



2021/0197(COD)

04.04.2022

COMPROMISE AMENDMENTS

1 - 14

Draft report

Jan Huitema

(PE704.659v01-00v01-00, PE704.795v01-00v01-00)

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

Proposal for a regulation

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

COMPROMISE 1 TARGETS AND TRAJECTORY 2025, 2030, 2035

Supported by S&D, Renew, Greens/EFA, The Left

Compromise amendment replacing amendments:

1, 2, 6, 83, 84, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 190, 191, ITRE 5, ITRE 6, ITRE 7, ITRE 9, ITRE 15, TRAN 7, TRAN 8, TRAN 10, TRAN 19, TRAN 26 (Recitals)

11, 12, 14, 15, 17, 228, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 246, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 311, 312, 316, 317, 318, 319, 326, 330, 331, 334, 336, 343, 352, 353, ITRE 21, ITRE 22, ITRE 25, TRAN 27, TRAN 28, TRAN 30 (Articles)

436, 437, 449, 451, 452, 453, 454, 455, 456, 457, 458, 460, 464, 465, 466, 467, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, , 500, 501, 503, 504 (part II), 504 (part III), 505, 507, 509, 523, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 550, 553, 555, 556, 557, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 615, 617, 619, 622, 623, 624, 625, 626, 641, 642, 643, 644, 645, 646, 653, 654, 655, ITRE 42, TRAN 44 (Annexes)

Amendment 1

2025 target

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 1 – paragraph 4

Present text

Amendment

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

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

(-a) In paragraph 4 points (a) and (b) are replaced by the following:

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

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

Or. en

Proposal for a regulation
Article 1 – paragraph 1 – point 5 a (new)
Regulation (EU) 2019/631
Article 9 – paragraph 3

Present text

3. The list referred to in paragraph 1 of this Article shall, for the publication by 31 October 2022, also indicate the following:

(a) the 2025 **and 2030** EU fleet-wide targets referred to in Article 1(4) **and (5)**, respectively, calculated by the Commission in accordance with points 6.1.1 and 6.1.2 of Parts A and B of Annex I;

(b) the values for a_{2021} , a_{2025} and a_{2030} calculated by the Commission in accordance with points 6.2 of Parts A and B of Annex I.

Amendment

(5a) In Article 9, paragraph 3 is replaced by the following:

3. The list referred to in paragraph 1 of this Article shall, for the publication by 31 October 2022, also indicate the following:

(a) the 2025, **2030 and 2035** EU fleet-wide targets referred to in Article 1(4), **1(4a), (5) and (5a)**, respectively, calculated by the Commission in accordance with points 6.1.1, **6.1.1a**, 6.1.2 **and 6.1.3** of Parts A and B of Annex I;

(b) the values for a_{2021} , a_{2025} , and a_{2030} **and a_{2035}** calculated by the Commission in accordance with points 6.2 **and 6.3** of Parts A and B of Annex I.

Or. en

2030 target

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 1 – paragraph 5 – point a

Text proposed by the Commission

Amendment

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

(i) in point (a), the figure “37,5 %” is replaced by ‘70 %’,

Or. en

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 1 – paragraph 5 – point b

Text proposed by the Commission

Amendment

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

(ii) in point (b), the figure “31 %” is replaced by ‘65 %’,

Or. en

2035 target

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point b

Regulation (EU) 2019/631

Article 1 – paragraph 5 a (new)

Text proposed by the Commission

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

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

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

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

Amendment

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

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

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

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

Or. en

RECITALS:

Proposal for a regulation

Recital 8

Text proposed by the Commission

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

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

Amendment

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

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

Or. en

Proposal for a regulation

Recital 9

Text proposed by the Commission

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

Amendment

(9) The strengthened CO₂ emission reduction requirements should incentivise an increasing share of zero-emission vehicles being deployed on the Union market whilst providing benefits to consumers and citizens in terms of air quality, ***strengthening energy security and efficiency, and the associated*** energy savings, as well as ensuring that innovation ***and employment*** in the automotive value chain can be maintained ***in the Union and that mobility remains accessible and affordable for everyone. The automotive industry is one of the pillars of the Union economy, contributing 7 % of Union GDP, providing 4,6 million jobs and remaining at the cutting edge of technological innovation with EUR 60 billion invested each year in research and development. The industry needs to be supported in its environmental and digital transition.*** Within the global context, also the EU automotive chain must be a leading actor in the on-going transition towards zero-emission mobility. The strengthened CO₂ emission reduction standards are technology neutral in reaching the fleet-wide targets that they set. Different technologies are and remain available to reach the zero-emission fleet wide target. Zero-emission vehicles currently include battery electric vehicles, fuel-cell and other hydrogen powered vehicles, ***while*** technological innovations are continuing. Zero and low-emission vehicles, which also include well performing plug-in hybrid electric vehicles, ***as long as accurate and complete data on the emission performance of those type of vehicles is guaranteed,*** can continue to play a role in the transition pathway.

Or. en

COMPROMISE 1a TARGETS AND TRAJECTORY 2025, 2030, 2035

Supported by EPP, ECR

Compromise amendment replacing amendments:

1, 2, 6, 83, 84, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 190, 191, ITRE 5, ITRE 6, ITRE 7, ITRE 9, ITRE 15, TRAN 7, TRAN 8, TRAN 10, TRAN 19, TRAN 26 (Recitals)
11, 12, 14, 15, 17, 228, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 246, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 311, 312, 316, 317, 318, 319, 326, 330, 331, 334, 343, 352, 353, ITRE 21, ITRE 22, ITRE 25, TRAN 27, TRAN 28, TRAN 30 (Articles)
436, 437, 449, 451, 452, 453, 454, 455, 456, 457, 458, 460, 464, 465, 466, 467, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 500, 501, 503, 504 (part II), 504 (part III), 505, 507, 509, 523, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 550, 553, 555, 556, 557, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 615, 617, 619, 622, 623, 624, 625, 626, 641, 642, 643, 644, 645, 646, 653, 654, 655, ITRE 42, TRAN 44 (Annexes)

Amendment 1a

1a - 2025 target

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 1 – paragraph 4

Present text

Amendment

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

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

(-a) In paragraph 4 points (a) and (b) are replaced by the following:

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

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

Proposal for a regulation**Article 1 – paragraph 1 – point 5 a (new)**

Regulation (EU) 2019/631

Article 9 – paragraph 3

Present text

3. The list referred to in paragraph 1 of this Article shall, for the publication by 31 October 2022, also indicate the following:

(a) the 2025 **and 2030** EU fleet-wide targets referred to in Article 1(4) **and (5)**, respectively, calculated by the Commission in accordance with points 6.1.1 and 6.1.2 of Parts A and B of Annex I;

(b) the values for a_{2021} , a_{2025} and a_{2030} calculated by the Commission in accordance with points 6.2 of Parts A and B of Annex I.

Amendment

(5a) In Article 9, paragraph 3 is replaced by the following:

3. The list referred to in paragraph 1 of this Article shall, for the publication by 31 October 2022, also indicate the following:

(a) the 2025, **2030 and 2035** EU fleet-wide targets referred to in Article 1(4), **1(4a), (5) and (5a)**, respectively, calculated by the Commission in accordance with points 6.1.1, **6.1.1a**, 6.1.2 **and 6.1.3** of Parts A and B of Annex I;

(b) the values for a_{2021} , a_{2025} , and a_{2030} **and a_{2035}** calculated by the Commission in accordance with points 6.2 **and 6.3** of Parts A and B of Annex I.

1c - 2030 target

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 1 – paragraph 5 – point a

Text proposed by the Commission

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

Amendment

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

Or. en

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 1 – paragraph 5 – point b

Text proposed by the Commission

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

Amendment

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

Or. en

1d - 2035 target

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point b

Regulation (EU) 2019/631

Article 1 – paragraph 5 a (new)

Text proposed by the Commission

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

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

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

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

Amendment

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

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

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

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

Or. en

RECITALS:

Proposal for a regulation

Recital 8

Text proposed by the Commission

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

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

Amendment

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

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

Or. en

Proposal for a regulation

Recital 9

Text proposed by the Commission

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

Amendment

(9) The strengthened CO₂ emission reduction requirements should incentivise an increasing share of zero-emission vehicles being deployed on the Union market whilst providing benefits to consumers and citizens in terms of air quality, ***strengthening energy security and efficiency, and the associated*** energy savings, as well as ensuring that innovation ***and employment*** in the automotive value chain can be maintained ***in the Union and that mobility remains accessible and affordable for everyone. The automotive industry is one of the pillars of the Union economy, contributing 7 % of Union GDP, providing 4,6 million jobs and remaining at the cutting edge of technological innovation with EUR 60 billion invested each year in research and development. The industry needs to be supported in its environmental and digital transition.*** Within the global context, also the EU automotive chain must be a leading actor in the on-going transition towards zero-emission mobility. The strengthened CO₂ emission reduction standards are technology neutral in reaching the fleet-wide targets that they set. Different technologies are and remain available to reach the zero-emission fleet wide target. Zero-emission vehicles currently include battery electric vehicles, fuel-cell and other hydrogen powered vehicles, ***while*** technological innovations are continuing. Zero and low-emission vehicles, which also include well performing plug-in hybrid electric vehicles, ***as long as accurate and complete data on the emission performance of those type of vehicles is guaranteed,*** can continue to play a role in the transition pathway.

Or. en

COMPROMISE 13 TARGETS AND TRAJECTORY 2027

Supported by S&D, Renew, Greens/EFA, The Left

Compromise amendment replacing amendments:

2, 6, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, ITRE 9, ITRE 15, TRAN 10, TRAN 19 (Recitals)
13, 17, 22, 23, 245, 247, 248, 249, 352, 353 (Articles)
24, 25, 28, 29, 30, 31, 32, 34, 449, 459, 461, 462, 463, 468, 496, 502, 506, 508, 522, 524, 558, 559, 560, 561, 562, 563, 583, 613, 616, 618 (Annexes),

Amendment 13

2027 target

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 1 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

(-a) the following paragraph is inserted:

4a. From 1 January 2027, the following EU fleet-wide targets shall apply:

(a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to a 40 % reduction of the target in 2021 determined in accordance with point 6.1.1a of Part A of Annex I;

(b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a 35 % reduction of the target in 2021 determined in accordance with point 6.1.1a of Part B of Annex I.

Or. en

Proposal for a regulation
Article 1 – paragraph 1 – point 5 a (new)
Regulation (EU) 2019/631
Article 9 – paragraph 3 a (new)

Present text

Amendment

(5a) In Article 9, paragraph 3 a (new) is inserted:

3. The list referred to in paragraph 1 of this Article shall, for the publication by 31 October 2022, also indicate the following:

(a) the 2027 EU fleet-wide targets referred to in Article 1(4a), calculated by the Commission in accordance with point 6.1.1a of Parts A and B of Annex I;

(b) the values for a_{2027} calculated by the Commission in accordance with points 6.2 and 6.3 of Parts A and B of Annex I.

Or. en

ANNEXES - AMENDMENTS LINKED TO 2027 TARGET:

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 - heading

Present text

Amendment

6.1.1. EU fleet-wide target for 2025 to **2029**

(a a) 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

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

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 - heading

Present text

Amendment

(da) in point 6.2.1, the heading is replaced by the following:

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

Specific emissions reference targets for 2025 to **2026**

Or. en

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.1 - heading

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**:

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

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.1a (new)

Note: the point below inserts the 2027 target and maintains the mass parameter as in COM proposal, and does not include ZLEV factor: both issues are to be treated separately - see relevant CAs (ZLEV: CA 4, mass parameter: CA8).

*Text proposed by the Commission**Amendment**(fa) the following point is inserted:**6.3.1a Specific emissions targets for 2027 to 2029**Specific emissions target = EU fleet-wide target₂₀₂₇ + a₂₀₂₇ · (TM-TM0)**Where,**EU fleet-wide target₂₀₂₇ is as determined in accordance with point 6.1.1a (new);*

$$a_{2027} \text{ is } \frac{a_{2021} \cdot \text{EU fleet-wide target}_{2027}}{\text{Average emissions}_{2021}}$$
*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

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 - heading

*Present text**Amendment*EU fleet-wide target for 2025 to **2029***(a a) in point 6.1.1., the heading is replaced by the following:*EU fleet-wide target for 2025 to **2026**

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

(a b) the following point is inserted:
‘6.1.1.a. EU fleet-wide target for 2027 to 2029
EU fleet-wide target₂₀₂₅ = 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

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 - heading

Present text

Amendment

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

(ca) in point 6.2.1, the heading is replaced by the following:

Specific emissions reference targets for 2025 to **2026**

Or. en

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)

Note: the point below inserts the 2027 target and maintains the mass parameter as in COM proposal, and does not include ZLEV factor: both issues are to be treated separately - see relevant CAs (ZLEV: CA 4, mass parameter: CA8).

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 + α (TM – TM₀)

where:

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

α is a_{2027} where the average test mass of a
manufacturer's new light commercial
vehicles is equal to or lower than TM₀
determined in accordance with Article
14(1), point (d), and a_{2021} where the
average test mass of a manufacturer's
new light commercial vehicles is higher
than TM₀ determined in accordance with
Article 14(1), point (d);

where: a_{2027} is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2027}}{\text{Average emissions}_{2021}}$

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;

TM₀ is as defined in point 6.2.1.’

Or. en

Proposal for a regulation

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

Regulation (EU) 2019/631

Annex I – Part B – point 6.3.1 - heading

Text proposed by the Commission

Amendment

6.3.1 Specific emissions targets for 2025 to **2029**:

(da) in point 6.3.1, the heading is replaced by the following:

6.3.1 Specific emissions targets for 2025 to **2026**:

Or. en

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 – (θ_{targets} – EU fleet-wide target₂₀₂₇))

where:

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

θ_{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 6.2.1a;’

Or. en

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 **2027** onwards. Those targets should be set at a level that will deliver a strong signal to accelerate the uptake of zero-emission vehicles on the Union market and to stimulate innovation in zero-emission technologies in a cost-efficient way, ***thus ensuring that cars and light commercial vehicles remain affordable for Union citizens.***

Or. en

Proposal for a regulation
Recital 14

Text proposed by the Commission

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

Amendment

(14) Manufacturers should be provided with sufficient flexibility in adapting their fleets over time in order to manage the transition towards zero-emission vehicles in a cost-efficient manner, and it is therefore appropriate to maintain the approach of decreasing target levels in steps. ***In order to clarify that transition and support a timely roll-out of zero-emissions vehicles, an additional intermediate target in 2027 should be added.***

Or. en

COMPROMISE 2 LIFE-CYCLE ASSESSMENT METHODOLOGY

Supported by EPP, S&D, Renew, Greens/EFA, ECR, The Left

Compromise amendment replacing amendments:

41, 83, 84, 106, 107, 108, 132, 214, 223, ITRE 5, TRAN 5, TRAN 9, TRAN 24 (Recitals), 229, 230, 305, 344, 374, 378, 379, ITRE 20, ITRE 26, ITRE 31, TRAN 33 (Articles)

Amendment 2

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 7 – paragraph 10

Existing text

Amendment

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.

(aa) Paragraph 10 is replaced by the following:

The Commission shall no later than 2023 **publish a report setting out 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 **including a methodology for the assessment of full life-cycle CO₂ emissions of fuels and energy consumed by such vehicles**. The Commission shall transmit to the European Parliament and to the Council that **report**, including, where appropriate, proposals for follow-up measures, such as legislative proposals.

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 9

Regulation (EU) 2019/631

Article 14a – paragraph 1 - subparagraph 2

Text proposed by the Commission

Amendment

(9a) In Article 14a, paragraph 1, second subparagraph, the following point is added:

i) life-cycle emissions of new passenger cars and new light commercial vehicles placed on the market, using the methodology adopted in accordance with Article 7(10)

Or. en

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 15 – paragraph 1a (new)

Text proposed by the Commission

Amendment

(aa) In Article 15, the following paragraph is inserted:

1a. The review referred to in paragraph 1 shall also report on the life-cycle CO₂ emissions of new passenger cars and new light commercial vehicles, based on the methodology set out in Article 7(10) and shall, where appropriate, be accompanied by a proposal for supplementing this Regulation to address those emissions.

Or. en

Proposal for a regulation

Recital 23 a (new)

Text proposed by the Commission

Amendment

(23a) It is important to assess the full life-cycle emissions from light-duty vehicles at Union level. To that end, the Commission should no later than 31 December 2023 develop a common Union methodology for the assessment and the consistent data reporting of the full life-cycle CO₂ emissions of light duty vehicles that are placed on the Union market in order to obtain an overall view of their environmental impact. The Commission should adopt follow-up measures, including, where appropriate, legislative proposals to support Union progress towards its climate ambitions. It is furthermore important to develop a

methodology to assess the overall environmental performance of vehicles, calculated not only in terms of CO₂ emissions but also taking into account overall environmental footprints.

Or. en

COMPROMISE 3
MEMBER STATES TARGET

Supported by EPP, S&D, Renew, Greens/EFA, ECR, The Left

Compromise amendment replacing Amendments 225, 295, 306, 307

Amendment 3

Proposal for a regulation
Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) A number of Member States have declared plans to accelerate the introduction of zero-emission vehicles by setting a phase-out date for CO₂-emitting new passenger cars and light commercial vehicles placed on the market in their territories prior to the date defined at Union level. The Commission should identify options in order to facilitate Member States' transition to zero emission light duty vehicles in line with such plans.

Or. en

COMPROMISE 4

ZLEV - BENCHMARK

Supported by EPP, S&D, Renew, Greens/EFA, ECR, The Left

Compromise amendment replacing amendments:

7, 40, 178, 179, 180, 181, 182, 183, 184, TRAN 20 (Recitals)

16, 286, 287, 288, 289, 290, 291, 292, 293, 294, 298, 299, 300, 301, 302, 303, 304, 308, 315, ITRE 23 (Articles)

26, 27, 33, 449, 497, 498, 499, 500, 510, 511, 512, 513, 515, 516, 517, 518, 519, 520, 521, 613 (Annexes)

Amendment 4

Proposal for a regulation

Article 1 – paragraph 1 – point 1 – point c

Regulation (EU) 2019/631

Article 1 – paragraph 6

Text proposed by the Commission

Amendment

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

(c) paragraph 6 *is deleted*

Or. en

ANNEXES:

Proposal for a regulation

Annex I – paragraph 1 – point 1 – point f

Regulation (EU) 2019/631

Annex I – Part A – point 6.3.1 - subparagraphs 1-2

Text proposed by the Commission

Amendment

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

Specific emissions target = specific emissions reference target

where:

where:

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;

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:

$$ZLEV_{specific} = 1 -$$

null

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:*

$$ZLEV_{specific} =$$

null

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

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 - subparagraphs 1-2

Note: the point below deletes the $ZLEV$ factor and it maintains the mass parameter as in COM proposal: this issue is to be treated separately - see CA8.

Present text

Amendment

The specific emissions target = (specific emissions reference target – ($\emptyset_{\text{targets}}$ – EU fleet-wide target₂₀₂₅)) • **ZLEVfactor**

where:

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

$\emptyset_{\text{targets}}$ 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 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 $ZLEV_{\text{specific}}$ in accordance with the following formula, divided by the total number of new light commercial vehicles registered in the relevant calendar year:
[EQUATION]

x is 15 %.

(ea) In point 6.3.1 subparagraphs 1 and 2 are replaced by the following:

The specific emissions target = (specific emissions reference target – ($\emptyset_{\text{targets}}$ – EU fleet-wide target₂₀₂₅))

where:

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

$\emptyset_{\text{targets}}$ 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;

Or. en

RECITALS :

Proposal for a regulation Recital 15

Text proposed by the Commission

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

Amendment

(15) With the stricter EU fleet-wide targets, manufacturers will have to deploy significantly more zero-emission vehicles on the Union market. In that context, the

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

incentive mechanism for zero- and low-emission vehicles ('ZLEV') would no longer serve its original purpose and would risk undermining the effectiveness of Regulation (EU) 2019/631. The ZLEV incentive mechanism should therefore be removed. Plug-in hybrid electric vehicles continue to count against the fleet-wide targets that vehicle manufacturers must meet.

Or. en

COMPROMISE 5 DEROGATIONS

Supported by EPP, S&D, Renew, The Left

Compromise amendment replacing amendments:

201, 202, 203, 204, 205, 206, ITRE 17, TRAN 22 (Recitals)

309, 314, 324, 328, 329, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, ITRE 29,
TRAN 35 (Articles)

449, 450, 554 (Annexes)

Note: Small manufacturer derogation until 2029 (as in COM proposal). Clarification of the existing rules for the derogation for niche manufacturers.

Amendment 5

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.

Or. en

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) In Article 10, paragraph 4, subparagraph 1 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** 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.

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.

COMPROMISE 5a DEROGATIONS

Supported by ECR

Compromise amendment replacing amendments:

201, 202, 203, 204, 205, 206, ITRE 17, TRAN 22 (Recitals)

309, 314, 324, 328, 329, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, ITRE 29,
TRAN 35 (Articles)

449, 450, 554 (Annexes)

Amendment 5a

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 **2035**.

Or. en

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) In Article 10, paragraph 4, subparagraph 1 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 2035*** 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. ***The Commission shall publish all granted applications.***

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 **2035** onwards.



COMPROMISE 6 ECO-INNOVATIONS

Supported by EPP, S&D, Renew, Greens/EFA, ECR, The Left

Compromise amendment replacing amendments:

8, 185 (Recitals)

18,365, 366, 367, 369, 370 (Articles)

Amendment 6

Proposal for a regulation

Article 1 – paragraph 1 – point 6 b (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 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

Amendment

(6 b) In 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 2024;***
- 5 g CO₂/km from 2025 ;
- 4 g CO₂/km from 2027;
- 2 g CO₂/km from 2030 until and including 2034.

The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to amend this Regulation by adjusting the cap ***downwards*** 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

cap in relation to the average specific emissions of CO₂ of manufacturers.

of that cap in relation to the average specific emissions of CO₂ of manufacturers.

Or. en

Proposal for a regulation
Recital 15 a (new)

Text proposed by the Commission

Amendment

(15a) Under Regulation (EU) 2019/631, emission reductions achieved through innovations that are not accounted for in the type approval test are currently accounted for through eco-innovation credits, which can be counted towards the manufacturer's reduction target. The emission reduction that can be claimed is currently capped at 7 g/km per manufacturer. That cap should be adjusted downwards in line with the stricter targets, to ensure that this system remains limited to true innovations and is not incentivising reduced ambitions regarding the sale of zero-emission vehicles.

Or. en

COMPROMISE 7 REAL-DRIVING EMISSIONS

Supported by EPP, S&D, Renew, Greens/EFA, ECR, The Left

Compromise amendment replacing amendments:
9, 188, 189 (Recitals)
19, 375, 376, 377, ITRE 31, TRAN 37 (Articles)

Amendment 7

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 12 – paragraph 3

Present text

3. In order to prevent the real-world emissions gap from growing, the Commission shall, no later than 1 June 2023, assess how fuel and energy consumption data 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 2026** and shall, with the view to **preventing an increase in that gap, assess, in 2027, the feasibility of a mechanism to adjust** the manufacturer's average specific emissions of CO₂ as of **2030, and, if appropriate, submit a legislative proposal to put such a mechanism in place.**

Amendment

(6 c) In 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 from **2021** onwards and shall, **as appropriate, as soon as sufficient data is available, and no later than 31 December 2026 submit a legislative proposal** with the view to **closing that gap by adjusting the** manufacturer's average specific emissions of CO₂ **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

**Proposal for a regulation
Recital 16 a (new)**

Text proposed by the Commission

Amendment

(16a) The targets set under Regulation (EU) 2019/631 are partially achieved by the sales of Off-Vehicle Charging Hybrid Electric Vehicles (OVC-HEVs). The emissions of those vehicles are currently accounted through the use of a utility factor established by Commission Regulation (EU) 2017/1151^{1a}, which represents the share of distance travelled using the battery compared to the distance travelled using the combustion engine. However, that utility factor is not based on representative real-world data, but on an estimate. The Commission has been collecting real-world fuel consumption data through on-board fuel consumption meters in passenger cars since 1 January 2021, in accordance with Article 12(2) of Regulation (EU) 2019/631. The utility factor for OVC-HEVs should be revised without delay using that data in order to ensure that it reflects real driving emissions. The updated utility factor should apply from 2025 at the latest and should be kept under review to ensure that it remains representative of real emissions.

^{1a} Commission Regulation (EU) 2017/1151 of 1 June 2017 supplementing Regulation (EC) No 715/2007 of the

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

Or. en

COMPROMISE 8 MASS PARAMETER

Supported by EPP, S&D, Renew, The Left

Compromise amendment replacing Amendments:

192, 193, 194, 195, 196, 197, 198, 199, 200, 207, 208, ITRE 16, TRAN 21 (Recitals)

381, 382, 383, 384, ITRE 32, ITRE 33 (Articles)

449, 492, 493, 494, 495, 497, 498, 499, 514, 535, 536, 537, 538, 539, 548, 549, 551, 552, 582, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 604, 605, 606, 608, 609, 610, 611, 612, 614, 615, 620, 621, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 647, 648, 649, 650, 651, 652, ITRE 41, TRAN 43 (Annexes)

Note: maintaining the mass utility parameter as in Commission proposal, without changes. (Article 14, and all relevant parts of Annexes (Part A and B) on mass utility parameter, and corresponding recitals 18 and 22 remain as in COM proposal)

Amendment 8

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 ***should continue to be*** 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.

Or. en

COMPROMISE 8a MASS PARAMETER

Supported by ID, ECR

Compromise amendment replacing Amendments:

192, 193, 194, 195, 196, 197, 198, 199, 200, 207, 208, ITRE 16, TRAN 21 (Recitals)

381, 382, 383, 384, ITRE 32, ITRE 33 (Articles)

449, 492, 493, 494, 495, 497, 498, 499, 514, 535, 536, 537, 538, 539, 548, 549, 551, 552, 582, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 604, 605, 606, 608, 609, 610, 611, 612, 614, 615, 620, 621, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 647, 648, 649, 650, 651, 652, ITRE 41, TRAN 43 (Annexes)

Amendment 8a

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 *remains* 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.

Or. en

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 $\alpha_{2030,L}$ where the average test mass of a manufacturer's new light commercial vehicles is equal to or lower than TM₀, and $\alpha_{2030,H}$ where the average test mass of a manufacturer's new light commercial vehicles is higher than TM₀;

where:

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

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

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

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;

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

where:

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

$a_{2035,H}$ 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'

COMPROMISE 9 PROGRESS REPORT

Supported by EPP, S&D, Renew, Greens/EFA, ECR, The Left

Compromise amendment replacing amendments:

4, 123, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 151, 152, ITRE 12, TRAN 16 (Recitals)

20, 21, 385, 386, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 411, 418, 429, 430, 431, 432, 433, 434, 435, 438, 447, ITRE 34, ITRE 35, ITRE 39, TRAN 38, TRAN 39, TRAN 41 (Articles)

Amendment 9

Proposal for a regulation

Article 1 – paragraph 1 – point 9

Regulation (EU) 2019/631

Article 14a

Text proposed by the Commission

Amendment

Article 14a

Article 14a

Progress report

Progress report

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

By 31 December 2025, and every **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 **a just** 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. 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.;

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

- (a) progress in** the deployment of zero- and low-emission vehicles **and in their affordability and energy efficiency;**
- (b) the impacts on consumers, particularly those with low and medium incomes, and the pace of uptake of zero and low-emission vehicles in these consumer segments, as well as the availability and scope of measures at Union, Member States and local levels to support this uptake;**
- (c) the market for second-hand vehicles;**

(d) progress in achieving a sufficient roll-out of public and private 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 Buildings Directive;

(e) progress in increasing the amount of renewable energy in the Union in line with the Renewable Energy Directive;

(f) the potential contribution of innovation technologies and sustainable alternative fuels, including synthetic fuels, to reach climate neutrality in the transport sector;

(g) 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 zero emission road mobility;

(h) the impacts on employment, to be assessed through granular mapping of the development of jobs in the automotive industry and the effect on the regions where these industries are located, as well as measures, including financial measures, at Union, Member State or local level to mitigate socioeconomic impacts in those regions, including upskilling and reskilling programmes;

(i) the potential contribution of additional national and Union measures aimed to lower the average age and thus the emissions of the light-duty vehicles fleet, such as measures to support the phase out of older vehicles in a socially just and environmentally sound manner;

Or. en

Proposal for a regulation

Recital 12

Text proposed by the Commission

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

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, *in full transparency and in consultation with all stakeholders, including by considering the establishment of a specific forum for social dialogue in the automotive sector.* The pathway should take particular heed of *micro-enterprises and* SMEs in the automotive supply chain, of the consultation of social partners including by Member States, and also build *on the Council recommendation on ensuring a fair transition towards climate neutrality and* on the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. The appropriate actions and incentives at European and national level to boost the affordability *and sustainability* of zero emission vehicles should also be addressed in the pathway. *The role that public procurement can play in the pathway should also be addressed, and in that regard the Commission should consider a revision of Directive (EU) 2019/1161 of the European Parliament and of the Council^{26a} to ensure its alignment with the objectives of this Regulation.* The progress made on this comprehensive transition pathway for the mobility ecosystem should be monitored every *year* 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

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.

developments **and their energy consumption, impacts on consumers,** deployment of alternative fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, **development of the share of renewable energy as required under the Renewable Energy Directive,** the potential of innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities **especially in regions with a high percentage of jobs related to the automotive value chain, and emissions linked to the age of light-duty vehicles while considering actions aimed at a synchronous, socially-just and environmentally sound phase-out of older vehicles** . The progress report will also build on the 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. **The Commission should also consult with a wide range of independent experts, stakeholders and national and regional administrations in order to ensure a comprehensive knowledge base.** Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture **and hydrogen cars with onboard hydrogen storage system technology,** if further developed, could offer prospects for affordable climate neutral mobility. The Commission should therefore keep track of progress in the state of innovation in the sector as part of its progress report.

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

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

2021

26^a Directive (EU) 2019/1161 of the European Parliament and of the Council of 20 June 2019 amending Directive 2009/33/EC on the promotion of clean and energy-efficient road transport vehicles (OJ L 188, 12.7.2019, p. 116).

Or. en

COMPROMISE 10 REVIEW CLAUSE

Supported by EPP, S&D, Renew, Greens/EFA, ID, ECR, The Left

Compromise amendment replacing amendments: 10, 209, 210, 211, 212, 213, ITRE 18, TRAN 23 (Recitals), 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 439, 440, 441, 442, 443, 445, ITRE 37, ITRE 38, ITRE 40, TRAN 40, TRAN 42 (Articles)

Amendment 10

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.

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

Amendment

1. The Commission shall, **by 2027, thoroughly** 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.

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

Or. en

Proposal for a regulation Recital 23

Text proposed by the Commission

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

Amendment

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

Or. en

COMPROMISE 11 EU CLIMATE TARGETS

Supported by EPP, S&D, Renew, Greens/EFA, ECR, The Left

Compromise amendment replacing amendments: 5, 63, 64, 65, 66, 67, 68, 69, 72, 73, 74, 75, 76, 77, 78, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 166, ITRE 2, ITRE 3, ITRE 14, TRAN 1, TRAN 2, TRAN 3, TRAN 17, TRAN 18 (Recitals)

Amendment 11

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 EU **aims to set** out by 2050 a new growth strategy **focused on transforming** the Union into a fair and prosperous society, with a modern, resource-efficient and competitive economy, **with vibrant industries that remain world-leaders in their respective segments and global innovation drivers, while securing high-paid quality jobs in the Union.** 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. **In that sense, the 8th Environmental Action Programme running until 2030 sets out the objective of accelerating the green transition to a climate-neutral, sustainable, nontoxic, resource-efficient, renewable energy-based, resilient and competitive circular economy in a just, equitable and inclusive way and of protecting, restoring and improving the state of the environment, supporting and building upon the set of measures and initiatives announced under the European Green Deal.** At the same time, this transition affects women and men differently and has a particular impact on some disadvantaged **and vulnerable** groups, such as older people, persons with disabilities and persons with a minority racial or ethnic background, **and individuals and households with a low or**

lower than average income. In addition, the transition will affect regions of the Union differently, especially structurally disadvantaged, peripheral and outermost regions. It must therefore be ensured that the transition is just and inclusive, leaving no one behind.

Or. en

Proposal for a regulation Recital 5

Text proposed by the Commission

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

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

Amendment

(5) In Regulation (EU) **2021/1119** of the European Parliament and of the Council²⁴ the Union has enshrined the target of ***reducing emissions to net zero at the latest*** by 2050 ***and the aim to achieve negative emissions thereafter*** in legislation. That Regulation also establishes a binding ***domestic Union intermediate climate target*** of at least 55% ***net greenhouse gas emissions reductions (emissions after deduction of removals)*** below 1990 levels by 2030.

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

Or. en

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. ***The transport sector is the only sector where emissions have been on the rise since 1990. This includes road transport with light-duty and heavy-duty vehicles, which together account for over***

70% of total transport emissions.

Or. en

Proposal for a regulation Recital 13

Text proposed by the Commission

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

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

Amendment

(13) Those EU fleet-wide targets **should** be complemented by the necessary roll-out of recharging and refuelling infrastructure, **which is crucial for meeting the strengthened targets. For that reason, considering the weak and slow implementation of** Directive 2014/94/EU of the European Parliament and of the Council, **the strengthened CO₂ emissions reduction targets should be accompanied by an ambitious Regulation on Alternative Fuels Infrastructure, providing for ambitious mandatory targets for the deployment of alternative fuels infrastructure throughout the 27 Member States. Those targets should be complemented by ambitious targets for the deployment of private charging points in buildings in Directive 2010/31/EU of the European Parliament and of the Council.**
^{27a} **In that context, it is vital that investment in the necessary infrastructure deployment is continued and increased.**

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

^{27a} **Directive 2010/31/EU of the European Parliament and of the Council of 19 May 2010 on the energy performance of buildings (OJ L 153, 18.6.2010, p. 13).**

Or. en

COMPROMISE 12 EXCESS EMISSIONS PREMIUM AND FUNDING

Supported by S&D, Renew, Greens/EFA, ECR, The Left

Compromise amendment replacing amendments: 3, 42, 85, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 133, 134, 215, 216, 217, 218, 219, 220, ITRE 11, ITRE 19, TRAN 15, TRAN 6, TRAN 25 (Recitals), 346, 347, 348, 349, 350, 351, 387, 416, ITRE 28, TRAN 34 (Articles)

Amendment 12

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 8 – paragraph 4

Present text

Amendment

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

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

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

By 31 December 2023, the Commission shall present a report detailing the need for targeted funding to ensure a just transition in the automotive sector, with the objective of mitigating negative employment and other economic impacts in all affected Member States, in particular in the regions and the communities most affected by the transition. The report shall, where appropriate, be accompanied by a legislative proposal to establish a Union funding instrument to address that need and, in particular, to coordinate and finance preventive and reactive measures to address restructuring at local and regional levels and to finance the training, reskilling and upskilling of workers in the automotive sector, including car manufacturers, their component suppliers and ancillary maintenance and repair services, especially in small and medium-sized enterprises.

The financing instrument may take the form of a dedicated funding instrument or be part of the Social Climate Fund or a revised Just Transition Fund. Any revenues from excess emission premiums shall be allocated for that purpose.

Or. en

Proposal for a regulation Recital 24

Text proposed by the Commission

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

Amendment

(24) The **allocation of** revenue from the excess emission premiums **should be assigned to supporting the just transition towards a climate-neutral economy and, specifically, to mitigate any negative employment impacts of the transition in the automotive sector. The Commission should submit, where appropriate, a proposal to establish such a funding instrument. In doing so, the consideration should be given in particular to affected regions and communities, which might be more vulnerable due to the presence of an intensive automotive industry or because of their specific characteristics that make the transition to zero-emissions road transport more difficult, such as outermost regions.**

Proposal for a regulation

Recital 11

Text proposed by the Commission

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

Amendment

(11) The targets in the revised CO₂ performance standards should be accompanied by a European strategy to address the challenges posed by the scale-up of the manufacturing of zero-emission vehicles and associated technologies **while considering the specificities of each Member State**, as well as the need for up- and re-skilling of workers in the sector and the economic diversification and reconversion of activities **while maintaining automotive employment levels in the Union. Particular attention should be given to the impact that this transition will have on micro-enterprises and SMEs along the supply chain.** Where appropriate, financial support should be **allocated** at the level of the EU and Member States to crowd in private investment, including via the European Social Fund Plus, the Just Transition Fund, the Innovation Fund, **the European Regional Development Fund, the Cohesion Fund**, the Recovery and Resilience Facility and other instruments of the Multiannual Financial Framework and the Next Generation EU, in line with State aid rules. **Furthermore, a dedicated funding stream at Union level for the transition in the automotive sector would also be needed in order to address in particular any negative employment impacts.** 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.

COMPROMISE 14

Alternative Fuel Crediting System

Supported by EPP, ECR

Compromise amendment replacing amendments:

224 (Recitals)

368, 372, 373, TRAN 36 (Articles)

656, 657, 658, TRAN 45 (Annexes)

Amendment 14

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

the following Article 11a is inserted:

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 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 and communicated in a transparent manner.

Or. en

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:

$$credit_{total,t} = \sum_k (fuel_{k,t} \times CO2_{ref} \times CO2saving_k) + banking_{t-1}$$

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

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

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

$$reduction\ amount_{fleet,t} = \frac{credit_{fleet,t}}{mileage \times vehicles_t}$$

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:

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

Where:

$\sum_k(\cdot)$ *Total of all alternative fuels placed on the market across all fuel types*

$\sum_j(\cdot)$ *Total of all CO₂ reductions credited to individual vehicles pursuant to Article 11a(2)*

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

CO_{2ref} CO₂ emission comparator for fossil fuels in g/MJ pursuant to Directive (EU) 2018/2001

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

RECITALS:

Proposal for a regulation Recital 25 a (new)

Text proposed by the Commission

Amendment

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

Or. en