(\frac{\text{specific emissions of CO}_2 \cdot 0,7}{50} \right)$$

For new passenger cars registered in Member States with a share of zero- and low-emission vehicles in their fleet below 60% of the Union average in the year 2017 and with less than 1 000 new zero- and low-emission vehicles registered in the year 2017, ZLEV_{specific} shall, until and including 2029, be calculated in accordance with the following formula:*

$$ZLEV_{specific} = \left(1 - \left(\frac{\text{specific emissions of CO}_2 \cdot 0,7}{50} \right) \right) \cdot 1,85$$

Where the share of zero- and low-emission vehicles in a Member State's fleet of new passenger cars registered in a year between 2025 and 2028 exceeds 5 %, that Member State shall not be eligible for the application of the multiplier of 1,85 in the subsequent years;

x is 15 % in the years 2025 to 2029.

Or. en

Justification

Linked to the deletion of the ZLEV factor

Amendment 519

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

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.1 – subparagraph 4

Text proposed by the Commission

Amendment

ZLEV_{specific}

ZLEV_{specific} = (1 – (specific emissions of

$$= \left(1 - \left(\frac{\text{specific emissions of CO}_2 \cdot 0,7}{50} \right) \right) \cdot 1,85$$

$$\text{CO}_2 \cdot 0,750) \cdot 1,85$$

Or. en

Amendment 520
Ondřej Knotek

Proposal for a regulation
Annex I – paragraph 1 – point 1 – point f
Regulation (EU) 2019/631
Annex I – Part A – point 6.3.1 – subparagraph 5

Text proposed by the Commission

Amendment

x is 15 % in the years 2025 to 2029.

x is 15 % in the years 2025 to 2029 **and**
40% from 2030 onwards..

Or. en

Amendment 521
Ivan David

Proposal for a regulation
Annex I – paragraph 1 – point 1 – point f
Regulation (EU) 2019/631
Annex I – Part A – point 6.3.1 – subparagraph 5

Text proposed by the Commission

Amendment

x is 15 % in the years 2025 to 2029.

x is 15 % in the years 2025 to 2029 **and**
40% from 2030 onwards.

Or. en

Justification

Consistency with the AMs above.

Amendment 522
Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation
Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631
Annex I – Part A – point 6.3.1a (new)

Text proposed by the Commission

Amendment

6.3.1 a Specific emissions targets for 2027 to 2029

Specific emissions target = EU fleet-wide target₂₀₂₇

Where,

EU fleet-wide target₂₀₂₇ is as determined in accordance with point 6.1.1a (new);

Or. en

Amendment 523
Bas Eickhout

Proposal for a regulation
Annex I – paragraph 1 – point 1 – point f a
Regulation (EU) 2019/631
Annex I – Part A – point 6.3.1a (new)

Text proposed by the Commission

Amendment

(fa) the following point 6.3.1a is inserted:

'6.3.1a Specific emissions targets for 2026

Specific emissions target = EU fleet-wide target₂₀₂₆

where:

EU fleet-wide target₂₀₂₆ is determined in accordance with point 6.1.1a

Or. en

Justification

Linked to the deletion of the mass utility parameter and to the introduction of linear emissions reduction between 2025 and 2030.

Amendment 524
Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f b

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.1b (new)

Text proposed by the Commission

Amendment

(fb) the following point 6.3.1b is inserted:

'6.3.1b Specific emissions targets for 2027

Specific emissions target = EU fleet-wide target₂₀₂₇

where:

EU fleet-wide target₂₀₂₇ is determined in accordance with point 6.1.1b

Or. en

Justification

Linked to the deletion of the mass utility parameter and to the introduction of linear emissions reduction between 2025 and 2030.

Amendment 525

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f c

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.1c (new)

Text proposed by the Commission

Amendment

(fc) the following point 6.3.1c is inserted:

'6.3.1c Specific emissions targets for 2028

Specific emissions target = EU fleet-wide target₂₀₂₈

where:

EU fleet-wide target₂₀₂₈ is determined in accordance with point 6.1.1c

Or. en

Justification

Linked to the deletion of the mass utility parameter and to the introduction of linear emissions reduction between 2025 and 2030.

Amendment 526

Pietro Fiocchi

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/613

Annex I – Part A – point 6.3.2

Text proposed by the Commission

Amendment

6.3.2 Specific emissions targets for 2030 to 2034 **deleted**

Specific emissions target = EU fleet-wide target₂₀₃₀ + a₂₀₃₀ · (TM-TM₀)

Where,

EU fleet-wide target₂₀₃₀ is as determined in accordance with point 6.1.2;

a₂₀₃₀ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{average emissions}_{2021}}$

where,

a₂₀₂₁ is as defined in point 6.2.1

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

Or. en

Justification

Achieving a de-facto ban of internal combustion engines for both cars and vans will require far-reaching improvements in the enabling conditions, notably the rollout of a vast network of public and private charging infrastructure powered by renewable electricity, hydrogen refuelling infrastructure, but also incentives for consumers, correct energy pricing, etc. As long as there is a high degree of uncertainty around the future outlook for these enabling conditions, it is premature to establish a target for 2035. Instead, post-2030 targets should be agreed based on the 2028 review.

Amendment 527

Ivan David

Proposal for a regulation

Annex I – paragraph 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 **deleted**

Specific emissions target = EU fleet-wide target₂₀₃₀ + a₂₀₃₀ · (TM-TM₀)

Where,

EU fleet-wide target₂₀₃₀ is as determined in accordance with point 6.1.2;

a₂₀₃₀ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{average emissions}_{2021}}$

where,

a₂₀₂₁ is as defined in point 6.2.1

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

Or. en

Amendment 528

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

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation 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 onwards

Amendment 529

Andreas Glück, Frédérique Ries, Ulrike Müller

Proposal for a regulation

Annex I – paragraph 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
onwards

Or. en

Justification

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

Amendment 530

Hermann Tertsch

Proposal for a regulation

Annex I – paragraph 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
onwards

Or. en

Amendment 531

Ondřej Knotek

Proposal for a regulation

Annex I – paragraph 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
onwards

Or. en

Amendment 532
Pietro Fiocchi

Proposal for a regulation
Annex I – paragraph 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
onwards

Or. en

Amendment 533
Danilo Oscar Lancini, Marco Dreosto, Simona Baldassarre, Silvia Sardone, Annalisa Tardino, Rosanna Conte, Gianantonio Da Re, Matteo Adinolfi, Marco Campomenosi

Proposal for a regulation
Annex I – paragraph 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

Or. en

Amendment 534
Bas Eickhout

Proposal for a regulation
Annex I – paragraph 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 **2029**

Or. en

Justification

Linked to the deletion of the mass utility parameter and to the introduction of linear emissions reduction between 2025 and 2030.

Amendment 535
Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation
Annex I – paragraph 1 – point 1 – point f
Regulation (EU) 2019/631
Annex I – Part A – point 6.3.2 – subparagraph 1

Text proposed by the Commission

Amendment

Specific emissions target = EU fleet-wide
 $\text{target}_{2030} + a_{2030} \cdot (TM - TM_0)$

Specific emissions target = EU fleet-wide
 target_{2030}

Or. en

Amendment 536
Bas Eickhout

Proposal for a regulation
Annex I – paragraph 1 – point 1 – point f
Regulation (EU) 2019/631
Annex I – Part A – point 6.3.2 – subparagraph 1

Text proposed by the Commission

Amendment

Specific emissions target = EU fleet-wide
 $\text{target}_{2030} + a_{2030} \cdot (TM - TM_0)$

Specific emissions target = EU fleet-wide
 target_{2029}

Justification

Linked to the deletion of the mass utility parameter and to the introduction of linear emissions reduction between 2025 and 2030.

Amendment 537**Bas Eickhout****Proposal for a regulation****Annex I – paragraph 1 – point 1 – point f**

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.2 – subparagraph 2

*Text proposed by the Commission**Amendment*

EU fleet-wide target₂₀₃₀ is as determined in accordance with point 6.1.2;

EU fleet-wide target₂₀₂₉ is as determined in accordance with point 6.1.2;

Or. en

Justification

Linked to the deletion of the mass utility parameter and to the introduction of linear emissions reduction between 2025 and 2030.

Amendment 538**Sara Cerdas, Petar Vitanov, Mohammed Chahim****Proposal for a regulation****Annex I – paragraph 1 – point 1 – point f**

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.2 – subparagraph 3

*Text proposed by the Commission**Amendment*

a_{2030} is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{average emissions}_{2021}}$

*deleted**where**a₂₀₂₁ is as defined in point 6.2.1**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 539**Bas Eickhout****Proposal for a regulation****Annex I – paragraph 1 – point 1 – point f**

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.2 – subparagraph 3

*Text proposed by the Commission**Amendment*

a₂₀₃₀ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{average emissions}_{2021}}$ deleted

where***a₂₀₂₁ is as defined in point 6.2.1******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****Justification**Linked to the deletion of the mass utility parameter.***Amendment 540****Andreas Glück, Ondřej Knotek, Frédérique Ries, Ulrike Müller****Proposal for a regulation****Annex I – paragraph 1 – point 1 – point f**

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.3

*Text proposed by the Commission**Amendment*

6.3.3 Specific emissions targets for 2035 onwards deleted

Specific emissions target = EU fleet-wide target₂₀₃₅ + a₂₀₃₅ · (TM-TM₀)***Where,******EU fleet-wide target₂₀₃₅ is as determined***

in accordance with point 6.1.3;

a_{2035} is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{average emissions}_{2021}}$

where,

a_{2021} is as defined in point 6.2.1

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

** The share of zero- and low-emission vehicles in the new passenger car fleet of a Member State in 2017 is calculated as the total number of new zero- and low-emission vehicles registered in 2017 divided by the total number of new passenger cars registered in the same year.;*

Or. en

Justification

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

Amendment 541

Pietro Fiocchi

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.3

Text proposed by the Commission

Amendment

6.3.3 Specific emissions targets for 2035 onwards **deleted**

Specific emissions target = EU fleet-wide target₂₀₃₅ + a₂₀₃₅ · (TM-TM₀)

Where,

EU fleet-wide target₂₀₃₅ is as determined in accordance with point 6.1.3;

a₂₀₃₅ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{average emissions}_{2021}}$

where,

a₂₀₂₁ is as defined in point 6.2.1

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

** The share of zero- and low-emission vehicles in the new passenger car fleet of a Member State in 2017 is calculated as the total number of new zero- and low-emission vehicles registered in 2017 divided by the total number of new passenger cars registered in the same year.;*

Or. en

Justification

Achieving a de-facto ban of internal combustion engines for both cars and vans will require far-reaching improvements in the enabling conditions, notably the rollout of a vast network of public and private charging infrastructure powered by renewable electricity, hydrogen refuelling infrastructure, but also incentives for consumers, correct energy pricing, etc. As long as there is a high degree of uncertainty around the future outlook for these enabling conditions, it is premature to establish a target for 2035. Instead, post-2030 targets should be agreed based on the 2028 review.

Amendment 542

Ivan David

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.3

Text proposed by the Commission

Amendment

6.3.3 Specific emissions targets for 2035 **deleted**

onwards

Specific emissions target = EU fleet-wide target₂₀₃₅ + a₂₀₃₅ · (TM-TM₀)

Where,

EU fleet-wide target₂₀₃₅ is as determined in accordance with point 6.1.3;

a₂₀₃₅ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{average emissions}_{2021}}$

where,

a₂₀₂₁ is as defined in point 6.2.1

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

** The share of zero- and low-emission vehicles in the new passenger car fleet of a Member State in 2017 is calculated as the total number of new zero- and low-emission vehicles registered in 2017 divided by the total number of new passenger cars registered in the same year.;*

Or. en

Justification

Consistency with the AM above.

Amendment 543

Pietro Fiocchi

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.3

Text proposed by the Commission

Amendment

6.3.3 Specific emissions targets for 2035 onwards *deleted*

Specific emissions target = EU fleet-wide

$target_{2035} + a_{2035} \cdot (TM - TM_0)$

Where,

EU fleet-wide target₂₀₃₅ is as determined in accordance with point 6.1.3;

a_{2035} is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{average emissions}_{2021}}$

where,

a₂₀₂₁ is as defined in point 6.2.1

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

** The share of zero- and low-emission vehicles in the new passenger car fleet of a Member State in 2017 is calculated as the total number of new zero- and low-emission vehicles registered in 2017 divided by the total number of new passenger cars registered in the same year.;*

Or. en

Amendment 544
Hermann Tertsch

Proposal for a regulation
Annex I – paragraph 1 – point 1 – point f
Regulation (EU) 2019/631
Annex I – Part A – point 6.3.3

Text proposed by the Commission

Amendment

6.3.3 Specific emissions targets for 2035 onwards *deleted*

Specific emissions target = EU fleet-wide target₂₀₃₅ + a₂₀₃₅ · (TM - TM₀)

Where,

EU fleet-wide target₂₀₃₅ is as determined in accordance with point 6.1.3;

a_{2035} is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{average emissions}_{2021}}$

where,

a_{2021} is as defined in point 6.2.1

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

* The share of zero- and low-emission vehicles in the new passenger car fleet of a Member State in 2017 is calculated as the total number of new zero- and low-emission vehicles registered in 2017 divided by the total number of new passenger cars registered in the same year.;

Or. en

Amendment 545

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

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.3

Text proposed by the Commission

Amendment

6.3.3 Specific emissions targets for 2035 onwards *deleted*

Specific emissions target = EU fleet-wide target₂₀₃₅ + a₂₀₃₅ · (TM-TM₀)

Where,

EU fleet-wide target₂₀₃₅ is as determined in accordance with point 6.1.3;

a₂₀₃₅ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{average emissions}_{2021}}$

where,

a₂₀₂₁ is as defined in point 6.2.1

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

** The share of zero- and low-emission vehicles in the new passenger car fleet of a Member State in 2017 is calculated as the total number of new zero- and low-emission vehicles registered in 2017 divided by the total number of new passenger cars registered in the same year.;*

Or. en

Amendment 546

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

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.3

Text proposed by the Commission

Amendment

6.3.3 Specific emissions targets for 2035 onwards *deleted*

Specific emissions target = EU fleet-wide target₂₀₃₅ + a₂₀₃₅ · (TM-TM₀)

Where,

EU fleet-wide target₂₀₃₅ is as determined in accordance with point 6.1.3;

a₂₀₃₅ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{average emissions}_{2021}}$

where,

a₂₀₂₁ is as defined in point 6.2.1

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

** The share of zero- and low-emission vehicles in the new passenger car fleet of a Member State in 2017 is calculated as the total number of new zero- and low-emission vehicles registered in 2017 divided by the total number of new passenger cars registered in the same year.;*

Or. en

Amendment 547

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.3

Text proposed by the Commission

Amendment

6.3.3 Specific emissions targets for **2035** onwards

6.3.3 Specific emissions targets for **2030** onwards

Or. en

Amendment 548

Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.3 – subparagraph 1

Text proposed by the Commission

Amendment

Specific emissions target = EU fleet-wide target₂₀₃₅ + $a_{2035} \cdot (TM - TM_0)$

Specific emissions target = EU fleet-wide target₂₀₃₅

Or. en

Amendment 549

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.3 – subparagraph 1

Text proposed by the Commission

Amendment

Specific emissions target = EU fleet-wide
target₂₀₃₅ + $a_{2035} \cdot (TM - TM_0)$

Specific emissions target = EU fleet-wide
target₂₀₃₀

Or. en

Justification

Linked to the deletion of the mass utility parameter.

Amendment 550

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.3 – subparagraph 2

Text proposed by the Commission

Amendment

EU fleet-wide target₂₀₃₅ is as determined in
accordance with point 6.1.3;

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

Or. en

Amendment 551

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.3 – subparagraph 3

Text proposed by the Commission

Amendment

a_{2035} is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{average emissions}_{2021}}$

deleted

where

a₂₀₂₁ is as defined in point 6.2.1

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

Or. en

Justification

Linked to the deletion of the mass utility parameter.

Amendment 552

Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.3 – subparagraph 3

Text proposed by the Commission

Amendment

a₂₀₃₅ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{average emissions}_{2021}}$

deleted

where

a₂₀₂₁ is as defined in point 6.2.1

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

Or. en

Amendment 553

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

Proposal for a regulation

Annex I – paragraph 1 – point 2

Regulation (EU) 2019/631
Annex I – Part B

Text proposed by the Commission

Amendment

[...]

deleted

Or. de

Amendment 554
Bas Eickhout

Proposal for a regulation
Annex I – paragraph 1 – point 2 – point -a (new)
Regulation (EU) 2019/631
Annex I – Part B – point 5

Text proposed by the Commission

Amendment

(-a) point 5 is deleted;

Or. en

Justification

All passenger cars and light-commercial vehicles should eventually be zero-emission if the Union is to meet its climate-neutrality objective as set out in the EU Climate Law. There is no reason to continue derogations for certain manufacturers.

Amendment 555
Pietro Fiocchi

Proposal for a regulation
Annex I – paragraph 1 – point 2 – point a
Regulation (EU) 2019/631
Annex I – Part B – point 6.1

Text proposed by the Commission

Amendment

The EU fleet-wide targets for 2025
onwards

The EU fleet-wide targets for 2025 *and*
2030

Or. en

Justification

The calculation formula for light commercial vehicles does not provide planning certainty for

the sector, as the proposed formula contains a technical error as the target is currently indeterminable given that it is linked to average emissions that are still unknown to the manufacturers.

Amendment 556

Ondřej Knotek

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point a

Regulation (EU) 2019/631

Annex I – Part B – point 6.1

Text proposed by the Commission

Amendment

The EU fleet-wide targets for 2025
onwards

The EU fleet-wide targets for 2025 *and*
2030

Or. en

Amendment 557

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

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point a

Regulation (EU) 2019/631

Annex I – Part B – point 6.1

Text proposed by the Commission

Amendment

The EU fleet-wide targets for 2025
onwards

The EU fleet-wide targets for 2025 *and*
2030

Or. en

Amendment 558

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point a

Regulation (EU) 2019/631

Annex I – Part B – point 6.1

Text proposed by the Commission

Amendment

The EU fleet-wide targets for 2025
onwards

The EU fleet-wide targets for 2025

Or. en

Justification

Linked to the introduction of linear emissions reduction between 2025 and 2030.

Amendment 559

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point a a (new)

Regulation (EU) 2019/631

Annex I – Part B – point 6.1.1a (new)

Text proposed by the Commission

Amendment

(aa) the following point 6.1.1a. is inserted:

'6.1.1a. EU fleet-wide target for 2026

EU fleet-wide target₂₀₂₆ = EU fleet-wide target₂₀₂₁ · (1 – reduction factor₂₀₂₆)

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

reduction factor₂₀₂₆ is the reduction specified in point (b) of Article 1(4a).'

Or. en

Justification

Linked to the introduction of linear emissions reduction between 2025 and 2030.

Amendment 560

Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point a a (new)

Regulation (EU) 2019/631

Annex I – Part B – point 6.1.1

Present text

Amendment

6.1.1. EU fleet-wide target for 2025 to
2029

*(aa) in point 6.1.1., the heading is
replaced by the following:*

"6.1.1. EU fleet-wide target for 2025 to
2026"

Or. en

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

Amendment 561

Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point a b (new)

Regulation (EU) 2019/631

Annex I – Part B – point 6.1.1a (new)

Text proposed by the Commission

Amendment

(ab) the following point is inserted:

*'6.1.1.a. EU fleet-wide target for 2027 to
2029*

*EU fleet-wide target₂₀₂₇ = EU fleet-wide
target₂₀₂₁ (1 – reduction factor₂₀₂₇)*

where:

*EU fleet-wide target₂₀₂₁ is as defined in
point 6.0;*

*reduction factor₂₀₂₇ is the reduction
specified in Article 1(4a), point (b).'*

Or. en

Amendment 562

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point a b (new)

Regulation (EU) 2019/631

Annex I – Part B – point 6.1.1b (new)

Text proposed by the Commission

Amendment

(ab) the following point 6.1.1b. is inserted:

'6.1.1b. EU fleet-wide target for 2027

$EU\ fleet\text{-}wide\ target_{2027} = EU\ fleet\text{-}wide\ target_{2021} \cdot (1 - reduction\ factor_{2027})$

where:

$EU\ fleet\text{-}wide\ target_{2021}$ is as defined in point 6.0;

$reduction\ factor_{2027}$ is the reduction specified in point (b) of Article 1(4b).'

Or. en

Justification

Linked to the introduction of linear emissions reduction between 2025 and 2030.

Amendment 563

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point a c (new)

Regulation (EU) 2019/631

Annex I – Part B – point 6.1.1c (new)

Text proposed by the Commission

Amendment

(ac) the following point 6.1.1c. is inserted:

'6.1.1c. EU fleet-wide target for 2028

$EU\ fleet\text{-}wide\ target_{2028} = EU\ fleet\text{-}wide\ target_{2021} \cdot (1 - reduction\ factor_{2028})$

where:

$EU\ fleet\text{-}wide\ target_{2021}$ is as defined in point 6.0;

$reduction\ factor_{2028}$ is the reduction specified in point (b) of Article 1(4c).'

Or. en

Justification

Linked to the introduction of linear emissions reduction between 2025 and 2030.

Amendment 564

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

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point b

Regulation (EU) 2019/631

Annex I – Part B – point 6.1.2

Text proposed by the Commission

Amendment

(b) in point 6.1.2 the heading is replaced by the following: *deleted*

‘The EU fleet-wide targets for 2030 to 2034’

Or. en

Amendment 565

Pietro Fiocchi

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point b

Regulation (EU) 2019/631

Annex I – Part B – point 6.1.2

Text proposed by the Commission

Amendment

(b) in point 6.1.2 the heading is replaced by the following: *deleted*

‘The EU fleet-wide targets for 2030 to 2034’

Or. en

Justification

The calculation formula for light commercial vehicles does not provide planning certainty for the sector, as the proposed formula contains a technical error as the target is currently indeterminable given that it is linked to average emissions that are still unknown to the

manufacturers.

Amendment 566

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point b

Regulation (EU) 2019/631

Annex I – Part B – point 6.1.2

Text proposed by the Commission

(b) *in* point 6.1.2 *the heading* is replaced by the following:

‘The EU fleet-wide targets for 2030 to 2034’

Amendment

(b) point 6.1.2. is replaced by the following:

‘6.1.2. EU fleet-wide target for 2029

EU fleet-wide target₂₀₂₉ = EU fleet-wide target₂₀₂₁ · (1 – reduction factor₂₀₂₉)

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

reduction factor₂₀₂₉ is the reduction specified in point (b) of Article 1(5).’

Or. en

Justification

Linked to the introduction of linear emissions reduction between 2025 and 2030.

Amendment 567

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point b

Regulation (EU) 2019/631

Annex I – Part B – point 6.1.2

Text proposed by the Commission

The EU fleet-wide targets for 2030 to 2034

Amendment

deleted

Justification

Linked to the introduction of linear emissions reduction between 2025 and 2030.

Amendment 568

Ivan David

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point b

Regulation (EU) 2019/631

Annex I – Part B – point 6.1.2

Text proposed by the Commission

Amendment

The EU fleet-wide targets for 2030 **to 2034**

The EU fleet-wide targets for 2030
onwards

Justification

Consistency with the AM above.

Amendment 569

Ondřej Knotek

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point b

Regulation (EU) 2019/631

Annex I – Part B – point 6.1.2

Text proposed by the Commission

Amendment

The EU fleet-wide targets for 2030 **to 2034**

The EU fleet-wide targets for 2030
onwards

Amendment 570

Andreas Glück, Ondřej Knotek, Frédérique Ries, Ulrike Müller

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point c

Regulation (EU) 2019/631
Annex I – Part B – point 6.1.3

Text proposed by the Commission

Amendment

(c) the following point 6.1.3 is added: deleted

‘6.1.3. The EU fleet-wide targets for 2035 onwards

EU fleet-wide target₂₀₃₅ = EU fleet-wide target₂₀₂₁ * (1 – reduction factor₂₀₃₅)

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

Reduction factor₂₀₃₅ is as defined in Article 1(5a), point (b).’

Or. en

Justification

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

Amendment 571

Pietro Fiocchi

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point c

Regulation (EU) 2019/631

Annex I – Part B – point 6.1.3

Text proposed by the Commission

Amendment

(c) the following point 6.1.3 is added: deleted

‘6.1.3. The EU fleet-wide targets for 2035 onwards

EU fleet-wide target₂₀₃₅ = EU fleet-wide target₂₀₂₁ * (1 – reduction factor₂₀₃₅)

where:

EU fleet-wide target₂₀₂₁ is as defined in

point 6.0;

Reduction factor₂₀₃₅ is as defined in Article 1(5a), point (b).'

Or. en

Amendment 572

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

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point c

Regulation (EU) 2019/631

Annex I – Part B – point 6.1.3

Text proposed by the Commission

Amendment

(c) the following point 6.1.3 is added: deleted

‘6.1.3. The EU fleet-wide targets for 2035 onwards

EU fleet-wide target₂₀₃₅ = EU fleet-wide target₂₀₂₁* (1 – reduction factor₂₀₃₅)

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

Reduction factor₂₀₃₅ is as defined in Article 1(5a), point (b).'

Or. en

Amendment 573

Ivan David

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point c

Regulation (EU) 2019/631

Annex I – Part B – point 6.1.3

Text proposed by the Commission

Amendment

(c) the following point 6.1.3 is added: deleted

‘6.1.3. The EU fleet-wide targets for 2035 onwards

$EU\ fleet\text{-}wide\ target_{2035} = EU\ fleet\text{-}wide\ target_{2021} * (1 - reduction\ factor_{2035})$

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

Reduction factor₂₀₃₅ is as defined in Article 1(5a), point (b).’

Or. en

Justification

Consistency with the AM above.

Amendment 574

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

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point c – introductory part

Regulation (EU) 2019/631

Annex I – Part B – point 6.1.3

Text proposed by the Commission

Amendment

(c) the following point 6.1.3 **is** added:

(c) the following point 6.1.3 **and 6.1.4 are** added:

Or. en

Amendment 575

Hermann Tertsch

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point c

Regulation (EU) 2019/631

Annex I – Part B – point 6.1.3

Text proposed by the Commission

Amendment

6.1.3. The EU fleet-wide targets for 2035 onwards **deleted**

EU fleet-wide target₂₀₃₅ = EU fleet-wide target₂₀₂₁ (1 – reduction factor₂₀₃₅)*

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

Reduction factor₂₀₃₅ is as defined in Article 1(5a), point (b).

Or. en

Amendment 576

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

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point c

Regulation (EU) 2019/631

Annex I – Part B – point 6.1.3

Text proposed by the Commission

Amendment

6.1.3. The EU fleet-wide targets for 2035 onwards

‘6.1.3 The EU fleet-wide targets for 2035 to 2039 EU fleet-wide target₂₀₃₅ = EU fleet-wide target 2021· (1– reduction factor₂₀₃₅) where: EU fleet-wide target₂₀₂₁ is as defined in point 6.0; Reduction factor₂₀₃₅ is as defined in Article 1(5a), point (b).

Or. en

Amendment 577

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point c

Regulation (EU) 2019/631

Annex I – Part B – point 6.1.3

Text proposed by the Commission

Amendment

6.1.3. The EU fleet-wide targets for **2035** onwards

6.1.3. The EU fleet-wide targets for **2030** onwards

Or. en

Amendment 578

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point c

Regulation (EU) 2019/631

Annex I – Part B – point 6.1.3

Text proposed by the Commission

EU fleet-wide target₂₀₃₅ = EU fleet-wide target₂₀₂₁ * (*I* – reduction factor₂₀₃₅)

Amendment

EU fleet-wide target₂₀₃₀ = EU fleet-wide target₂₀₂₁ * (*I* – reduction factor₂₀₃₀)

Or. en

Amendment 579

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point c

Regulation (EU) 2019/631

Annex I – Part B – point 6.1.3

Text proposed by the Commission

Reduction factor₂₀₃₅ is as defined in Article 1(5a), point (b).

Amendment

Reduction factor₂₀₃₀ is as defined in Article 1(5a), point (b).

Or. en

Amendment 580

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

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point c a (new)

Regulation (EU) 2019/631

Annex I – Part B – point 6.1.3 a (new)

Text proposed by the Commission

Amendment

(ca) The following point is inserted:

‘6.1.3 a. The EU fleet-wide target for 2040 onwards EU fleet-wide target₂₀₄₀ =

EU fleet-wide target₂₀₂₁ · (1 – reduction factor₂₀₄₀) where: EU fleet-wide target₂₀₂₁ is as defined in point 6.0; Reduction factor₂₀₄₀ is as defined in Article 1(5b), point (a).’

Or. en

Amendment 581
Pietro Fiocchi

Proposal for a regulation
Annex I – paragraph 1 – point 2 – point c a (new)
Regulation 2021/0197
Annex I – Part B – point 6.1.3 a (new)

Text proposed by the Commission

Amendment

(ca) the following point is added: ‘
6.1.4 The EU fleet - wide targets for 2040 onwards EU fleet-wide target₂₀₄₀ = EU fleet-wide target₂₀₂₁ · (1 – reduction factor₂₀₄₀) where: EU fleet-wide target₂₀₂₁ is as defined in point 6.0; Reduction factor₂₀₄₀ is as defined in Article 1 (5b), point (a).’

Or. en

Amendment 582
Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation
Annex I – paragraph 1 – point 2 – point c a (new)
Regulation (EU) 2019/631
Annex I – Part B – point 6.2.1

Present text

Amendment

6.2.1. Specific emissions reference targets for 2025 to **2029**

The specific emissions reference target =

(ca) Point 6.2.1 is replaced by the following:

"6.2.1. Specific emissions reference targets for 2025 to **2026**

The specific emissions reference target =

EU fleet-wide target₂₀₂₅ + $\alpha \cdot (TM - TM)$

where:

EU fleet-wide target₂₀₂₅ is as determined in accordance with point 6.1.1;

α is where the average test mass of a manufacturer's new light commercial vehicles is equal to or lower than TM determined in accordance with point (d) of Article 14(1) and α where the average test mass of a manufacturer's new light commercial vehicles is higher than TM determined in accordance with point (d) of Article 14(1);

where:

a is

$$\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2025}}{\text{Average emissions}_{2021}}$$

a 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 CO₂ (dependent variable) of each new light commercial vehicle registered in 2021;

average emissions is the average of the specific emissions of CO₂ of all new light commercial vehicles 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 light commercial vehicles of the manufacturer registered in the relevant calendar year;

EU fleet-wide target₂₀₂₅

where:

EU fleet-wide target₂₀₂₅ is as determined in accordance with point 6.1.1;"

Or. en

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

Amendment 583

Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point c b (new)
Regulation (EU) 2019/631
Annex I – Part B – point 6.2.1a (new)

Text proposed by the Commission

Amendment

(cb) the following point is inserted:

‘6.2.1.a. Specific emissions reference targets from 2027-2029

The specific emissions reference target = EU fleet-wide target₂₀₂₇

where:

EU fleet- wide target₂₀₂₇ is as determined in accordance with point 6.1.1a;

Or. en

Amendment 584
Pietro Fiocchi

Proposal for a regulation
Annex I – paragraph 1 – point 2 – point d
Regulation (EU) 2019/631
Annex I – Part B – point 6.2.2

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 $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{Average emissions}_{2021}}$

$a_{2030,H}$ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{EU fleet-wide target}_{2025}}$

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'

Or. en

Justification

The slope of the limit curve for light commercial vehicles, in force in the existing Regulation, must remain unchanged as it better reflects the usage and missions covered by vans with a high payload capacity.

Amendment 585

Ivan David, Aurélia Beigneux

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point d

Regulation (EU) 2019/631

Annex I – Part B – point 6.2.2

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 + α · (TM-TM₀)

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 TM₀, and $a_{2030,H}$ where the average test mass of a manufacturer's new light commercial vehicles is higher than TM₀;

where:

$a_{2030,L}$ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{Average emissions}_{2021}}$

$a_{2030,H}$ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{EU fleet-wide target}_{2025}}$

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'

Or. en

Justification

The slope of the limit curve for vans, in force in the current Regulation, needs to remain unchanged since it properly reflects the different usage and missions covered by heavier vans. Moreover, the proposed change will further increase the stringency of the proposed new 2030 target with disproportionate impact for some van manufacturers.

Amendment 586

Pietro Fiocchi

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point d

Regulation (EU) 2019/631

Annex I – Part B – point 6.2.2

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 + α · (TM-TM₀)

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 TM₀, and $a_{2030,H}$ where the average test mass of a manufacturer’s new light commercial vehicles is higher than TM₀;

where:

$a_{2030,L}$ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{Average emissions}_{2021}}$

$a_{2030,H}$ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{EU fleet-wide target}_{2025}}$

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'

Or. en

Amendment 587

Ondřej Knotek

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point d

Regulation 2019/631

Annex I – Part B – point 6.2.2

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 + α · (TM-TM₀)

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 TM₀, and $a_{2030,H}$ where the average test mass of a manufacturer's new light commercial vehicles is higher than TM₀;

where:

$a_{2030,L}$ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{Average emissions}_{2021}}$

$a_{2030,H}$ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{EU fleet-wide target}_{2025}}$

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'

Or. en

Justification

Linked to the deletion of the mass utility parameter

Amendment 588

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point d

Regulation (EU) 2019/631

Annex I – Part B – point 6.2.2

Text proposed by the Commission

Amendment

6.2.2. Specific emissions reference targets for 2030 to 2034 *deleted*

Specific emissions reference target = EU fleet-wide target₂₀₃₀ + α · (TM-TM₀)

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 TM₀, and $a_{2030,H}$ where the average test mass of a manufacturer's new light commercial vehicles is higher than TM₀;

where:

$a_{2030,L}$ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{Average emissions}_{2021}}$

$a_{2030,H}$ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{EU fleet-wide target}_{2025}}$

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

Or. en

Justification

Linked to the deletion of the mass utility parameter.

Amendment 589

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

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point d

Regulation (EU) 2019/631

Annex I – Part B – point 6.2.2

Text proposed by the Commission

Amendment

6.2.2. Specific emissions reference targets for 2030 to 2034 *deleted*

Specific emissions reference target = EU fleet-wide target₂₀₃₀ + α · (TM-TM₀)

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 TM₀, and $a_{2030,H}$ where the average test mass of a manufacturer's new light commercial vehicles is higher than TM₀;

where:

$a_{2030,L}$ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{Average emissions}_{2021}}$

$a_{2030,H}$ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{EU fleet-wide target}_{2025}}$

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

Or. en

Amendment 590

Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point d

Regulation (EU) 2019/631

Annex I – Part B – point 6.2.2

Text proposed by the Commission

Amendment

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

Specific emissions reference target = EU
fleet-wide target₂₀₃₀

Or. en

Amendment 591

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

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point d

Regulation (EU) 2019/631

Annex I – Part B – point 6.2.2

Text proposed by the Commission

Amendment

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

EU fleet-wide target₂₀₃₀ is as determined in
accordance with point **6.1.2**;

α is a_{2030} where the average test mass of a manufacturer's new light commercial vehicles is equal to or lower than TM_0 determined in accordance with point (d) of Article 14(1) and a_{2021} where the average test mass of a manufacturer's new light commercial vehicles is higher than TM_0 determined in accordance with point (d) of Article 14(1);

***where: a_{2030} is $a_{2021} \cdot \text{EU fleet-wide target}_{2030} / \text{Average emissions}_{2021}$
 a_{2021} is as defined in point 6.2.1; average emissions₂₀₂₁ 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.***

Or. en

Amendment 592

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

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point d

Regulation (EU) 2019/631

Annex I – Part B – point 6.2.2

Text proposed by the Commission

Amendment

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 ; **deleted**

Or. en

Amendment 593

Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point d

Regulation (EU) 2019/631

Annex I – Part B – point 6.2.2

Text proposed by the Commission

Amendment

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 ; **deleted**

Or. en

Amendment 594

Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point d

Regulation (EU) 2019/631

Annex I – Part B – point 6.2.2

Text proposed by the Commission

Amendment

where:

deleted

$a_{2030,L}$ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{Average emissions}_{2021}}$

$a_{2030,H}$ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{EU fleet-wide target}_{2025}}$

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

Or. en

Amendment 595

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

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point d

Regulation (EU) 2019/631

Annex I – Part B – point 6.2.2

Text proposed by the Commission

Amendment

where:

deleted

$a_{2030,L}$ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{Average emissions}_{2021}}$

$a_{2030,H}$ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{EU fleet-wide target}_{2025}}$

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

Or. en

Amendment 596

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

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point d
Regulation (EU) 2019/631
Annex I – Part B – point 6.2.2

Text proposed by the Commission

Amendment

$a_{2030,L}$ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{Average emissions}_{2021}}$

deleted

$a_{2030,H}$ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{EU fleet-wide target}_{2025}}$

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

Or. en

Amendment 597
Pietro Fiocchi

Proposal for a regulation
Annex I – paragraph 1 – point 2 – point d
Regulation (EU) 2019/613
Annex I – Part B – point 6.2.2

Text proposed by the Commission

Amendment

(d) point 6.2.2 is replaced by the following:

(d) point 6.2.2 is replaced by the following:

‘6.2.2 Specific emissions reference targets for 2030 to 2034

‘6.2.2 Specific emissions reference targets for 2030 to 2034

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

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

Where,

Where,

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

EU fleet-wide target₂₀₃₀ is as determined in accordance with point 6.1.2;

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 ;

α is a_{2030} 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:

$$a_{2030,L} \text{ is } \frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{Average emissions}_{2021}}$$

$$a_{2030,H} \text{ is } \frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{EU fleet-wide target}_{2025}}$$

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'

where:

$$a_{2030} \text{ is } \frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{Average emissions}_{2021}}$$

a₂₀₂₁ is as defined in point 6.2.1

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'

Or. en

Amendment 598

Ondřej Knotek

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point e

Regulation (EU) 2019/631

Annex I – Part B – point 6.2.3

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 target₂₀₃₅ + a · (TM-TM₀)

Where,

EU fleet-wide target₂₀₃₅ is as determined in accordance with point 6.1.3;

a is a_{2035,L} where the average test mass of a manufacturer's new light commercial vehicles is equal to or lower than TM₀, and a_{2035,H} where the average test mass of a manufacturer's new light commercial vehicles is higher than TM₀;

where:

$$a_{2035,L} \text{ is } \frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{Average emissions}_{2021}}$$

$$a_{2035,H} \text{ is } \frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{EU fleet-wide target}_{2025}}$$

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'

Or. en

Amendment 599

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

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point e

Regulation (EU) 2019/631

Annex I – Part B – point 6.2.3

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 target₂₀₃₅ + α · (TM-TM₀)

Where,

EU fleet-wide target₂₀₃₅ 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 TM₀, and $a_{2035,H}$ where the average test mass of a manufacturer's new light commercial vehicles is higher than TM₀;

where:

$a_{2035,L}$ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{Average emissions}_{2021}}$

$a_{2035,H}$ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{EU fleet-wide target}_{2025}}$

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'

Or. en

Amendment 600

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point e

Regulation (EU) 2019/631

Annex I – Part B – point 6.2.3

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 target₂₀₃₅ + α · (TM-TM₀)

Where,

EU fleet-wide target₂₀₃₅ is as determined in accordance with point 6.1.3;

α is $\alpha_{2035,L}$ where the average test mass of a manufacturer’s new light commercial vehicles is equal to or lower than TM₀, and $\alpha_{2035,H}$ where the average test mass of a manufacturer’s new light commercial vehicles is higher than TM₀;

where:

$\alpha_{2035,L}$ is $\frac{\alpha_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{Average emissions}_{2021}}$

$\alpha_{2035,H}$ is $\frac{\alpha_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{EU fleet-wide target}_{2025}}$

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’

Or. en

Justification

Linked to the deletion of the mass utility parameter.

Amendment 601

Ivan David, Aurélie Beigneux

Proposal for a regulation
Annex I – paragraph 1 – point 2 – point e
Regulation (EU) 2019/631
Annex I – Part B – point 6.2.3

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 target₂₀₃₅ + α · (TM-TM₀)

Where,

EU fleet-wide target₂₀₃₅ 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 TM₀, and $a_{2035,H}$ where the average test mass of a manufacturer’s new light commercial vehicles is higher than TM₀;

where:

$a_{2035,L}$ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{Average emissions}_{2021}}$

$a_{2035,H}$ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{EU fleet-wide target}_{2025}}$

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’

Or. en

Justification

Consistency with previous changes.

Amendment 602
Pietro Fiocchi

Proposal for a regulation
Annex I – paragraph 1 – point 2 – point e
Regulation (EU) 2019/631

Text proposed by the Commission

Amendment

6.2.3. Specific emissions reference targets for 2035 onwards *deleted*

Specific emissions reference target = EU fleet-wide target₂₀₃₅ + α · (TM-TM₀)

Where,

EU fleet-wide target₂₀₃₅ 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 TM₀, and $a_{2035,H}$ where the average test mass of a manufacturer's new light commercial vehicles is higher than TM₀;

where:

$a_{2035,L}$ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{Average emissions}_{2021}}$

$a_{2035,H}$ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{EU fleet-wide target}_{2025}}$

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

Or. en

Justification

The calculation formula for light commercial vehicles does not provide planning certainty for the sector, as the proposed formula contains a technical error as the target is currently indeterminable given that it is linked to average emissions that are still unknown to the manufacturers.

Amendment 603

Pietro Fiocchi

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point e

Regulation (EU) 2019/631

Annex I – Part B – point 6.2.3

Text proposed by the Commission

Amendment

6.2.3. Specific emissions reference targets for 2035 **onwards**

6.2.3. Specific emissions reference targets for 2035 **to 2039**

Or. en

Amendment 604

Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point e

Regulation (EU) 2019/631

Annex I – Part B – point 6.2.3

Text proposed by the Commission

Amendment

Specific emissions reference target = EU fleet-wide target₂₀₃₅ + $\alpha \cdot (TM - TM_0)$

Specific emissions reference target = EU fleet-wide target₂₀₃₅

Or. en

Amendment 605

Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point e

Regulation (EU) 2019/631

Annex I – Part B – point 6.2.3

Text proposed by the Commission

Amendment

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 ;

deleted

where:

$a_{2035,L}$ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{Average emissions}_{2021}}$

$a_{2035,H}$ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{EU fleet-wide target}_{2025}}$

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

Or. en

Amendment 606

Pietro Fiocchi

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point e

Regulation (EU) 2019/631

Annex I – Part B – point 6.2.3

Text proposed by the Commission

Amendment

a_{2035,H} is

a₂₀₂₁ is as defined in point 6.2.1

Or. en

Amendment 607

Pietro Fiocchi

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point e a (new)

Regulation (EU) 2019/613

Annex I – Part B – point 6.2.4 (new)

Text proposed by the Commission

Amendment

(ea) point 6.2.4 is added:

‘6.2.4 Specific emissions reference targets for 2040 onwards

Specific emissions reference target = EU fleet-wide target₂₀₄₀ + α · (TM-TM₀)

Where,

EU fleet-wide target₂₀₄₀ is as determined in accordance with point 6.1.4;

α is a₂₀₄₀ where the average test mass of a manufacturer’s new light commercial vehicles is equal to or lower than TM₀, and a₂₀₂₁ where the average test mass of a manufacturer’s new light commercial vehicles is higher than TM₀;

where:

a₂₀₄₀ is

*a₂₀₂₁ EU fleet-wide target₂₀₄₀
Average emissions₂₀₂₁*

a₂₀₂₁ is as defined in point 6.2.1

*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'

Or. en

Amendment 608
Hermann Tertsch

Proposal for a regulation
Annex I – paragraph 1 – point 1 – point e a (new)
Regulation (EU) 2019/631
Annex I – Part B – point 6.3.1

Text proposed by the Commission

Amendment

*(ea)point 6.3.1 of Annex I part B is
replaced by the following:*

*'6.3.1 Specific emissions targets for 2025
to 2029 Specific emissions target =
(specific emissions reference target – EU
fleet-wide target_{2025correction}). ZLEV factor
where: Specific emissions reference target
is the specific emissions reference target
for the manufacturer determined in
accordance with point 6.2.1 EU fleet-wide
target_{2025correction} = (øtarget – EU fleet-wide
target₂₀₂₁) · (1- reduction factor₂₀₂₅)*

*øtarget is the average, weighted on the
number of new light commercial vehicles
of each individual manufacturer, of all
the specific emissions reference targets
determined in accordance with point
6.2.1, by 31 October 2024 and every
second year thereafter, the figures øtarget
for new light commercial vehicles in the
preceding two calendar years starting with
2022 and 2023. The new respective ø
target shall apply from 1 January of the
calendar year following the date of the
adjustment;*

ZLEV factor is $(1 + y - x)$, unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be; where :

y is the share of zero- and low-emission vehicles in the manufacturer's fleet of new passenger cars calculated as the total number of new zero- and low-emission vehicles, where each of them is counted as $ZLEV_{specific}$ in accordance with the following formula, divided by the total number of new passenger cars registered in the relevant calendar year: $ZLEV_{specific} = 1 - (specific\ emissions\ of\ CO_2 / 50) \times 15\%$

Or. en

Amendment 609
Pietro Fiocchi

Proposal for a regulation
Annex I – paragraph 1 – point 2 – point e a (new)
Regulation (EU) 2019/631
Annex I – Part B – point 6.3.1

Text proposed by the Commission

Amendment

ea) point 6.3.1 of Annex I part B is replaced by the following:

(‘6.3.1 Specific emissions targets for 2025 to 2029 Specific emissions target = (specific emissions reference target – EU fleet-wide target_{2025correction}). ZLEV factor where: Specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.1 EU fleet-wide target_{2025correction} = (σ target – EU fleet-wide target₂₀₂₁) · (1- reduction factor₂₀₂₅) σ target is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.1, by 31 October 2024 and every second year thereafter, the figures σ target

for new light commercial vehicles in the preceding two calendar years starting with 2022 and 2023. The new respective target shall apply from 1 January of the calendar year following the date of the adjustment; ZLEV factor is $(1 + y - x)$, unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be; where: y is the share of zero- and low-emission vehicles in the manufacturer's fleet of new passenger cars calculated as the total number of new zero- and low-emission vehicles, where each of them is counted as $ZLEV_{specific}$ in accordance with the following formula, divided by the total number of new passenger cars registered in the relevant calendar year: $ZLEV_{specific} = 1 - (\text{specific emissions of CO}_2 / 50) \times 15\%$

Or. en

Amendment 610
Ivan David, Aurélia Beigneux

Proposal for a regulation
Annex I – paragraph 1 – point 2 – point e a (new)
Regulation (EU) 2019/631
Annex I – Part B – point 6.3.1

Text proposed by the Commission

Amendment

(ea) point 6.3.1 of Annex I part B is replaced by the following:

'6.3.1 Specific emissions targets for 2025 to 2029 Specific emissions target = (specific emissions reference target – EU fleet-wide target_{2025correction}). ZLEV factor

where:

Specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.1

EU fleet-wide target_{2025correction} = (target – EU fleet-wide target₂₀₂₁) · (1- reduction

factor₂₀₂₅)

target is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.1, by 31 October 2024 and every second year thereafter, the figures of target for new light commercial vehicles in the preceding two calendar years starting with 2022 and 2023. The new respective of target shall apply from 1 January of the calendar year following the date of the adjustment;

ZLEV factor is $(1 + y - x)$, unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be;

where

y is the share of zero- and low-emission vehicles in the manufacturer's fleet of new passenger cars calculated as the total number of new zero- and low-emission vehicles, where each of them is counted as $ZLEV_{specific}$ in accordance with the following formula, divided by the total number of new passenger cars registered in the relevant calendar year:

$ZLEV_{specific} = 1 - (\text{specific emissions of CO}_2/50)$

x is 15%'

Or. en

Justification

With respect to the calculation formula for light commercial vehicles, the calculation formula should give planning certainty for van manufacturers. The proposed formula has a technical error – the target is not predictable as it is linked to the average emissions that are not yet known to the manufacturers. This means that the target cannot be known in advance.

Amendment 611
Ondřej Knotek

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point e a (new)

Regulation (EU) 2019/613

Annex I – Part A – point 6.3.1

Present text

Amendment

6.3.1 Specific emissions targets for 2025 to 2029

The specific emissions target = (specific emissions reference target – (σ targets – EU fleet-wide target₂₀₂₅)) · ZLEV factor

where:

specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.1;

σ targets is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.1;

ZLEV factor is $(1 + y - x)$, unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be;

where:

y is the share of zero- and low-emission vehicles in the manufacturer's fleet of new light commercial vehicles calculated as the total number of new zero- and low-emission vehicles, where each of them is counted as ZLEV_{specific} in accordance

(ea) point 6.3.1 of Annex I part B is replaced by the following:

6.3.1 Specific emissions targets for 2025 to 2029

The specific emissions target = (specific emissions reference target – EU fleet-wide target₂₀₂₅correction) · ZLEV factor

where:

specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.1

EU fleet-wide target₂₀₂₅correction = (σ target – EU fleet-wide target₂₀₂₁) · (1- reduction factor₂₀₂₅)

σ target is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.1;

by 31 October 2024 and every second year thereafter, the figures σ target for new light commercial vehicles in the preceding two calendar years starting with 2022 and 2023.

The new respective σ target shall apply from 1 January of the calendar year following the date of the adjustment;

ZLEV factor is $(1 + y - x)$, unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be;

where:

y is the share of zero- and low-emission vehicles in the manufacturer's fleet of new passenger cars calculated as the total number of new zero- and low-emission vehicles, where each of them is counted as ZLEV_{specific} in accordance with the

with the following formula, divided by the total number of new light commercial vehicles registered in the relevant calendar year:

$$ZLEV_{\text{specific}} = 1 - \left(\frac{\text{specific emissions of CO}_2}{50} \right)$$

x is 15 %.

following formula, divided by the total number of new passenger cars registered in the relevant calendar year:

$$ZLEV_{\text{specific}} = 1 - \left(\frac{\text{specific emissions of CO}_2}{50} \right)$$

x is 15%

Or. en

Amendment 612

Jens Gieseke, Massimiliano Salini

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point e a (new)

Regulation (EU) 2019/613

Annex I – Part B – point 6.3.1

Text proposed by the Commission

The specific emissions target = (specific emissions reference target – (*otargets* – EU fleet-wide *target2025*)) · ZLEV factor

where:

specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.1;

otargets is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.1;

ZLEV factor is $(1 + y - x)$, unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be;

where:

Amendment

(ea) point 6.3.1. is replaced by the following:

‘6.3.1 Specific emissions targets for 2025 to 2029

*Specific emissions target = (specific emissions reference target – EU fleet-wide *target2025correction*). ZLEV factor*

where:

Specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.1

*EU fleet-wide *target2025correction* = (*otarget* – EU fleet-wide *target2021*) · (1- reduction factor₂₀₂₅)*

otarget is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.1, by 31 October 2024 and every

second year thereafter, the figures Θ target for new light commercial vehicles in the preceding two calendar years starting with 2022 and 2023.

y is the share of zero- and low-emission vehicles in the manufacturer's fleet of new **light commercial vehicles** calculated as the total number of new zero- and low-emission vehicles, where each of them is counted as **ZLEV_{specific}** in accordance with the following formula, divided by the total number of new **light commercial vehicles** registered in the relevant calendar year:

x is 15 %.

The new respective Θ target shall apply from 1 January of the calendar year following the date of the adjustment;

ZLEV factor is $(1 + y - x)$, unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be;

where:

y is the share of zero- and low-emission vehicles in the manufacturer's fleet of new passenger cars calculated as the total number of new zero- and low-emission vehicles, where each of them is counted as ZLEV_{specific} in accordance with the following formula, divided by the total number of new passenger cars registered in the relevant calendar year:

$$ZLEV_{specific} = 1 - \left(\frac{\text{specific emissions of CO}_2}{50} \right)$$

x is 15%'

Or. en

Justification

Please note that this AM corresponds with AM 49 tabled in at4am.

Amendment 613

Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point e a (new)

Regulation (EU) 2019/631

Annex I – Part B – point 6.3.1

6.3.1. Specific emissions targets for 2025 to **2029**

The specific emissions target = (specific emissions reference target – (*otargets* – EU fleet-wide target2025)) · ZLEV factor

where:

specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.1;

otargets is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.1;

ZLEV factor is $(1 + y - x)$, unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be;

where:

y is the share of zero- and low-emission vehicles in the manufacturer's fleet of new light commercial vehicles calculated as the total number of new zero- and low-emission vehicles, where each of them is counted as ZLEV specific in accordance with the following formula, divided by the total number of new light commercial vehicles registered in the relevant calendar year:

$$ZLEV_{specific} = 1 - \left(\frac{\text{specific emissions of CO}_2}{50} \right)$$

x is 15 %

(ea) point 6.3.1 is replaced by the following:

"6.3.1. Specific emissions targets for 2025 to **2026**

The specific emissions target = specific emissions reference target

where:

specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.1;"

Or. en

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

Amendment 614

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point e a (new)

Regulation (EU) 2019/631

Annex I – Part B – point 6.3.1

Text proposed by the Commission

Amendment

(ea) point 6.3.1. is replaced by the following:

'6.3.1 Specific emissions targets for 2025

Specific emissions target = EU fleet-wide target₂₀₂₅

where:

EU fleet-wide target₂₀₂₅ is determined in accordance with point 6.1.1;

Or. en

Justification

Linked to the deletion of the mass utility parameter and to the introduction of linear emissions reduction between 2025 and 2030.

Amendment 615

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

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point e a (new)

Regulation (EU) 2019/631

Annex I – Part B – point 6.3.1

Present text

Amendment

(ea) point 6.3.1. is replaced by the following:

"6.3.1. Specific emissions targets for 2025 to 2029

The specific emissions target = (specific emissions reference target – (otargets – EU fleet-wide target₂₀₂₅)) · ZLEV factor

where: specific emissions reference target is the specific emissions reference target

for the manufacturer determined in accordance with point 6.2.1; *otargets* is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.1; ZLEV factor is $(1 + y - x)$, unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be; where: y is the share of zero- and low-emission vehicles in the manufacturer's fleet of new **light commercial vehicles** calculated as the total number of new zero- and low-emission vehicles, where each of them is counted as **ZLEVs specific** in accordance with the following formula, divided by the total number of new **light commercial vehicles** registered in the relevant calendar year: *x is 15 %*.

Specific emissions target = (specific emissions reference target – EU fleet-wide target).

ZLEV factor

where:

Specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.1 **EU fleet-wide target = (target – EU fleet-wide target) · (1-reduction factor)**

target is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.1, **by 31 October 2024 and every second year thereafter, the figures target for new light commercial vehicles in the preceding two calendar years starting with 2022 and 2023. The new respective target shall apply from 1 January of the calendar year following the date of the adjustment;**

ZLEV factor is $(1 + y - x)$, unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to

1,05 or 1,0, as the case may be;

where:

y is the share of zero- and low-emission vehicles in the manufacturer's fleet of new *passenger cars* calculated as the total number of new zero- and low-emission vehicles, where each of them is counted as *ZLEV* in accordance with the following formula, divided by the total number of new *passenger cars* registered in the relevant calendar year: $ZLEV = 1 - (x \text{ is } 15\%)$

Or. en

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

Amendment 616

Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point e b (new)

Regulation (EU) 2019/631

Annex I – Part B – point 6.3.1a (new)

Text proposed by the Commission

Amendment

(eb) the following point is inserted:

‘6.3.1a. Specific emissions targets for 2027 to 2029

The specific emissions target = specific emissions reference target

where:

specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.1a;

Or. en

Amendment 617

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point e b (new)

Regulation (EU) 2019/631

Annex I – Part B – point 6.3.1a (new)

Text proposed by the Commission

Amendment

(eb) the following point 6.3.1a is inserted:

'6.3.1a Specific emissions targets for 2026

Specific emissions target = EU fleet-wide target₂₀₂₆

where:

EU fleet-wide target₂₀₂₆ is determined in accordance with point 6.1.1a'

Or. en

Justification

Linked to introduction of linear emissions reduction between 2025 and 2030.

Amendment 618

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point e c (new)

Regulation (EU) 2019/631

Annex I – Part B – point 6.3.1b (new)

Text proposed by the Commission

Amendment

(ec) the following point 6.3.1b is inserted:

'6.3.1b Specific emissions targets for 2027

Specific emissions target = EU fleet-wide target₂₀₂₇

where:

EU fleet-wide target₂₀₂₇ is determined in accordance with point 6.1.1b'

Or. en

Amendment 619
Bas Eickhout

Proposal for a regulation
Annex I – paragraph 1 – point 2 – point e d (new)
Regulation (EU) 2019/631
Annex I – Part B – point 6.3.1c

Text proposed by the Commission

Amendment

(ed) the following point 6.3.1c is inserted:

'6.3.1c Specific emissions targets for 2028

Specific emissions target = EU fleet-wide target₂₀₂₈

where:

EU fleet-wide target₂₀₂₈ is determined in accordance with point 6.1.1a'

Or. en

Justification

Linked to the introduction of linear emissions reduction between 2025 and 2030.

Amendment 620
Pietro Fiocchi

Proposal for a regulation
Annex I – paragraph 1 – point 2 – point f
Regulation (EU) 2019/631
Annex I – Part B – point 6.3.2

Text proposed by the Commission

Amendment

(f) point 6.3.2 is replaced by the following:

deleted

'6.3.2. Specific emissions targets for 2030 to 2034

Specific emissions target = specific emissions reference target – (θ_{targets} - EU fleet-wide target₂₀₃₀)

where:

Specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.2;

σ_{targets} is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emission reference targets determined in accordance with point 6.2.2;

EU fleet-wide target₂₀₃₀ is as determined in point 6.1.2.'

Or. en

Justification

The calculation formula for light commercial vehicles does not provide planning certainty for the sector, as the proposed formula contains a technical error as the target is currently indeterminable given that it is linked to average emissions that are still unknown to the manufacturers.

Amendment 621 Pietro Fiocchi

**Proposal for a regulation
Annex I – paragraph 1 – point 2 – point f
Regulation (EU) 2019/631
Annex I – Part B – point 6.3.2**

Text proposed by the Commission

6.3.2. Specific emissions targets for 2030 to 2034

Amendment

'6.3.2 Specific emissions targets for 2030 onwards Specific emissions target = (specific emissions reference target – EU fleet-wide target_{2030correction}) .ZLEV factor where: Specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.2; EU fleet-wide target_{2030correction} = (σ_{target} – EU fleet-widetarget₂₀₂₁) · (1- reduction factor₂₀₃₀) σ_{target} is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets determined in accordance with

point 6.2.1, by 31 October 2024 and every second year thereafter, the figures σ target for new light commercial vehicles in the preceding two calendar years starting with 2022 and 2023. The new respective σ target shall apply from 1 January of the calendar year following the date of the adjustment; ZLEV factor is $(1 + y - x)$, unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be; where: y is the share of zero- and low- emission vehicles in the manufacturer's fleet of new passenger cars calculated as the total number of new zero- and low-emission vehicles, where each of them is counted as $ZLEV_{specific}$ in accordance with the following formula, divided by the total number of new passenger cars registered in the relevant calendar year: $ZLEV_{specific} = 1 - (\text{specific emissions of CO}_2/50) \times 50\%$ '

Or. en

Amendment 622

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

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point f

Regulation (EU) 2019/631

Annex I – Part B – 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
onwards

Or. en

Amendment 623

Andreas Glück, Ondřej Knotek, Ulrike Müller

Proposal for a regulation
Annex I – paragraph 1 – point 2 – point f
Regulation (EU) 2019/631
Annex I – part B – 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
onwards

Or. en

Amendment 624
Hermann Tertsch

Proposal for a regulation
Annex I – paragraph 1 – point 2 – point f
Regulation (EU) 2019/631
Annex I – Part B – 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
onwards

Or. en

Amendment 625
Ivan David, Aurélia Beigneux

Proposal for a regulation
Annex I – paragraph 1 – point 2 – point f
Regulation (EU) 2019/631
Annex I – Part B – 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
onwards

Or. en

Justification

With respect to the calculation formula for light commercial vehicles, the calculation formula should give planning certainty for van manufacturers. The proposed formula has a technical

error – the target is not predictable as it is linked to the average emissions that are not yet known to the manufacturers. This means that the target cannot be known in advance.

Amendment 626
Bas Eickhout

Proposal for a regulation
Annex I – paragraph 1 – point 2 – point f
Regulation (EU) 2019/631
Annex I – Part B – 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 **2029**

Or. en

Justification

Linked to the introduction of linear emissions reduction between 2025 and 2030.

Amendment 627
Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation
Annex I – paragraph 1 – point 2 – point f
Regulation (EU) 2019/631
Annex I – Part B – Point 6.3.2

Text proposed by the Commission

Amendment

Specific emissions target = specific emissions reference target – ($\theta_{targets}$ - EU *fleet-wide target*₂₀₃₀)

Specific emissions target = specific emissions reference target

Or. en

Amendment 628
Bas Eickhout

Proposal for a regulation
Annex I – paragraph 1 – point 2 – point f
Regulation (EU) 2019/631
Annex I – Part B – point 6.3.2

Text proposed by the Commission

Amendment

Specific emissions target = **specific emissions reference target** – ($\theta_{targets}$ - EU fleet-wide target₂₀₃₀)

Specific emissions target = EU fleet-wide target₂₀₂₉

Or. en

Justification

Linked to the deletion of the mass utility parameter and to the introduction of linear emissions reduction between 2025 and 2030.

Amendment 629

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

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point f

Regulation (EU) 2019/631

Annex I – Part B – point 6.3.2

Text proposed by the Commission

Amendment

Specific emissions target = specific emissions reference target – ($\theta_{targets}$ - EU fleet-wide target₂₀₃₀)

Specific emissions target = (specific emissions reference target – EU fleet-wide target_{2030correction})

ZLEV factor

Or. en

Amendment 630

Ivan David, Aurélia Beigneux

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point f

Regulation (EU) 2019/631

Annex I – Part B – point 6.3.2

Text proposed by the Commission

Amendment

Specific emissions target = specific emissions reference target – ($\theta_{targets}$ - EU

Specific emissions target = (specific emissions reference target – EU fleet-wide

fleet-wide target₂₀₃₀)

target_{2030correction}) *ZLEV factor*

Or. en

Amendment 631
Hermann Tertsch

Proposal for a regulation
Annex I – paragraph 1 – point 2 – point f
Regulation (EU) 2019/631
Annex I – Part B – point 6.3.2

Text proposed by the Commission

Amendment

where:

where:

Specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.2; EU fleet-wide target_{2030correction} = (σ target – EU fleet-wide target₂₀₂₁) · (1- reduction factor₂₀₃₀)

σ target is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.1, by 31 October 2024 and every second year thereafter, the figures σ target for new light commercial vehicles in the preceding two calendar years starting with 2022 and 2023. The new respective σ target shall apply from 1 January of the calendar year following the date of the adjustment;

ZLEV factor is (1 + y – x), unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be; where: y is the share of zero- and low-emission vehicles in the manufacturer's fleet of new passenger cars calculated as the total number of new zero- and low-emission vehicles, where each of them is counted as ZLEV_{specific} in accordance with the following formula, divided by the total number of new passenger cars registered in the relevant calendar year: ZLEV_{specific}

$= 1 - (\text{specific emissions of CO}_2/50) \times \text{is } 50\%$

Or. en

Amendment 632

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point f

Regulation (EU) 2019/631

Annex I – Part B – point 6.3.2

Text proposed by the Commission

Amendment

Specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.2; ***deleted***

Or. en

Justification

Linked to the deletion of the mass utility parameter.

Amendment 633

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point f

Regulation (EU) 2019/631

Annex I – Part B – point 6.3.2

Text proposed by the Commission

Amendment

θ_{targets} is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emission reference targets determined in accordance with point 6.2.2; ***deleted***

Or. en

Linked to the deletion of the mass utility parameter.

Amendment 634

Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point f

Regulation (EU) 2019/631

Annex I – Part B – Point 6.3.2

Text proposed by the Commission

θ_{targets} is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emission reference targets determined in accordance with point 6.2.2;

Amendment

deleted

Or. enAmendment

635

Ondřej Knotek

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point f

Regulation (EU) 2019/613

Annex I – Part B – point 6.3.2

Text proposed by the Commission

(f) point 6.3.2 is replaced by the following:

‘6.3.2 Specific emissions targets for 2030 to 2034

Specific emissions target = specific emissions reference target – (θ_{targets} - EU fleet-wide target₂₀₃₀)

where:

Specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.2;

θ_{targets} is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emission reference targets

Amendment

(f) point 6.3.2 is replaced by the following:

‘6.3.2 Specific emissions targets for 2030 onwards

Specific emissions target = (specific emissions reference target – EU fleet-wide target_{2030correction}) · ZLEV factor

where:

Specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.2;

EU fleet-wide target_{2030correction} = (θ_{target} – EU fleet-wide target₂₀₂₁) · (1- reduction factor₂₀₃₀)

determined in accordance with point 6.2.2;

EU fleet-wide target₂₀₃₀ is as determined in point 6.1.2.

Øtarget is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.1, by 31 October 2024 and every second year thereafter, the figures Øtarget for new light commercial vehicles in the preceding two calendar years starting with 2022 and 2023.

The new respective Øtarget shall apply from 1 January of the calendar year following the date of the adjustment;

ZLEV factor is (1 + y – x), unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be;

where:

y is the share of zero- and low-emission vehicles in the manufacturer's fleet of new passenger cars calculated as the total number of new zero- and low-emission vehicles, where each of them is counted as ZLEV_{specific} in accordance with the following formula, divided by the total number of new passenger cars registered in the relevant calendar year:

$$ZLEV_{specific} = 1 - \left(\frac{\text{specific emissions of CO}_2}{50} \right)$$

x is 35%'

Or. enAmendment

636

Jens Gieseke, Massimiliano Salini

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point f

Regulation (EU) 2019/613

Annex I – Part B – point 6.3.2

Text proposed by the Commission

(f) point 6.3.2 is replaced by the following:

‘6.3.2 Specific emissions targets for 2030 to 2034

Specific emissions target = specific emissions reference target – (Øtargets -

Amendment

(f) point 6.3.2 is replaced by the following:

‘6.3.2 Specific emissions targets for 2030 onwards

Specific emissions target = (specific emissions reference target – EU fleet-wide

EU fleet-wide target₂₀₃₀)

where:

Specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.2;

øtarget is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emission reference targets determined in accordance with point 6.2.2;

EU fleet-wide target₂₀₃₀ is as determined in point 6.1.2.’

target_{2030correction}). ZLEV factor

where:

Specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.2;

EU fleet-wide target_{2030correction} = (øtarget – EU fleet-wide target₂₀₂₁) · (1- reduction factor₂₀₃₀)

øtarget is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.1, by 31 October 2024 and every second year thereafter, the figures øtarget for new light commercial vehicles in the preceding two calendar years starting with 2022 and 2023.

The new respective øtarget shall apply from 1 January of the calendar year following the date of the adjustment;

ZLEV factor is (1 + y – x), unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be;

where:

y is the share of zero- and low-emission vehicles in the manufacturer's fleet of new passenger cars calculated as the total number of new zero- and low-emission vehicles, where each of them is counted as ZLEVspecific in accordance with the following formula, divided by the total number of new passenger cars registered in the relevant calendar year:

$$ZLEV_{specific} = 1 - \left(\frac{\text{specific emissions of CO}_2}{50} \right)$$

x is [X] %’

Or. en

Justification

Please note that this AM corresponds with AMs 50 to 52 tabled in at4am.

Amendment 637

Ivan David, Aurélia Beigneux

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point f

Regulation (EU) 2019/631

Annex I – Part B – point 6.3.2

Text proposed by the Commission

θ_{targets} is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific **emission** reference targets determined in accordance with point 6.2.2;

Amendment

EU fleet-wide target₂₀₃₀correction = (θ_{target} – EU fleet-wide target₂₀₂₁) · (1- reduction factor₂₀₃₀)

θ_{target} is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific **emissions** reference targets determined in accordance with point 6.2.1, by 31 October 2024 and every second year thereafter, the figures θ_{target} for new light commercial vehicles in the preceding two calendar years starting with 2022 and 2023. The new respective θ_{target} shall apply from 1 January of the calendar year following the date of the adjustment;

ZLEV factor is (1 + y – x), unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be;

where:

y is the share of zero- and low-emission vehicles in the manufacturer's fleet of new passenger cars calculated as the total number of new zero- and low-emission vehicles, where each of them is counted as $ZLEV_{\text{specific}}$ in accordance with the following formula, divided by the total number of new passenger cars registered in the relevant calendar year:

$ZLEV_{\text{specific}} = 1 - (\text{specific emissions of CO}_2/50)$

x is 35%

Or. en

Justification

With respect to the calculation formula for light commercial vehicles, the calculation formula should give planning certainty for van manufacturers. The proposed formula has a technical error – the target is not predictable as it is linked to the average emissions that are not yet known to the manufacturers. This means that the target cannot be known in advance.

Amendment 638

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

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point f

Regulation (EU) 2019/631

Annex I – Part B – point 6.3.2

Text proposed by the Commission

θ_{targets} is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific **emission** reference targets determined in accordance with point 6.2.2;

Amendment

EU fleet-wide target₂₀₃₀correction = (θ_{target} – EU fleet-wide target₂₀₂₁) · (1- reduction factor₂₀₃₀)

θ_{target} is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific **emissions** reference targets determined in accordance with point 6.2.1, by 31 October 2024 and every second year thereafter, the figures θ_{target} for new light commercial vehicles in the preceding two calendar years starting with 2022 and 2023. The new respective θ_{target} shall apply from 1 January of the calendar year following the date of the adjustment; ZLEV factor is $(1 + y - x)$, unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be;

where:

y is the share of zero- and low-emission vehicles in the manufacturer's fleet of new passenger cars calculated as the total number of new zero- and low-emission vehicles, where each of them is counted as $ZLEV_{specific}$ in accordance with the following formula, divided by the total number of new passenger cars registered in the relevant calendar year:

$$ZLEV_{specific} = 1 - (\text{specific emissions of CO}_2 / 50)$$

x is [x] %'

Or. en

Amendment 639

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

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point f

Regulation (EU) 2019/631

Annex I – Part B – point 6.3.2

Text proposed by the Commission

Amendment

EU fleet-wide target₂₀₃₀ is as determined in point 6.1.2.

deleted

Or. en

Amendment 640

Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point f

Regulation (EU) 2019/631

Annex I – Part B – Point 6.3.2

Text proposed by the Commission

Amendment

EU fleet-wide target₂₀₃₀ is as determined in point 6.1.2.

deleted

Amendment 641**Bas Eickhout****Proposal for a regulation****Annex I – paragraph 1 – point 2 – point f**

Regulation (EU) 2019/631

Annex I – Part B – point 6.3.2

*Text proposed by the Commission**Amendment*EU fleet-wide target₂₀₃₀ is as determined in point 6.1.2.EU fleet-wide target₂₀₂₉ is as determined in point 6.1.2.

Or. en

*Justification**Linked to the introduction of linear emissions reduction between 2025 and 2030.***Amendment 642****Andreas Glück, Ondřej Knotek, Frédérique Ries, Ulrike Müller****Proposal for a regulation****Annex I – paragraph 1 – point 2 – point g**

Regulation (EU) 2019/631

Annex I – part B – point 6.3.3

*Text proposed by the Commission**Amendment***(g) the following point 6.3.3 is added:**
‘6.3.3. Specific emissions targets for 2035 onwards**deleted*****Specific emissions target = specific emissions reference target – ($\theta_{targets}$ - EU fleet-wide target₂₀₃₅)******where:******Specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.3;*** ***$\theta_{targets}$ is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all***

the specific emission reference targets determined in accordance with point 6.2.3;

EU fleet-wide target₂₀₃₅ is as determined in point 6.1.3.'

Or. en

Justification

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

Amendment 643

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

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point g

Regulation (EU) 2019/631

Annex I – Part B – point 6.3.3

Text proposed by the Commission

Amendment

(g) the following point 6.3.3 is added: deleted

'6.3.3. Specific emissions targets for 2035 onwards

Specific emissions target = specific emissions reference target – (θ_{targets} - EU fleet-wide target₂₀₃₅)

where:

Specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.3;

θ_{targets} is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emission reference targets determined in accordance with point

6.2.3;

EU fleet-wide target₂₀₃₅ is as determined in point 6.1.3.'

Or. en

Amendment 644

Ivan David, Aurélia Beigneux

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point g

Regulation (EU) 2019/631

Annex I – Part B – point 6.3.3

Text proposed by the Commission

Amendment

(g) the following point 6.3.3 is added: **deleted**

'6.3.3. Specific emissions targets for 2035 onwards

Specific emissions target = specific emissions reference target – (θ_{targets} - EU fleet-wide target₂₀₃₅)

where:

Specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.3;

θ_{targets} is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emission reference targets determined in accordance with point 6.2.3;

EU fleet-wide target₂₀₃₅ is as determined in point 6.1.3.'

Or. en

Justification

Consistency with the previous change.

Amendment 645

Pietro Fiocchi

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point g

Regulation (EU) 2019/613

Annex I – Part B – point 6.3.3

Text proposed by the Commission

Amendment

(g) the following point 6.3.3 is added: **deleted**

‘6.3.3. Specific emissions targets for 2035 onwards

Specific emissions target = specific emissions reference target – (θ_{targets} - EU fleet-wide target₂₀₃₅)

where:

Specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.3;

θ_{targets} is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emission reference targets determined in accordance with point 6.2.3;

EU fleet-wide target₂₀₃₅ is as determined in point 6.1.3.’

Or. en

Justification

The calculation formula for light commercial vehicles does not provide planning certainty for the sector, as the proposed formula contains a technical error as the target is currently indeterminable given that it is linked to average emissions that are still unknown to the manufacturers.

Amendment 646

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point g

Regulation (EU) 2019/631

Annex I – Part B – point 6.3.3

Text proposed by the Commission

Amendment

6.3.3. Specific emissions targets for **2035** onwards

6.3.3. Specific emissions targets for **2030** onwards

Or. en

Amendment 647

Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point g

Regulation (EU) 2019/631

Annex I – Part B – Point 6.3.3

Text proposed by the Commission

Amendment

Specific emissions target = specific emissions reference target – ($\theta_{targets}$ - EU ***fleet-wide target***₂₀₃₅)

Specific emissions target = specific emissions reference target

Or. en

Amendment 648

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point g

Regulation (EU) 2019/631

Annex I – Part B – point 6.3.3

Text proposed by the Commission

Amendment

Specific emissions target = ***specific emissions reference target*** – ($\theta_{targets}$ - EU fleet-wide target₂₀₃₅)

Specific emissions target = EU fleet-wide target₂₀₃₀

Or. en

Justification

Linked to the deletion of the mass utility parameter

Amendment 649

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point g

Regulation (EU) 2019/631

Annex I – Part B – point 6.3.3

Text proposed by the Commission

Amendment

Specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.3; **deleted**

Or. en

Justification

Linked to the deletion of the mass utility parameter

Amendment 650

Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point g

Regulation (EU) 2019/631

Annex I – Part B – Point 6.3.3

Text proposed by the Commission

Amendment

θ_{targets} is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emission reference targets determined in accordance with point 6.2.3; **deleted**

Or. en

Amendment 651

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point g

Regulation (EU) 2019/631

Annex I – Part B – point 6.3.3

Text proposed by the Commission

Amendment

θ_{targets} is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emission reference targets determined in accordance with point 6.2.3;

deleted

Or. en

Justification

Linked to the deletion of the mass utility parameter

Amendment 652

Sara Cerdas, Petar Vitanov, Mohammed Chahim

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point g

Regulation (EU) 2019/631

Annex I – Part B – Point 6.3.3

Text proposed by the Commission

Amendment

EU fleet-wide target₂₀₃₅ is as determined in point 6.1.3.

deleted

Or. en

Amendment 653

Bas Eickhout

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point g

Regulation (EU) 2019/631

Annex I – Part B – point 6.3.3

Text proposed by the Commission

Amendment

EU fleet-wide target₂₀₃₅ is as determined in point 6.1.3.

EU fleet-wide target₂₀₃₀ is as determined in point 6.1.3.

Or. en

Amendment 654

Pietro Fiocchi

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point g

Regulation (EU) 2021/0197

Annex I – Part B – point 6.3.3

Text proposed by the Commission

Amendment

(g) the following point 6.3.3 is added: deleted

‘6.3.3. Specific emissions targets for 2035 onwards

Specific emissions target = specific emissions reference target – (θ_{targets} - EU fleet-wide target₂₀₃₅)

where:

Specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.3;

θ_{targets} is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emission reference targets determined in accordance with point 6.2.3;

EU fleet-wide target₂₀₃₅ is as determined in point 6.1.3.’

Or. en

Amendment 655

Pietro Fiocchi

Proposal for a regulation

Annex I – paragraph 1 – point 2 – point g

Regulation (EU) 2019/613

Annex I – Part B – point 6.3.3

Text proposed by the Commission

Amendment

6.3.3. Specific emissions targets for 2035 onwards deleted

Specific emissions target = specific

emissions reference target – (θ_{targets} - EU fleet-wide target₂₀₃₅)

where:

Specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.3;

θ_{targets} is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emission reference targets determined in accordance with point 6.2.3;

EU fleet-wide target₂₀₃₅ is as determined in point 6.1.3.

Or. en

Justification

The calculation formula for light commercial vehicles does not provide planning certainty for the sector, as the proposed formula contains a technical error as the target is currently indeterminable given that it is linked to average emissions that are still unknown to the manufacturers.

Amendment 656

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

Proposal for a regulation

Annex I – paragraph 1 – point 2 a (new)

Regulation (EU) 2019/631

Annex I – Part C (new)

Text proposed by the Commission

Amendment

(2a) A new Part C is added to Annex I:
Calculation of the CO₂ savings achieved through the use of alternative fuels pursuant to Art. 11a
The total (origin) of all CO₂savings credits ($credit_{\text{total}}$) in g in year t pursuant to Art. 11a shall be calculated using the

formula:

$$\text{credit}_{total,t} = \sum_k(\text{fuel}_{k,t} \times \text{CO2}_{ref} \times \text{CO2savings}_k) + \text{banking}_{t-1}$$

The total (usage) of all CO2savings credits is also calculated using the formula:

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

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

$$\text{reduction amount}_{fleet,t} = \frac{\text{credit}_{fleet,t}}{\text{mileage} \times \text{vehicles}_t}$$

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:

$$\text{reduction amount}_{vehicle,j,t} = \frac{\text{credit}_{vehicle,j,t}}{\text{mileage}}$$

Where:

$\sum_k()$ *Total of all alternative fuels placed on the market across all fuel types*

$\sum_j()$ *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_{2savings}_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 gCO₂ 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 European 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 approx. 35% of new passenger cars in 2018.

vehicles_t Number of vehicles registered by a manufacturer in year t

Or. en

Amendment 657
Andreas Glück, Ulrike Müller

Proposal for a regulation
Annex I – paragraph 1 – point 2 a (new)
Regulation (EU) 2019/613
Annex I – part C (new)

Text proposed by the Commission

Amendment

(2a) The following, new Annex Part C is to be inserted:

Calculation of the CO₂ savings achieved through the use of alternative fuels pursuant to Art. 11a;

The total (origin) of all CO₂ savings credits (credit_{total}) in g in year t pursuant to Art. 11a shall be calculated using the formula:

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

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

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

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,t}) shall be calculated using the formula:

$$\text{reduction amount}_{\text{fleet},t} = \frac{\text{credit}_{\text{fleet},t}}{\text{mileage} \times \text{vehicles}_t}$$

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:

$$\text{reduction amount}_{\text{vehicle},j,t} = \frac{\text{credit}_{\text{vehicle},j,t}}{\text{mileage}}$$

Where:

$\Sigma_k(\cdot)$ Total of all alternative fuels placed on the market across all fuel types

$\Sigma_j(\cdot)$ 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

CO₂saving_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 European 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 approx. 35% of new passenger cars in 2018.

vehicles_t Number of vehicles registered by a manufacturer in year t

Or. en

Justification

The inclusion of alternative fuels is in the interest of technological neutrality. We have to ensure a difference between fossil and renewable, carbon neutral fuels. For this reason, there should be a voluntary possibility for manufacturers to ensure carbon neutrality.

Amendment 658

Jens Gieseke, Massimiliano Salini

Proposal for a regulation

Annex I – paragraph 1 – point 2 a (new)

Regulation (EU) 2019/613

Annex I – Part C (new)

Text proposed by the Commission

Amendment

(2a) New Annex Part C:

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

The total (origin) of all CO₂ savings credits (credit_{total}) in g in year t pursuant to Art. 11a shall be calculated using the formula:

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

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

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

The CO₂ reduction amount in g credited in year t to the specific average emissions

in accordance with Article 11a(1) (reduction amount_{fleet,t}) shall be calculated using the formula:

$$\text{reduction amount}_{\text{fleet},t} = \frac{\text{credit}_{\text{fleet},t}}{\text{mileage} \times \text{vehicles}_t}$$

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:

$$\text{reduction amount}_{\text{vehicle},j,t} = \frac{\text{credit}_{\text{vehicle},j,t}}{\text{mileage}}$$

Where:

$\Sigma_k(\cdot)$ *Total of all alternative fuels placed on the market across all fuel types*

$\Sigma_j(\cdot)$ *Total of all CO₂ reductions credited to individual vehicles pursuant to Article 11a(2)*

$\text{fuel}_{k,t}$ *Contributed or allocated quantity in MJ of an alternative fuel k placed on the market in year t*

$\text{CO}_{2,\text{ref}}$ *CO₂ emission comparator for fossil fuels in g/MJ pursuant to Directive (EU) 2018/2001*

$\text{CO}_{2,\text{saving}_k}$ *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*

$\text{credit}_{\text{fleet},t}$ *Total emission reduction credits in g CO₂ credited in year t pursuant to Article 11a(1)*

$\text{credit}_{\text{vehicle},j,t}$ *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 European 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 approx. 35% of new passenger cars in 2018.

vehicles_t Number of vehicles registered by a manufacturer in year t

Or. en

Justification

Please note that this AM corresponds with AM 55 tabled in at4am.