



29.4.2022

OPINION

of the Committee on Industry, Research and Energy

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

on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2019/631 as regards strengthening the CO₂ emission performance standards for new passenger cars and new light commercial vehicles in line with the Union's increased climate ambition (COM(2021)0556 – C9-0322/2021 – 2021/0197(COD))

Rapporteur for opinion: Dominique Riquet

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SHORT JUSTIFICATION

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

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

1. Towards holistic emissions reduction

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

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

2. Uncertainties linked to going all-in on electricity

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

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

3. Complementary technologies, necessary support arrangements

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

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

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

AMENDMENTS

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

Amendment 1

Proposal for a regulation

Recital 1

Text proposed by the Commission

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

Amendment

(1) The Paris Agreement, adopted in December 2015 under the United Nations Framework Convention on Climate Change (UNFCCC) entered into force in November 2016 ('the Paris Agreement'). Its Parties have agreed to hold the increase in the global average temperature well below 2 °C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1,5 °C above pre-industrial levels. ***By adopting the Glasgow Climate Pact in November 2021, its Parties recognised that keeping the increase in the global average temperature to 1,5°C above pre-industrial levels would***

significantly reduce the risks and impacts of climate change, and committed to strengthening their 2030 targets by the end of 2022 in order to accelerate climate action in this critical decade and to close the ambition gap with the 1,5°C target.

Amendment 2

Proposal for a regulation Recital 3

Text proposed by the Commission

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

Amendment

(3) The European Green Deal combines a comprehensive set of mutually reinforcing measures and initiatives aimed at achieving climate neutrality in the EU by 2050. **To achieve this, it is necessary to ensure coherence between legislative acts that are intertwined given the cross-cutting nature of the issues, such as alternative fuels infrastructure, CO2 standards for cars and vans, batteries, renewable energy, land use, land-use change, and forestry, 8th environmental action programme. Any regulatory fragmentation, which would send contradictory signals and set mutually incompatible objectives should be avoided.** **The Green Deal** sets out a new growth strategy that aims to transform the Union into a fair and prosperous society, with a modern, resource-efficient and competitive economy, **and to strengthen the Union's strategic autonomy as well as the industrial leadership in all key sectors, while fostering innovation and quality jobs in Europe.** The strategy also aims to protect, conserve and enhance the Union's natural capital, and protect the health and well-being of citizens from environment-related risks and impacts, **while taking into account national and regional specificities and various social consequences**. At the same time, this transition affects women and men differently and has a particular impact on some disadvantaged groups, such as older

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

Amendment 3

Proposal for a regulation

Recital 6

Text proposed by the Commission

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

Amendment

(6) All sectors of the economy are expected to contribute to achieving those emission reductions, including the road transport sector, ***which is the only sector in the Union in which emissions have been trending upwards since the 1990s, and which has an important ecological footprint responsible for 70% of the Union's total transport emissions, and for more than 27% of all greenhouse gas emissions in the Union. The Green Deal has set the ambitious target of a 90% reduction in transport emissions in order to achieve carbon neutrality in the EU by 2050.***

Amendment 4

Proposal for a regulation

Recital 7

Text proposed by the Commission

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

Amendment

(7) The measures set out in this Regulation are necessary as part of a coherent and consistent framework that is indispensable for achieving the overall objective of the Union to reduce net greenhouse gas emissions, ***as well as Union's dependence on imported fossil fuels, including oil imports that were worth EUR 227.5 billion in 2018 alone, which remains the predominant energy consumed by cars and vans (94%). While***

phasing out oil consumption, it is crucial not to shift from one dependence to another. In order to ensure the future viability of the European manufacturing industry and to strengthen the Union's strategic autonomy, it is essential that the Commission works together with Member States and industrial stakeholders to secure the supply chain in the strategic materials and rare earths needed for zero & low-carbon technologies.

Amendment 5

Proposal for a regulation Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) This Regulation forms part of the Union's objective to reduce emissions from passenger cars and light commercial vehicles as part of the long-term goal of achieving a zero-emission automotive sector. However, the increasing use of low- and zero-emission vehicles risks shifting emission sources upstream of the automotive value chain. As a result, the development of full life-cycle methodologies to complement the tailpipe emissions approach is required to ensure the effectiveness of this legislation in reducing emissions at Union level and promote the production of sustainable batteries, especially in terms of durability, efficiency, re-use and recycling. Given this situation, the Commission should, by 31 December 2023 at the latest, draw up a harmonised methodology for reporting the carbon balance of the life-cycle of such vehicles ('manufacture – use – scrapping') and the energy consumption ('extraction/production – transportation – consumption' or 'Well-to-Tank') in order to obtain an overview and thus ensure consistency of the means brought in pursuit of the Union's climate objectives. This Regulation should be reviewed in 2027 to incorporate this extended carbon

accounting as a new indicator for the reduction of emissions by the sector which is best able to reflect the true carbon balance of passenger cars and light commercial vehicles.

Amendment 6

Proposal for a regulation

Recital 8

Text proposed by the Commission

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

Amendment

(8) In order to achieve a reduction in net greenhouse gas emissions of at least 55 % by 2030 compared to 1990, it is necessary to strengthen the reduction requirements set out in Regulation (EU) 2019/631 of the European Parliament and of the Council²⁵ for both passenger cars and light commercial vehicles. A clear pathway also needs to be set for further reductions beyond 2030 to contribute to achieving the climate neutrality objective by 2050. ***In parallel, it is of utmost importance that complementary Union legislation, such as Directive (EU) 2018/2001^{25a}, ensures a swift deployment of renewable energy so that the Union car fleet is powered by additional renewable electricity.*** Without ambitious action on greenhouse gas emission reductions in road transport, higher emission reductions would be needed in other sectors, including sectors where decarbonisation is more challenging. ***The digital and green transitions should also address the importance of the social dimension to ensure a mobility accessible for all, including the impact of energy taxation on affordability, the direct and indirect effect of higher energy prices on transport in different Union regions, as well as the industrial consequences to ensure employment and industry's competitiveness.***

²⁵ Regulation (EU) 2019/631 of the

²⁵ Regulation (EU) 2019/631 of the

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

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

^{25a} Directive (EU) 2018/2001 of the European Parliament and of the Council of 11 December 2018 on the promotion of the use of energy from renewable sources (OJ L OJ L 328 21.12.2018, p. 82).

Amendment 7

Proposal for a regulation

Recital 9

Text proposed by the Commission

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

Amendment

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

automotive chain must ***continue to*** be a leading actor in the on-going transition towards zero-emission mobility. The strengthened ***CO₂*** emission reduction standards ***should remain*** technology neutral in reaching the fleet-wide targets that they set. Different technologies ***aiming at contributing to a*** zero-emission fleet wide target ***in the long-term, such as hydrogen, biofuels and other renewable fuels should be used and could also contribute in the short and medium term to the reduction of CO₂ emissions from the transport sector, while ensuring affordability, accessibility, safety and inclusiveness.*** Zero-emission vehicles currently include battery electric vehicles, fuel-cell and other hydrogen powered vehicles, and technological innovations are continuing. Zero and low-emission vehicles, which also include well performing plug-in hybrid electric vehicles, ***or vehicles using alternative fuels*** can continue to play a role in the transition pathway.

Amendment 8

Proposal for a regulation Recital 9 a (new)

Text proposed by the Commission

Amendment

(9a) Battery-powered electric vehicles have great potential to decarbonise the fleet and should be encouraged, while taking into account the principle of technological neutrality, in order to be used in concert with other efficient technologies. It is important to stress that no technology is ‘zero emission’ or without an environmental impact, including that type of vehicles, given the battery’s carbon footprint, the higher weight of vehicles, the origin of the electricity, the extraction of raw materials. In that respect, the risk of supply tensions should be assessed and addressed in order to meet European demand in a context of

increased international pressure to extract the resources needed to manufacture batteries, with projections for battery production increasing twentyfold by 2050. Moreover, the impacts on electricity networks, in terms of decarbonisation, availability, performance, smart grid and standardisation, or on the rollout of recharging infrastructures, in terms of network size correlated with autonomy, high private and public investment requirements, needs to be considered.

Amendment 9

Proposal for a regulation Recital 10

Text proposed by the Commission

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

Amendment

(10) Against that background, new strengthened CO₂ emission reduction targets should be set for both new passenger cars and new light commercial vehicles for the period 2030 onwards. Those targets should be set at a level that **respects the principle of technological neutrality while delivering** a strong signal to accelerate the uptake of zero-emission **and low-emission** vehicles on the Union market **in order to make them affordable and accessible for all**, to stimulate innovation **and to strengthen European competitiveness** in zero-emission technologies in a cost-efficient way. **The principle of technological neutrality is fundamental to ensure there is a plurality of solutions, to preserve innovation and development, including in disruptive technologies, and to allow market flexibility and a diverse range of social behaviours. It is thus important not to limit road transport to a single technology but rather encourage innovation and complementarities between efficient alternative technologies, such as the combined use of hybrid vehicles and low-carbon fuels, without delaying the adoption of clean technologies that are**

compatible with Union's climate goals. Furthermore, a 'one size fits all' approach at Union level would be compromised by the wide economic, social, geographical and infrastructural diversity within and between Member States, whereas a mix of complementary technologies allows each region to implement the solutions it deems most appropriate to reduce its emissions.

Amendment 10

Proposal for a regulation Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) Technological innovation is a prerequisite for decarbonising mobility in the Union, and should therefore be supported. In the face of increased international competition, the Union and Member States should continue their efforts to explore and develop initiatives that promote the synergies in the sector, such as the European Battery Alliance, and support public and private investment in European automotive research and innovation. This should aim to maintain European technological leadership in that sector, to develop industrial excellence in the technologies of the future in the Union and to ensure the long-term sustainability and competitiveness of its industrial base.

Amendment 11

Proposal for a regulation Recital 11

Text proposed by the Commission

Amendment

(11) The targets in the revised CO₂ performance standards should be accompanied by a European strategy to

(11) The targets in the revised CO₂ performance standards should be accompanied by a European strategy to

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

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

Amendment 12

Proposal for a regulation Recital 12

Text proposed by the Commission

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

Amendment

(12) The updated New Industrial Strategy²⁶ foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway should be developed for the mobility ecosystem to accompany the transition of the automotive value chain, *while supporting regions and communities that are most affected with a view to closing the gap between developed and less developed economies in the Union*. The pathway should take particular heed of SMEs in the automotive supply

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

chain, of the consultation of social partners including by Member States, and also build on the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. The appropriate actions and incentives at European and national level to boost the affordability of *low- and* zero emission vehicles should also be addressed in the pathway. ***Individual mobility should remain accessible and affordable for all, especially for citizens of rural, remote and island areas, with no or little access to quality public transport or other mobility solutions.*** The progress made on this comprehensive transition pathway for the mobility ecosystem should be monitored every two years as part of a progress report to be submitted by the Commission, looking inter alia at the progress in the deployment of *low- and* zero-emission vehicles, their price developments, deployment of alternative fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, the potential of innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities. The progress report will also build on the *yearly* progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. Innovations in the automotive supply chain are continuing. Innovative technologies such as ***advanced biofuels and*** the production of electro-fuels with air capture, if further developed, could offer prospects for affordable climate neutral mobility. The Commission should therefore keep track of progress in the state of innovation in the sector as part of its

progress report.

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

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

Amendment 13

Proposal for a regulation

Recital 12 a (new)

Text proposed by the Commission

Amendment

(12a) Although this Regulation only applies to new passenger cars and new light commercial vehicles, it is important to include it in a more comprehensive Union-wide action plan to decarbonise the existing fleet in order to protect the environment and health of citizens in all Member States. The current fleet will remain a factor that contributes to environmental underperformance for an extended period into the future owing to the slow pace of fleet renewal. Moreover, the existing market of second hand polluting vehicles in Central and Eastern Europe creates the risk of shifting the pollution to less economically developed regions in the Union. Reaching the ambitious climate targets in 2050 should go hand in hand with the right of all Union citizens to a cleaner air. To speed up the reduction of emissions from the existing fleet, it is of the utmost importance that the Commission puts forward legislative measures without delay to establish a framework that is favourable to retrofitting and to promote use of currently available lowering CO₂ emission technologies, such as low-carbon fuels or less consuming energy lights, to accelerate the modal shift for freight and passengers, to encourage more environmentally friendly transport habits, such as carpooling, soft mobility

and public transport in cities, and to address the possible risk of automotive carbon leakage within the Union.

Amendment 14

Proposal for a regulation Recital 13

Text proposed by the Commission

(13) *Those* EU fleet-wide targets *are to* be complemented by the necessary roll-out of recharging and refuelling infrastructure as set *out* in Directive 2014/94/EU *of the European Parliament and of the Council*²⁷.

Amendment

(13) *Improving consumer access to a convenient infrastructure for charging of electric vehicles and refuelling with alternative fuels is an essential prerequisite for the development of the market for zero- and low-emission vehicles and, therefore, for the success of this Regulation. The* EU fleet-wide targets *should* be complemented by the necessary roll-out of recharging and refuelling infrastructure, *which has been facing insufficient implementation across the Union so far. For this reason, this Regulation should be accompanied by ambitious mandatory targets for the deployment of alternative fuel infrastructure in all Member States, as well as ambitious targets for the deployment of private charging points* as set in Directive 2014/94/EU²⁷ *and in Directive 2010/31/UE, in this regard, any increase in the emission-reduction targets set in this Regulation, including on interim objectives, should go hand-in-hand with an increase in rollout targets. The charging infrastructure should be rolled out where people live, work and do their daily activities. It is imperative that no Union region or territory is left behind and that regional disparities in the deployment of alternative fuels infrastructure are duly addressed, particularly in less developed regions or regions with specific needs and circumstances, such as rural and sparsely populated, remote and outermost, island and mountainous regions. Sufficient support and help should be provided to*

Member States to achieve this objective due to their significant investment needs in a decade in which their tax losses and transfers of tax revenues towards alternative fuels will increase. In this context, it is important to underline that the issue of refuelling is intrinsically linked to the autonomy of vehicles, in the sense that, the more the autonomy increases, refuelling is less frequently needed – and that the Commission should therefore take into account technological developments, in particular with regard to the autonomy of batteries, which affect the deployment of infrastructure. Road transport accounts for a significant share of final energy consumption in the Union. The Directive (EU) .../... [Recast Energy Efficiency Directive] enshrines the energy efficiency first Principle as an overarching principle that should be taken into account across all sectors, going beyond the energy system, at all levels. The energy efficiency first principle should therefore be considered in policy, planning and investment decisions related to the deployment of recharging and refuelling infrastructure of alternative fuels, including as regards the well-to-wheel energy efficiency of different zero emission technologies.

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

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

Amendment 15

Proposal for a regulation

Recital 14

Text proposed by the Commission

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

Amendment

(14) Manufacturers, **especially SMEs in the automotive supply chain**, should be provided with sufficient flexibility in

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

adapting their fleets over time **considering that passenger cars are produced and designed in at least five-year cycles, and light commercial vehicles even longer**, in order to manage the transition towards zero-emission **and low-emission** vehicles in a cost-efficient manner. It is therefore appropriate to maintain the approach of decreasing target levels in steps. **With a view to ensuring the effectiveness of this regulation in the face of market developments, technological advances and the Union's objective of reducing emissions, a review of this Regulation should be undertaken in 2027.**

Amendment 16

Proposal for a regulation Recital 17

Text proposed by the Commission

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

Amendment

(17) The emission reduction effort required to achieve the EU fleet-wide targets is distributed amongst manufacturers by using a limit value curve based on the average mass of the EU fleet of new vehicles and of the manufacturer's new vehicle fleet. It is necessary to prevent that with the stricter EU fleet-wide targets, the specific emission target for a manufacturer would become negative. For that reason, it is necessary to clarify that where such a result occurs, the specific emission target should be set to 0 g CO₂/km. **The mass-based utility parameter to calculate specific emissions targets for manufacturers should be maintained until 2025 for passenger cars. The increasing weight of cars has been used as an abatement option enabling manufacturers to set less ambitious targets, although downsizing and lightweightening can bring substantial benefits in terms of energy efficiency, efficient use of urban space, road safety and human health. The Commission should therefore develop proposals to incentivise weight reduction,**

including for zero- and low-emission vehicles, in order to encourage the production of more material-efficient vehicles.

Amendment 17

Proposal for a regulation

Recital 21

Text proposed by the Commission

(21) In view of the increased overall greenhouse gas emissions reduction objectives and to avoid potential market distorting effects, the reduction requirements for all manufacturers present in the Union market should be aligned, except for those responsible for less than 1 000 new vehicles registered in a calendar year. Consequently, the possibility for manufacturers responsible for between 1 000 and 10 000 passenger cars or between 1 000 and 22 000 light commercial vehicles newly registered in a calendar year to apply for a derogation from their specific emission targets should cease from 2030 onwards.

Amendment

(21) In view of the increased overall greenhouse gas emissions reduction objectives and to avoid potential market distorting effects, the reduction requirements for all manufacturers present in the Union market should be aligned, except for those responsible for less than 1 000 new vehicles registered in a calendar year. Consequently, the possibility for manufacturers responsible for between 1 000 and 10 000 passenger cars or between 1 000 and 22 000 light commercial vehicles newly registered in a calendar year to apply for a derogation from their specific emission targets should cease from 2030 onwards. ***This derogation should only apply to manufacturers of special vehicles with a social utility, such as emergency vehicles, firefights vans, ambulances, and not manufacturers of the most luxurious cars, in order to ensure a fair transition.***

Amendment 18

Proposal for a regulation

Recital 23

Text proposed by the Commission

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

Amendment

(23) The progress made under Regulation (EU) 2019/631 towards achieving the reduction objectives set for 2030 and beyond should be reviewed in **2027**. For this review, all aspects

considered in the *two yearly* reporting should be considered.

considered in the *annual* reporting should be considered.

Amendment 19

Proposal for a regulation

Recital 24

Text proposed by the Commission

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

Amendment

(24) *A structural effect of the ultimate transition to zero-emission vehicles will be significant job losses in the automotive industry, from manufacturers and their suppliers to ancillary maintenance and repair services. Efforts to decarbonise road transport should therefore also take into account the likely significant social consequences of this process in order to mitigate and eventually manage this transition. The amounts of the excess emissions premium should be considered as revenue assigned to a specific budgetary line “automotive sector support” of the Social Climate Fund, with the objective to ensure a just transition towards a climate-neutral economy, to support the training, reskilling, upskilling and further qualification measures of affected workers, in particular in small and medium-sized enterprises. This budgetary line should be financed by the general budget of the Union and from income deriving from excess emissions premiums.*

Amendment 20

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 1 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

(-a) the following paragraph 3a is inserted:

‘3a. By 31 December 2027, the Commission shall review this Regulation and, where appropriate, present a proposal to supplement it with additional measures to include, in addition to exhaust emissions, the overall carbon balance of the vehicle and fuel used, based on the methodologies set out in Article 7(10) and Article 12(3a), with a view to ensuring that emissions from the sector are in line with the Union’s target of carbon neutrality.’

Amendment 21

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point b

Regulation (EU) 2019/631

Article 1 – paragraph 5a – point a

Text proposed by the Commission

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

Amendment

(a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to a **90%** reduction of the target in 2021 determined in accordance with Part A, point 6.1.3, of Annex I;

Amendment 22

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point b

Regulation (EU) 2019/631

Article 1 – paragraph 5a – point b

Text proposed by the Commission

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

Amendment

(b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a **90%** reduction of the target in 2021 determined in accordance with Part B, point 6.1.3, of Annex I.

Amendment 23

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

Text proposed by the Commission

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

Amendment

(c) *paragraph 6 is replaced by the following:*

“6. From 1 January 2025 to 31 December 2029, a zero- and low-emission vehicles' benchmark equal to a 20 % share of the respective fleets of new passenger cars and new light commercial vehicles shall apply in accordance with points 6.3 of Parts A and B of Annex I, respectively.”.

Amendment 24

Proposal for a regulation
Article 1 – paragraph 1 – point 3 – point b a (new)
Regulation (EU) 2019/631
Article 3 – paragraph 1 – point n a (new)

Text proposed by the Commission

Amendment

(ba) *the following point is added:*

‘(na) plug-in hybrid electric vehicle’ (PHEV) means a vehicle powered by a combination of an electric motor with a rechargeable battery and an internal combustion engine, which may operate together or separately.’

Amendment 25

Proposal for a regulation
Article 1 – paragraph 1 – point 3 – point b b (new)
Regulation (EU) 2019/631
Article 3 – paragraph 1 – point n b (new)

Text proposed by the Commission

Amendment

(bb) *the following points are added:*

(nb) ‘biofuels’ means biofuels as defined in Article 2, point (33) of Directive (EUE) 2018/2001;

(nc) ‘advanced biofuels’ means advanced biofuels as defined in of Article 2, point (34) of Directive (UE) 2018/2001;

(nd) ‘renewable fuels of non-biological origin’ means renewable fuels of non-biological origin as defined in Article 2, point 36 of Directive (UE) 2018/2001;’

Amendment 26

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 7 – paragraph 10

Present text

10. The Commission shall no later than **2023 evaluate the possibility of developing** a common Union methodology for the assessment and the consistent data reporting of the full life-cycle CO₂ emissions of passenger cars and light commercial vehicles **that are placed** on the Union market. The Commission shall transmit to the European Parliament and to the Council that **evaluation**, including, where appropriate, proposals for follow-up measures, such as legislative proposals.

Amendment

(aa) paragraph 10 is replaced by the following:

"10. The Commission shall **draw up**, no later than **31 December 2023**, a common Union methodology for the assessment and the consistent data reporting of the full life-cycle CO₂ emissions of passenger cars and light commercial vehicles on the Union market. The Commission shall transmit to the European Parliament and to the Council that **methodology**, including, where appropriate, proposals for follow-up measures, such as legislative proposals."

(32019R0631)

Amendment 27

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 7 – paragraph 10 a (new)

(ab) the following paragraph 10a is inserted:

'10a. From 1 January 2024, manufacturers may, on a voluntary basis, submit the life cycle CO₂ emissions data for passenger cars and light commercial vehicles on the Union market referred to in paragraph 10 of this Article to the competent authorities referred to in paragraph 6 of this Article and to the Member States, which shall then submit them to the Commission in accordance with paragraph 2. From 1 January 2028, that data shall be incorporated into the information listed in Part A of Annexes II and III;'

Amendment 28

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 8 – paragraph 4

Present text

4. The amounts of the excess emissions premium shall be considered as revenue for the *general budget* of the Union.

Amendment

(5a) in Article 8, paragraph 4 is replaced by the following:

"4. The amounts of the excess emissions premium shall be considered as revenue assigned to a specific budgetary line "automotive sector support" of the Social Climate Fund, with the objective of ensuring a just transition towards a climate-neutral economy, by mitigating any negative impact of the transition in the automotive sector on employment in all affected Member States, in particular in the regions and the communities most affected by the transition. In particular, it shall finance the training, reskilling, upskilling and further qualification of workers in the automotive sector, including car manufacturers, their component suppliers and ancillary

*maintenance and repair services,
especially for SMEs.*

This specific budgetary line of the Social Climate Fund shall support the investment for jobs and growth goal in all Member States. It shall lend support to the Member States for the purposes of funding measures and investments to address the economic and social consequences of the transition, in particular the expected retraining and job losses in the automotive sector, including in small and medium-sized enterprises.

The resources allocated shall come from the Union budget and income from the excess emissions premium, as defined in Article 8 of this Regulation. They shall support the following activities: worker retraining; jobseeker assistance for job searches and active inclusion; investment in converting Europe's industrial fabric."

(32019R0631)

Amendment 29

Proposal for a regulation

Article 1 – paragraph 1 – point 6

Regulation (EU) 2019/631

Article 10 – paragraph 2

Text proposed by the Commission

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

Amendment

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

A manufacturer of special vehicles with a social utility, such as emergency vehicles, firefighters vans and ambulances may make an application for a derogation. A derogation cannot be granted to a manufacturer of car vehicles falling under the F-segment, the S-segment and SUV-segment in the European Commission classification scheme (Euro Car Segment).

Amendment 30

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 11 a (new)

Text proposed by the Commission

Amendment

(6a) the following Article 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 new light commercial vehicles, including energy efficiency, embedded emissions, durability and reparability 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).’

Amendment 31

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(6b) in Article 12, the following paragraph 3a is inserted:

‘3a. No later than 31 December 2023, the Commission shall draw up, 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 nonU market.

It should also include 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 or to produce alternative fuels of such vehicles.

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). On the basis of that assessment, the Commission shall adopt delegated acts in accordance with Article 17 to adapt the utility factors used for OVC-HEVs, in order to ensure that their emissions are representative of real-world driving from 2025 onwards.’

Amendment 32

Proposal for a regulation
Article 1 – paragraph 1 – point 7 a (new)
Regulation (EU) 2019/631
Article 14 – paragraph 1 – point c

Present text

Amendment

(7a) in Article 14(1), point (c) is replaced by the following:

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

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

(32019R0631)

Amendment 33

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 14 – paragraph 1 – point d

Present text

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

Amendment

(7b) in Article 14(1), point (d) is replaced by the following:

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

(32019R0631)

Amendment 34

Proposal for a regulation

Article 1 – paragraph 1 – point 9

Regulation (EU) 2019/631

Article 14 a – 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

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

the transition, including through financial means.

transition, including through financial means.

Amendment 35

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:

- (a) the deployment as well as the cost of zero- and low-emission vehicles,*
- (b) the transition from a purely exhaust-emissions-based to a holistic life-cycle-analysis-based approach to emissions on the basis of the methodologies set out in Articles 7(10) and 12(3a), taking into account also the green-house gas intensity at mineral extraction, production and end-of-life stages, as well as the energy mix in the respective Member State of circulation,*
- (c) the CO₂ threshold used for defining what constitutes a low-emission vehicle and, if necessary, the revision thereof,*
- (d) progress in achieving the targets for the roll-out of recharging and refuelling*

infrastructure as required under the Alternative Fuels Infrastructure Regulation,

(e) the potential contribution of innovation technologies and sustainable alternative fuels to reach climate neutral mobility,

(f) *impact on Member States GHG and air quality targets, annual purchases of new zero- and low-emission vehicles as well as second-hand vehicles,*

(g) *progress and impact on a regional (NUTS II) level,*

(h) *impact on consumers, particularly those on low incomes, as well as the evolution of transport poverty in each Member States, as defined under Regulation (EU) .../... [Regulation establishing a Social Climate Fund],*

(i) progress in social dialogue as well as aspects to further facilitate an economically viable and socially fair transition towards zero emission road mobility,

(j) *progress in deploying additional renewable electricity capacity proportional to the growth in sales of zero-emission vehicles as to ensure that emissions are not simply displaced.*

Amendment 36

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 14 b (new)

Text proposed by the Commission

Amendment

(9a) *the following Article 14b is inserted:*

'Article 14b

In line with Article 3(1), point (b) of Directive (EU) .../... [Recast Energy Efficiency Directive], Member States shall

consider the energy efficiency first principle in policy, planning and investment decisions related to the deployment of recharging and refuelling infrastructure of alternative fuels, including as regards the well-to-wheel energy efficiency of different zero emission technologies.'

Amendment 37

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

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

Amendment

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

Amendment 38

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 emissions reductions by introducing EU fleet-wide targets for new passenger cars fleet and for new light commercial vehicles fleet beyond 2035, including the possible allocation of plug-in hybrid vehicles to the fleet targets, based on a LCA methodology developed by the European Commission no later than 31 December 2023.**

Amendment 39

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 and of the Council²⁰, 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.

²⁰ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of

Amendment

(aa) paragraph 2 is replaced by the following:

"2. In the report referred to in paragraph 1, the Commission shall consider, inter alia, the real-world representativeness of the CO₂ emission and fuel or energy consumption values determined pursuant to Regulation (EC) No 715/2007; the deployment on the Union market of zero- and low-emission vehicles, in particular with respect to light commercial vehicles; the roll-out of recharging and refuelling infrastructure reported under Directive 2014/94/EU of the European Parliament and of the Council ***on the deployment of alternative fuels infrastructure***²⁰, 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."

²⁰ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of

alternative fuels infrastructure (OJ L 307,
28.10.2014, p. 1).

alternative fuels infrastructure (OJ L 307,
28.10.2014, p. 1).

(32019R0631)

Amendment 40

Proposal for a regulation

Article 1 – paragraph 1 – point 10 – point b

Regulation (EU) 2019/631

Article 15 – paragraphs 2 to 5

Present text

Amendment

(b) paragraphs 2 to 5 are deleted,

(b) paragraphs 3 to 5 are deleted,

(32019R0631)

Amendment 41

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_{2025} ($TM -$
 TM_0)

where:

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

a_{2025} is

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

where:

a_{2021} is the slope of the best fitting straight
line established by applying the linear
least squares fitting method to the test

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

"6.2.1. Specific emissions reference targets
for 2025 to 2029

The specific emissions reference target =
EU fleet-wide target₂₀₂₅

where:

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

mass (independent variable) and the specific emissions of CO₂ (dependent variable) of each new passenger car registered in 2021;

average emissions₂₀₂₁ 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 accordance with point 4;

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

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

(32019R0631)

Amendment 42

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 to 2034

Specific emissions target = EU fleet-wide target₂₀₃₀ + $a_{2030} \cdot (TM - TM_0)$

Specific emissions target = EU fleet-wide target₂₀₃₀

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

PROCEDURE – COMMITTEE ASKED FOR OPINION

Title	Amending Regulation (EU) 2019/631 as regards strengthening the CO ₂ emission performance standards for new passenger cars and new light commercial vehicles in line with the Union's increased climate ambition
References	COM(2021)0556 – C9-0322/2021 – 2021/0197(COD)
Committee responsible Date announced in plenary	ENVI 13.9.2021
Opinion by Date announced in plenary	ITRE 13.9.2021
Rapporteur for the opinion Date appointed	Dominique Riquet 7.10.2021
Discussed in committee	26.1.2022
Date adopted	20.4.2022
Result of final vote	+: 40 –: 17 0: 19
Members present for the final vote	Matteo Adinolfi, Nicola Beer, François-Xavier Bellamy, Hildegard Bentele, Vasile Blaga, Michael Bloss, Manuel Bompard, Paolo Borchia, Marc Botenga, Markus Buchheit, Cristian-Silviu Buşoi, Jerzy Buzek, Maria da Graça Carvalho, Ignazio Corrao, Ciarán Cuffe, Josianne Cutajar, Nicola Danti, Pilar del Castillo Vera, Christian Ehler, Niels Fuglsang, Lina Gálvez Muñoz, Claudia Gamon, Jens Geier, Bart Groothuis, Christophe Grudler, András Gyürk, Henrike Hahn, Robert Hajšel, Ivo Hristov, Ivars Ijabs, Eva Kaili, Seán Kelly, Izabela-Helena Kloc, Łukasz Kohut, Zdzisław Krasnodębski, Andrius Kubilius, Miapetra Kumpula-Natri, Thierry Mariani, Marisa Matias, Eva Maydell, Georg Mayer, Joëlle Mélin, Iskra Mihaylova, Dan Nica, Angelika Niebler, Niklas Nienaa, Ville Niinistö, Aldo Patriciello, Mauri Pekkarinen, Mikuláš Peksa, Tsvetelina Penkova, Morten Petersen, Pina Picierno, Markus Pieper, Clara Ponsatí Obiols, Manuela Ripa, Robert Roos, Sara Skytvedal, Maria Spyraiki, Jessica Stegrud, Beata Szydło, Riho Terras, Grzegorz Tobiszowski, Patrizia Toia, Isabella Tovaglieri, Henna Virkkunen, Pernille Weiss, Carlos Zorrinho
Substitutes present for the final vote	Pascal Arimont, Cornelia Ernst, Klemen Grošelj, Alicia Homs Ginel, Nora Mebarek, Jutta Paulus, Ernő Schaller-Baross, Susana Solís Pérez

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

40	+
ECR	Izabela-Helena Kloc, Zdzisław Krasnodębski, Beata Szydło, Grzegorz Tobiszowski
ID	Matteo Adinolfi, Paolo Borchia, Isabella Tovaglieri
NI	András Gyürk, Ernő Schaller-Baross
PPE	Pascal Arimont, François-Xavier Bellamy, Hildegard Bentele, Vasile Blaga, Cristian-Silviu Buşoi, Jerzy Buzek, Maria da Graça Carvalho, Pilar del Castillo Vera, Christian Ehler, Seán Kelly, Andrius Kubilius, Eva Maydell, Angelika Niebler, Aldo Patriciello, Markus Pieper, Sara Skytvedal, Maria Spyrali, Riho Terras, Henna Virkkunen, Pernille Weiss
Renew	Nicola Beer, Nicola Danti, Klemen Grošelj, Christophe Grudler, Ivars Ijabs, Iskra Mihaylova, Mauri Pekkarinen, Susana Solís Pérez
S&D	Jens Geier, Eva Kaili, Łukasz Kohut

17	-
ECR	Robert Roos, Jessica Stegrud
ID	Markus Buchheit, Georg Mayer
The Left	Manuel Bompard, Marc Botenga, Cornelia Ernst, Marisa Matias
Verts/ALE	Michael Bloss, Ignazio Corrao, Ciarán Cuffe, Henrike Hahn, Niklas Nienaa, Ville Niinistö, Jutta Paulus, Mikuláš Peksa, Manuela Ripa

19	0
ID	Thierry Mariani, Joëlle Mélin
NI	Clara Ponsatí Obiols
Renew	Claudia Gamon, Bart Groothuis, Morten Petersen
S&D	Josianne Cutajar, Niels Fuglsang, Lina Gálvez Muñoz, Robert Hajšel, Alicia Homs Ginel, Ivo Hristov, Miapetra Kumpula-Natri, Nora Mebarek, Dan Nica, Tsvetelina Penkova, Pina Picierno, Patrizia Toia, Carlos Zorrinho

Key to symbols:

+ : in favour

- : against

0 : abstention