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DRAFT REPORT

on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2019/631 as regards CO₂ emission performance standards for new light duty vehicles and vehicle labelling and repealing Directive 1999/94/EC
(COM(2025)0995 – C10-0355/2025 – 2025/0420(COD))

Committee on the Environment, Climate and Food Safety

Rapporteur: Massimiliano Salini

Symbols for procedures

- * Consultation procedure
- *** Consent procedure
- ***I Ordinary legislative procedure (first reading)
- ***II Ordinary legislative procedure (second reading)
- ***III Ordinary legislative procedure (third reading)

(The type of procedure depends on the legal basis proposed by the draft act.)

Amendments to a draft act

Amendments by Parliament set out in two columns

Deletions are indicated in ***bold italics*** in the left-hand column. Replacements are indicated in ***bold italics*** in both columns. New text is indicated in ***bold italics*** in the right-hand column.

The first and second lines of the header of each amendment identify the relevant part of the draft act under consideration. If an amendment pertains to an existing act that the draft act is seeking to amend, the amendment heading includes a third line identifying the existing act and a fourth line identifying the provision in that act that Parliament wishes to amend.

Amendments by Parliament in the form of a consolidated text

New text is highlighted in ***bold italics***. Deletions are indicated using either the **■** symbol or ~~strikeout~~. Replacements are indicated by highlighting the new text in ***bold italics*** and by deleting or striking out the text that has been replaced.

By way of exception, purely technical changes made by the drafting departments in preparing the final text are not highlighted.

CONTENTS

	Page
DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION	5
EXPLANATORY STATEMENT	41
ANNEX: DECLARATION OF INPUT	43

DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2019/631 as regards CO₂ emission performance standards for new light duty vehicles and vehicle labelling and repealing Directive 1999/94/EC (COM(2025)0995 – C10-0355/2025 – 2025/0420(COD))

(Ordinary legislative procedure: first reading)

The European Parliament,

- having regard to the Commission proposal to Parliament and the Council (COM(2025)0995),
 - having regard to Article 294(2) and Article 192(1) of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C10-0355/2025),
 - having regard to Article 294(3) of the Treaty on the Functioning of the European Union,
 - having regard to Rules 60 of its Rules of Procedure,
 - having regard to the opinion of the Committee on Industry, Research and Energy and the Committee on Transport and Tourism,
 - having regard to the report of the Committee on the Environment, Climate and Food Safety (A10-0000/2026),
1. Adopts its position at first reading hereinafter set out;
 2. Approves its statement annexed to this resolution;
 3. Instructs its President to forward its position to the Council, the Commission and the national parliaments.

Amendment 1

Proposal for a regulation

Recital 5

Text proposed by the Commission

(5) Light commercial vehicles are purchased and used in a professional context. For some specific use cases there **may be** short-term barriers to the deployment of zero-emission vehicles in that segment. It is therefore appropriate to adjust the 2030 CO₂ emissions target for those vehicles to support continued manufacturers' ability to invest, in particular in the transition towards zero-emission vehicles.

Amendment

(5) Light commercial vehicles are purchased and used in a professional context. For some specific use cases there **are** short-term barriers to the deployment of zero-emission vehicles in that segment. It is therefore appropriate to adjust the 2030 CO₂ emissions target for those vehicles to support continued manufacturers' ability to invest, in particular in the transition towards zero-emission vehicles.

Or. en

Amendment 2

Proposal for a regulation

Recital 6

Text proposed by the Commission

(6) Fostering the development and production of small electric cars made in the EU will ensure affordability and access to clean mobility for consumers and enhance the competitiveness and sustainability of the European automotive sector. It is therefore appropriate to incentivise development of small electric cars made in the EU by providing incentives in the form of CO₂ credits for manufacturers that place such vehicles on the Union market.

Amendment

(6) Fostering the development and production of small electric cars **and vans** "made in the EU" will ensure affordability and access to clean mobility for consumers and enhance the competitiveness and sustainability of the European automotive sector. It is therefore appropriate to incentivise development of small electric cars **and vans** "made in the EU" by providing incentives in the form of CO₂ credits for manufacturers that place such vehicles on the Union market.

Or. en

Amendment 3

Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) While it is essential that the CO₂ emission targets continue to incentivise the transition towards zero-emission mobility and create certainty and predictability for such investments, a lack of regulatory flexibility may create difficulties for vehicle manufacturers where it limits their compliance options. It is therefore appropriate to support a technology-neutral approach by providing for regulatory flexibilities for non-zero-emission technologies.

Amendment

(7) While it is essential that the CO₂ emission targets continue to incentivise the transition towards zero-emission mobility and create certainty and predictability for such investments, a lack of regulatory flexibility may create difficulties for vehicle manufacturers where it limits their compliance options. It is therefore appropriate to support a technology-neutral approach by providing for regulatory flexibilities for non-zero-emission technologies. ***Those flexibilities should facilitate vehicle manufacturers in the transition towards zero-emission mobility and transport. For that reason, those flexibilities should apply from the date of entry into force of this Regulation, for both passenger cars and light commercial vehicles.***

Or. en

Amendment 4

Proposal for a regulation
Recital 8

Text proposed by the Commission

(8) In order to provide additional flexibilities, during the period **2030** to 2032, manufacturers should ensure that the average specific emissions of CO₂ of their vehicles do not exceed an emissions target, calculated as the average of their annual specific emissions targets over the period. Compliance with the targets should be assessed at the end of the period for each individual manufacturer. The excess emission premiums should be calculated accordingly.

Amendment

(8) In order to provide additional flexibilities, during the period **2028** to 2032, manufacturers should ensure that the average specific emissions of CO₂ of their ***M category*** vehicles do not exceed an emissions target, calculated as the average of their annual specific emissions targets over the period. Compliance with the targets should be assessed at the end of the period for each individual manufacturer. The excess emission premiums should be calculated accordingly. ***In order to provide additional flexibilities, during the period***

2025 to 2029 and during the period 2030 to 2034, manufacturers should ensure that the average specific emissions of CO₂ of their N category vehicles do not exceed an emissions target, calculated as the average of their annual specific emissions targets over the period. Compliance with the targets should be assessed at the end of the period for each individual manufacturer. The excess emission premiums should be calculated accordingly.

Or. en

Amendment 5

Proposal for a regulation Recital 9

Text proposed by the Commission

(9) The fleet-wide emissions reduction target as from 2035 is reduced from 100% to 90%, ***provided that the remaining emissions are compensated by the use of low-carbon steel credits or sustainable renewable fuel credits.***

Amendment

(9) The fleet-wide emissions reduction target as from 2035 is reduced from 100% to 90% ***for passenger cars and 80% for light commercial vehicles. From the entry into force of this Regulation, vehicle manufacturers of passenger cars and light commercial vehicles should be able to use sustainable renewable fuels credits and low-carbon steel credits to reach the CO₂ reduction targets.***

Or. en

Amendment 6

Proposal for a regulation Recital 10

Text proposed by the Commission

(10) The use of low-carbon steel credits and sustainable renewable fuel credits should be capped in order to preserve

Amendment

(10) The use of low-carbon steel credits and sustainable renewable fuel credits should be capped in order to preserve

investments in the zero-emission value-chain. ***By allowing to compensate emissions up to 10% of the EU fleet-wide target of 2021 as from 2035, these credits, combined with the 90% emissions reduction target, support the overall climate neutrality objective.***

investments in the zero-emission value-chain. ***Vehicle manufacturers should be able to reach CO2 emissions reduction targets through the contribution of up to 10% eligible fuel credits and up to 7% for low-carbon steel credits of the manufacturer specific reference target of 2021 as from the entry into force of this Regulation.***

Or. en

Amendment 7

Proposal for a regulation Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) The Commission proposal refers to biofuels and e-fuels, but confines their role to a capped, post-2035 compensatory mechanism. It also lacks a clear regulatory signal to enable the full deployment of renewable fuels, despite their relevance for the decarbonisation of road transport. To address that gap, a dedicated category for vehicles running exclusively on eligible fuels (VEEF) should be introduced, ensuring proper recognition of their decarbonisation potential. For the purposes of this Regulation, such vehicles should be classified as zero-emission, contributing to manufacturers' targets through the attribution of a zero tailpipe emission value, equivalent to battery electric vehicles. The establishment of such a category would foster innovation while reinforcing both competitiveness and sustainability in the Union.

Or. en

Amendment 8

Proposal for a regulation
Recital 12

Text proposed by the Commission

(12) It is appropriate to allow for a recognition of emissions savings from sustainable renewable fuels in the CO₂ standards, to provide further flexibilities for manufacturers and support investments in the development of the sustainable renewable fuel value chain. Such fuels will continue to play a role in the decarbonisation of transport. ***In order to support innovative technologies, the current framework under Directive (EU) 2018/2001 includes binding targets for advanced biofuels in transport. Progress in its implementation is made albeit slow.*** A review of the Directive (EU) 2018/2001 is planned for end 2026 assessing the progress made and the need for an update of the future bioeconomy framework.

Amendment

(12) It is appropriate to allow for a recognition of emissions savings from sustainable renewable fuels in the CO₂ standards, to provide further flexibilities for manufacturers and support investments in the development of the sustainable renewable fuel value chain. Such fuels will continue to play a role in the decarbonisation of transport. ***Those fuels are the ones defined by Directive (EU) 2018/2001, fulfilling the sustainability criteria set out in Articles 29, 29a and 31 of that Directive.*** A review of the Directive (EU) 2018/2001 is planned for end 2026 assessing the progress made and the need for an update of the future bioeconomy framework.

Or. en

Amendment 9

Proposal for a regulation
Recital 13

Text proposed by the Commission

(13) The promotion of low-carbon steel is essential to achieve the Union's climate objectives while strengthening its industrial competitiveness and strategic autonomy. As the automotive sector is a key user of steel, it is appropriate to incentivise the use of low-carbon steel in vehicle production to create a lead-market. ***Hence, to compensate, after 2035, the CO₂ emissions of their new vehicles, which have not already been compensated by the use of sustainable renewable fuels,*** manufacturers should be able to use made in the EU low-carbon steel credits.

Amendment

(13) The promotion of low-carbon steel is essential to achieve the Union's climate objectives while strengthening its industrial competitiveness and strategic autonomy. As the automotive sector is a key user of steel, it is appropriate to incentivise the use of low-carbon steel in vehicle production to create a lead-market. Manufacturers should be able to use "made in the EU" low-carbon steel credits ***from the entry into force of this Regulation to contribute to the achievement of their specific CO₂ reduction targets. The definition and***

methodology for "made in the Union" and "low-carbon steel" should be established under the Regulation establishing a framework of measures for the acceleration of industrial capacity and decarbonisation in strategic sectors and amending Regulations (EU) 2018/1724, (EU) 2024/1735 and (EU) 2024/3110 (the Industrial Accelerator Act) as a priority and should not delay the entry into force of the low-carbon steel provisions.

Or. en

Amendment 10

Proposal for a regulation Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) Off-vehicle charging hybrid electric vehicles (OVC-HEVs) can play a role in the transition towards zero-emission mobility and can be useful for specific use cases as well as in other global markets. OVC-HEVs contribute to reducing CO₂ emissions from road transport by combining combustion engine technology with electric driving capability, while offering consumers a practical and flexible option that can bring them closer to electric mobility. The CO₂ emissions of OVC-HEVs, as defined under Regulation (EU) 2024/1257, are calculated using a utility factor which, in 2025, increased the mileage parameters of type-approval tests and provides for a further tightening of those tests in 2027. Such tightening would lead to a significant increase in type-approval CO₂ values, thereby reducing the contribution of OVC-HEVs to manufacturers' compliance with the CO₂ reduction targets laid down in this Regulation. In order to ensure regulatory stability and preserve the contribution of OVC-HEVs

to emission reductions, the utility factor applicable from 2027 onwards should be maintained through a direct amendment to Regulation (EU) 2024/1257, currently under revision through the Automotive Omnibus COM (2025) 993.

Or. en

Amendment 11

Proposal for a regulation Recital 13 b (new)

Text proposed by the Commission

Amendment

(13b) It is essential to maintain the Union's objective of achieving climate neutrality by 2050 across all sectors of the economy, while ensuring that European industry remains globally competitive and continues to provide high-quality jobs, growth and prosperity within the Union. In that context, the use of market-based compensation measures plays a fundamental role in ensuring that greenhouse gas emission reductions are achieved in the most cost-effective manner, while supporting industrial competitiveness and an efficient transition towards climate neutrality.

Or. en

Amendment 12

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

Text proposed by the Commission

Amendment

(b) for the average emissions of the new light commercial vehicles fleet, an EU

(b) for the average emissions of the new light commercial vehicles fleet, an EU

fleet-wide target equal to a **40%** reduction of the target in 2021 determined in accordance with point 6.1.2 of Part B of Annex I.;

fleet-wide target equal to a **30%** reduction of the target in 2021 determined in accordance with point 6.1.2 of Part B of Annex I.;

Or. en

Justification

The uptake of low- and zero-emission vans remains significantly below expectations due to persistent barriers, including insufficient charging infrastructure. SMEs are particularly affected, as their operational models depend on high vehicle utilisation rates, payload optimisation and strict cost-efficiency considerations. Adjusting the 2030 target for vans ensures a more realistic and economically viable transition pathway, aligned with actual market realities while safeguarding competitiveness.

Amendment 13

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 **90%** 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 an **80%** reduction of the target in 2021 determined in accordance with Part B, point 6.1.3, of Annex I.;

Or. en

Justification

The proposed 90% target for vans in 2035 is overly stringent and does not reflect technological readiness nor market constraints. Lowering it to 80% ensures a gradual and economically sustainable transition, safeguards investment capacity, industrial competitiveness and jobs. Vans face specific constraints, including high utilisation, payload needs and cost sensitivity, requiring a more realistic target.

Amendment 14

Proposal for a regulation

Article 1 – paragraph 1 – point 2 – point a

Regulation (EU) 2019/631
Article 2 – paragraph 1 – point b

Text proposed by the Commission

in the case of zero-emission vehicles of category N they shall, from 1 January 2025, for the purposes of this Regulation and without prejudice to Regulation (EU) 2018/858 and Regulation (EC) No 715/2007, be counted as light commercial vehicles falling within the scope of this Regulation if the **reference mass minus the mass of the energy storage system** does not exceed **2840** kg.;

Amendment

in the case of zero-emission vehicles of category N they shall, from 1 January 2025, for the purposes of this Regulation and without prejudice to Regulation (EU) 2018/858 and Regulation (EC) No 715/2007, be counted as light commercial vehicles falling within the scope of this Regulation if the **technically permissible maximum laden mass (TPMLM)** does not exceed **4250** kg.;

Or. en

Justification

Due to the weight of onboard energy storage, some battery electric vans exceed 3.5 tonnes and thus risk falling outside the scope of this Regulation, despite them being equivalent to ICE counterparts in design and use. Recent changes to the Driving License Directive (2006/126/EC) allow such vehicles up to 4.25 tonnes to be driven with a category B license. This amendment ensures regulatory coherence and proper recognition of these vehicles within this framework.

Amendment 15

Proposal for a regulation

Article 1 – paragraph 1 – point 3 – point b

Regulation (EU) 2019/631

Article 3 – paragraph 1 – point n

Text proposed by the Commission

(n) 'zero-emission vehicle' means a passenger car or a light commercial vehicle with tailpipe emissions of 0 g CO₂/km, as determined in accordance with the applicable EU type-approval procedure;

Amendment

(n) 'zero-emission vehicle' means a passenger car or a light commercial vehicle **either** with tailpipe emissions of 0 g CO₂/km as determined in accordance with the applicable EU type-approval procedure **or running exclusively on eligible fuels (VEEF) in accordance with Article 4(4)**;

Or. en

Justification

The current framework fails to recognise the full decarbonisation potential of renewable fuels. Introducing a category for vehicles running exclusively on eligible fuels ensures technological neutrality and a level playing field with battery-electric vehicles. It strengthens Europe's industrial base, diversifies the available power train solutions, supports existing value chains and offers a cost-efficient pathway, particularly for SMEs, while safeguarding jobs and ensuring a pragmatic transition to climate neutrality.

Amendment 16

Proposal for a regulation

Article 1 – paragraph 1 – point 3 – point b

Regulation (EU) 2019/631

Article 3 – paragraph 1 – point n a (new)

Text proposed by the Commission

Amendment

(na) ‘Vehicle running exclusively on eligible fuels’ or ‘VEEF’ means a passenger car or a light commercial vehicle running exclusively on eligible fuels over its lifetime;

Or. en

Justification

The current framework fails to recognise the full decarbonisation potential of renewable fuels. Introducing a category for vehicles running exclusively on eligible fuels ensures technological neutrality and a level playing field with battery-electric vehicles. It strengthens Europe's industrial base, diversifies the available power train solutions, supports existing value chains and offers a cost-efficient pathway, particularly for SMEs, while safeguarding jobs and ensuring a pragmatic transition to climate neutrality. Therefore, VEEF should be recognised as zero-emission vehicles for the purpose of manufacturers compliance with CO2 emissions, setting this class on an equal footing with battery-electric vehicles.

Amendment 17

Proposal for a regulation

Article 1 – paragraph 1 – point 3 – point b

Regulation (EU) 2019/631

Article 3 – paragraph 1 – point n b (new)

Text proposed by the Commission

Amendment

(nb) ‘eligible fuels’ means all fuels as defined by Directive (EU) 2018/2001 which meet the sustainability criteria of that Directive;

Or. en

Justification

Eligible fuels are defined in accordance with the Renewable Energy Directive and its sustainability criteria. The approach guarantees legal coherence across EU legislation, prevents regulatory fragmentation and establishes a clear, transparent and technology-neutral framework for the use of sustainable fuels.

Amendment 18

Proposal for a regulation

Article 1 – paragraph 1 – point 4 – point a

Regulation (EU) 2019/631

Article 4 – paragraph 1 – point c

Text proposed by the Commission

In addition, ***starting from 2035***, the manufacturer ***shall also ensure that its average specific emissions of CO₂ do not exceed the sum of*** its fuel credits as referred to in Article 5a, and its low-carbon steel credits as referred to in with Article 5b.;

Amendment

In addition, ***from ...*** [the date of ***entry into force of this Regulation***], ***a*** manufacturer ***may use*** its fuel credits as referred to in Article 5a, and its low-carbon steel credits as referred to in Article 5b, ***to count them towards achieving its average specific emissions of CO₂***;

Or. en

Justification

The conditionality proposed by the Commission should be replaced by an optionality-based approach. This would provide manufacturers with several pathways to achieve the 90% target. They may either comply directly with the target or alternatively make use of fuel credits or low-carbon material credits. This ensures greater flexibility, cost-efficiency and technological neutrality while maintaining the overall climate ambition.

Amendment 19

Proposal for a regulation

Article 1 – paragraph 1 – point 4 – point b

Regulation (EU) 2019/631

Article 4 – paragraph 1a – subparagraph 1

Text proposed by the Commission

By way of derogation from paragraph 1, for the periods comprising the calendar years 2025 to 2027 and the calendar years **2030** to 2032, a manufacturer, including when it is a member of a pool, shall ensure that its average specific emissions of CO₂ over these periods do not exceed its specific emissions target over these periods.

Amendment

By way of derogation from paragraph 1, for the periods comprising the calendar years 2025 to 2027 and the calendar years **2028** to 2032, a manufacturer, including when it is a member of a pool, shall ensure that its average specific emissions of CO₂ over these periods do not exceed its specific emissions target over these periods.

Or. en

Justification

Averaging is an established mechanism to reflect market developments at this critical stage of the e-mobility ramp-up. The 3-year averaging should be adapted for vans and complemented for passenger cars, reflecting the different market realities of both segments. For vans, a 5-year averaging period should apply for 2025–2029 and 2030–2034, providing the necessary flexibility and better reflecting market fluctuations. For passenger cars, a 5-year averaging period covering 2028–2032 should be introduced, ensuring the achievability of the -55% target.

Amendment 20

Proposal for a regulation

Article 1 – paragraph 1 – point 4 – point b

Regulation (EU) 2019/631

Article 4 – paragraph 1a – subparagraph 2

Text proposed by the Commission

Those average specific emissions of CO₂ shall be calculated as the average over the period concerned of the annual average specific emissions of CO₂ weighted according to the number of newly registered vehicles for the manufacturer in each calendar year.

Amendment

Those average specific emissions of CO₂ shall be calculated as the average over the period concerned of the annual average specific emissions of CO₂ weighted according to the number of newly registered vehicles *of category M* for the manufacturer in each calendar year.

Or. en

Justification

Averaging is an established mechanism to reflect market developments at this critical stage of the e-mobility ramp-up. The 3-year averaging should be adapted for vans and complemented for passenger cars, reflecting the different market realities of both segments. For vans, a 5-year averaging period should apply for 2025–2029 and 2030–2034, providing the necessary flexibility and better reflecting market fluctuations. For passenger cars, a 5-year averaging period covering 2028–2032 should be introduced, ensuring the achievability of the -55% target.

Amendment 21

Proposal for a regulation

Article 1 – paragraph 1 – point 4 – point b

Regulation (EU) 2019/631

Article 4 – paragraph 1a – subparagraph 3

Text proposed by the Commission

The specific emissions target shall be calculated as the average over the period concerned of the annual specific emissions targets determined in accordance with point 6.3 of Part A *or Part B* of Annex I or, where a manufacturer is granted a derogation under Article 10, in accordance with that derogation, weighted according to the number of newly registered vehicles for the manufacturer in each calendar year.

Amendment

The specific emissions target shall be calculated as the average over the period concerned of the annual specific emissions targets determined in accordance with point 6.3 of Part A of Annex I or, where a manufacturer is granted a derogation under Article 10, in accordance with that derogation, weighted according to the number of newly registered vehicles for the manufacturer in each calendar year.

Or. en

Justification

Averaging is an established mechanism to reflect market developments at this critical stage of the e-mobility ramp-up. The 3-year averaging should be adapted for vans and complemented for passenger cars, reflecting the different market realities of both segments. For vans, a 5-year averaging period should apply for 2025–2029 and 2030–2034, providing the necessary flexibility and better reflecting market fluctuations. For passenger cars, a 5-year averaging period covering 2028–2032 should be introduced, ensuring the achievability of the -55% target.

Amendment 22

Proposal for a regulation

Article 1 – paragraph 1 – point 4 – point b

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Text proposed by the Commission

Amendment

By way of derogation from paragraph 1, for the five-year period comprising the calendar years 2025 to 2029 and for the five-year period comprising the calendar years 2030 to 2034, a manufacturer, including when it is a member of a pool, shall ensure that its average specific emissions of CO₂ over that period do not exceed its specific emissions target over that period. Those average specific emissions of CO₂ shall be calculated as the average over the five-year period of the annual average specific emissions of CO₂ weighted according to the number of newly registered vehicles of category N for the manufacturer in each calendar year. The specific emissions target shall be calculated in accordance with point 6.3 of Part B of Annex I or, where a manufacturer is granted a derogation under Article 10, in accordance with that derogation, weighted according to the number of newly registered vehicles for the manufacturer in each calendar year.;

Or. en

Justification

Averaging is an established mechanism to reflect market developments at this critical stage of the e-mobility ramp-up. The 3-year averaging should be adapted for vans and complemented for passenger cars, reflecting the different market realities of both segments. For vans, a 5-year averaging period should apply for 2025–2029 and 2030–2034, providing the necessary flexibility and better reflecting market fluctuations. For passenger cars, a 5-year averaging period covering 2028–2032 should be introduced, ensuring the achievability of the -55% target.

Amendment 23

Proposal for a regulation

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

Regulation (EU) 2019/631

(ba) the following paragraph is added:

“3a. The specific emissions of vehicles powered exclusively by eligible fuels defined in Article 3, point na (new), are considered zero for the purpose of this Regulation.

By... [six months after the entry into force of this Regulation], in accordance with Articles 5 and 15 of Regulation (EU) 2024/1257 on type-approval of motor vehicles and engines and of systems, components and separate technical units intended for such vehicles, with respect to their emissions and battery durability (Euro 7), the Commission shall adopt a delegated act in accordance with Article 17 to introduce an additional option to amend the rules for the type approval of such vehicles.

The delegated act referred to in this paragraph shall lay down the following:

(a) a proper set of monitoring methodologies which are suitable for both liquid and gaseous fuels;

(b) a pragmatic and flexible inducement system, that does not introduce any safety risk for the final user;

(c) rules for vehicles travelling outside the EU and in cross-border transport.

Accordingly, by ... [six months from the entry into force of this Regulation], the Commission shall integrate this into the Certificate of Conformity by amending with an Implementing Act the Regulation (EU) 2020/683.”.

Or. en

Justification

In order to ensure a level playing field between battery electric vehicles (BEVs) and vehicles running exclusively on eligible fuels (VEEFs), VEEFs should be recognised as zero-emission

for the purposes of the Regulation. To operationalise this new category, the Commission should be empowered to adopt delegated acts establishing the necessary framework conditions for its effective functioning. This will ensure that VEEFs are strictly limited to the use of eligible fuels and that the category is implemented in a robust and workable manner, consistent with its intended purpose.

Amendment 24

Proposal for a regulation

Article 1 – paragraph 1 – point 5

Regulation (EU) 2019/631

Article 5 – paragraph 1

Text proposed by the Commission

1. ***Until 2034***, for the purpose of calculating a manufacturer’s average specific emissions of CO₂, each new zero-emission vehicle of category M1 identified as small electric vehicle in line with point 2.4 of Part A of Annex I to Regulation (EU) 2018/858 and made in the EU shall be counted as ***1.3*** vehicles.

Amendment

1. For the purpose of calculating a manufacturer’s average specific emissions of CO₂, each new zero-emission vehicle of category M1 identified as small electric vehicle in line with point 2.4 of Part A of Annex I to Regulation (EU) 2018/858 and “made in the EU” shall be counted as ***1, 5*** vehicles.

Or. en

Justification

To ensure long-term investment certainty and stimulate the development of small electric vehicles, the credit should be extended beyond 2034 and strengthened. This would enhance the business case for this segment and provide a clear incentive for manufacturers, many of whom have so far been unable to invest due to the comparatively high production costs of small electric vehicles. The definition and the related methodology for determining eligibility under the “made in the EU” criteria should be set out in the Industrial Accelerator Act (IAA).

Amendment 25

Proposal for a regulation

Article 1 – paragraph 1 – point 5

Regulation (EU) 2019/631

Article 5 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. For the purpose of calculating a manufacturer’s average specific

emissions of CO₂, each new zero-emission vehicle of category N1 identified as small electric vehicle in line with point 2.4.1 of Part A of Annex I to Regulation (EU) 2018/858 and “made in the EU” shall be counted as 1, 5 vehicles.

Or. en

Justification

As the market uptake of small zero-emission vans is even more limited than for small electric vehicles, it is appropriate to introduce super-credits to incentivise the market deployment of N1 vehicles. To further support industrial production within the EU, a dedicated super-credit should be established for “made in EU” vehicles. The definition and the related methodology for determining eligibility under the “made in the EU” criterion should be set out in the IAA. A corresponding amendment to create this vehicle class will be tabled to the Automotive Omnibus currently under review by co-legislators.

Amendment 26

Proposal for a regulation

Article 1 – paragraph 1 – point 5

Regulation (EU) 2019/631

Article 5 – paragraph 1 b (new)

Text proposed by the Commission

Amendment

1b. For the purpose of calculating a manufacturer’s average specific emissions of CO₂, each new zero-emission vehicle of category N1 shall be counted as 1, 2 vehicles.

Or. en

Justification

As the market uptake of small zero-emission vans is even more limited than for small electric vehicles, it is appropriate to introduce super-credits to incentivise the market deployment of N1 vehicles.

Amendment 27

Proposal for a regulation

Article 1 – paragraph 1 – point 5

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Regulation (EU) 2019/631
Article 5 – paragraph 2

Text proposed by the Commission

2. For each calendar year, each Member State shall record and transmit to the Commission, as part of its obligations in line with Article 7, for each new zero-emission vehicle of category M1 whether or not it is identified as small electric vehicle in line with point 2.4 of Part A of Annex I to Regulation (EU) 2018/858 and it is made in the EU as well as the value of the parameters determining such compliance.

Amendment

2. For each calendar year, each Member State shall record and transmit to the Commission, as part of its obligations in line with Article 7, for each new zero-emission vehicle of category M1 **and NI** whether or not it is identified as small electric vehicle in line with point 2.4 **and 2.4.1** of Part A of Annex I to Regulation (EU) 2018/858 and it is “made in the EU” as well as the value of the parameters determining such compliance.

Or. en

Justification

Technical adaptation to ensure that NI super-credits are properly reflected in the reporting system and that eligible vehicles are correctly identified.

Amendment 28

Proposal for a regulation

Article 1 – paragraph 1 – point 5

Regulation (EU) 2019/631

Article 5 – paragraph 3

Text proposed by the Commission

3. The **Commission is empowered to adopt delegated acts in accordance with Article 17 in order to supplement this Regulation by setting up a methodology** for determining the criteria for a *car* to be considered ‘made in the EU’.

Amendment

3. The **definition and its related methodology for determining the criteria for a *vehicle* to be considered “made in the EU” are defined in the Regulation establishing a framework of measures for the acceleration of industrial capacity and decarbonisation in strategic sectors 2026/0068 (COD);**

Or. en

Justification

The current empowerment is legally not sound. Therefore, the definition and the related

methodology for determining eligibility under the “made in the EU” criteria should be set out in the IAA.

Amendment 29

Proposal for a regulation

Article 1 – paragraph 1 – point 5

Regulation (EU) 2019/631

Article 5 – paragraph 4

Text proposed by the Commission

Amendment

4. Paragraph 1 shall not apply to manufacturers that formed a pool, unless all the manufacturers included in the pool are part of the same group of connected manufacturers.;

deleted

Or. en

Amendment 30

Proposal for a regulation

Article 1 – paragraph 1 – point 6

Regulation (EU) 2019/631

Article 5a – paragraph 1

Text proposed by the Commission

Amendment

1. **Starting from 2035**, the Commission shall calculate, for each manufacturer, fuel credits based on the greenhouse gas emission savings achieved by the use of the fuels referred to in paragraph 2, as determined in accordance with point 7 of Parts A and B of Annex I, to compensate emissions from new passenger cars and new light commercial vehicles registered in the calendar year. These fuel credits shall be calculated taking into account the quantity of such fuels placed on the Union market for road transport and their greenhouse gas emissions intensity, as calculated according to Article 29a and 31 of Directive (EU)

1. **From ... [the date of entry into force of this Regulation]** , the Commission shall calculate, for each manufacturer, fuel credits based on the greenhouse gas emission savings achieved by the use of the fuels referred to in paragraph 2, as determined in accordance with point 7 of Parts A and B of Annex I, to compensate emissions from new passenger cars and new light commercial vehicles registered in the calendar year. These fuel credits shall be calculated taking into account the quantity of such fuels placed on the Union market for road transport and their greenhouse gas emissions intensity, as calculated according to Article **29**, 29a and

2018/2001 and as reported in the Union Database established pursuant to Article 31a of that Directive, the share of road transport fuel used in passenger cars and light commercial vehicles, the average lifetime mileage of the vehicles, and the number of vehicles registered.

31 of Directive (EU) 2018/2001 and as reported in the Union Database established pursuant to Article 31a of that Directive, the share of road transport fuel used in passenger cars and light commercial vehicles, the average lifetime mileage of the vehicles, and the number of vehicles registered. ***The quantity of eligible fuels used for the calculation of fuel credits shall be reduced by the amount of eligible fuels consumed, in the relevant year, by vehicles running exclusively on eligible fuels.***

Or. en

Justification

Delaying fuel credits until 2035 would not provide a meaningful incentive for early uptake of sustainable renewable fuels. To ensure a credible investment signal and support market deployment of these decarbonising fuels, the mechanism should apply from the entry into force of the Regulation. This is particularly important given that compliance, under the current proposal, is based on data from the calendar year two years prior to the target year, or the most recent available data. Eligible fuels are defined in accordance with the Renewable Energy Directive and its sustainability criteria. This ensures that all fuels falling under Articles 29, 29a and 31 are eligible for accounting under the new VEEF category. In order to prevent double counting of fuels under the proposed VEEF category and under the fuel credits, the amount of fuels needs to be reduced by the amount of fuel used by VEEFs.

Amendment 31

Proposal for a regulation

Article 1 – paragraph 1 – point 6

Regulation (EU) 2019/631

Article 5a – paragraph 2

Text proposed by the Commission

Amendment

2. The eligible fuels shall be renewable fuels of non-biological origin (RFNBOs) as defined in Article 2(36) of Directive (EU) 2018/2001 and fulfilling the criteria set out in Article 29a of that Directive, biofuels, as defined in Article 2(33) of that Directive, and biogas, as defined in Article 2(28) of that Directive, both produced from feedstock listed in

deleted

Annex IX to that Directive and fulfilling the criteria set out in Article 29 of that Directive.

Or. en

Justification

Technical adjustment as content of paragraph has been moved to definitions.

Amendment 32

Proposal for a regulation

Article 1 – paragraph 1 – point 6

Regulation (EU) 2019/631

Article 5a – paragraph 3 – subparagraph 1

Text proposed by the Commission

The credits from all fuels ***referred to in paragraph 2*** shall not ***reduce the average*** specific emissions ***of CO₂*** of a manufacturer by more than ***3%*** of the ***EU fleet-wide target₂₀₂₁*** as set out in point 6.0 of Annex I Parts A and B.

Amendment

The credits from all ***eligible*** fuels shall not ***contribute to the*** specific ***CO₂*** emissions ***target*** of a manufacturer by more than ***10%*** of the ***specific emissions reference target of the manufacturer in 2021*** as set out in point 6.0 of Annex I Parts A and B.

Or. en

Justification

The proposed 3% cap, including the sub-cap on biofuels and biogas, significantly limits the contribution of fuel credits to manufacturers' compliance with CO₂ standards. To make investment in this sector more attractive and to unlock spill-over benefits for the existing fleet and for other sectors reliant on sustainable fuels for decarbonisation, the cap should be increased. This would acknowledge the actual emission reduction potential of sustainable fuels.

Amendment 33

Proposal for a regulation

Article 1 – paragraph 1 – point 6

Regulation (EU) 2019/631

Article 5a – paragraph 3 – subparagraph 2

Text proposed by the Commission

Amendment

The credits from the quantities of biofuels and biogas produced from feedstock listed in Part B of Annex IX to Directive (EU) 2018/2001 shall not reduce the average specific emissions of CO₂ of a manufacturer by more than 1% of the EU fleet-wide target₂₀₂₁ as set out in point 6.0 of Annex I Parts A and B. ***deleted***

Or. en

Justification

The proposed 3% cap, including the sub-cap on biofuels and biogas, significantly limits the contribution of fuel credits to manufacturers' compliance with CO₂ standards. To make investment in this sector more attractive and to unlock spill-over benefits for the existing fleet and for other sectors reliant on sustainable fuels for decarbonisation, the cap should be increased. This would acknowledge the actual emission reduction potential of sustainable fuels.

Amendment 34

Proposal for a regulation

Article 1 – paragraph 1 – point 6

Regulation (EU) 2019/631

Article 5a – paragraph 4

Text proposed by the Commission

Amendment

4. Paragraph 1 shall not apply to manufacturers that formed a pool, unless all the manufacturers included in the pool are part of the same group of connected manufacturers. ***deleted***

Or. en

Justification

The limitation on pooling for the fuel credits should be deleted. Otherwise, the practical effectiveness of this mechanism would be substantially reduced. By lifting this restriction and allowing broader pooling arrangements unnecessary administrative burdens and operational constraints are eliminated.

Amendment 35

Proposal for a regulation
Article 1 – paragraph 1 – point 6
Regulation (EU) 2019/631
Article 5b – paragraph 1

Text proposed by the Commission

1. ***Starting from 2035***, a manufacturer shall obtain credits for low-carbon steel made in the EU (‘low-carbon steel credits’) ***to compensate emissions from*** new passenger cars and new light commercial vehicles ***registered in the calendar year***.

Amendment

1. ***From ... [the date of entry into force of this Regulation]***, a manufacturer shall obtain credits for low-carbon steel “made in the EU” (‘low-carbon steel credits’) ***used in*** new passenger cars and new light commercial vehicles ***and may count those credits towards meeting its specific CO₂ emissions target***.

Or. en

Justification

Allowing crediting only after 2035 would delay uptake and investment in low-carbon steel. Therefore, the start date should be moved up to provide an immediate and predictable investment signal and support early deployment of these technologies.

Amendment 36

Proposal for a regulation
Article 1 – paragraph 1 – point 6
Regulation (EU) 2019/631
Article 5b – paragraph 2

Text proposed by the Commission

2. ***Paragraph 1 shall not apply for those vehicles whose contribution to the average emissions is covered by Article 5a.***

Amendment

deleted

Or. en

Justification

The restriction on the use of fuel and low-carbon steel credits should be removed to ensure that the deployment of low-carbon steel can be recognised across the widest possible range of vehicles. This would incentivise OEMs to integrate low-carbon steel throughout their entire product portfolio, rather than limiting their use to a subset of vehicles.

Amendment 37

Proposal for a regulation

Article 1 – paragraph 1 – point 6

Regulation (EU) 2019/631

Article 5b – paragraph 3

Text proposed by the Commission

3. Low-carbon steel credits shall be calculated taking into account the quantity and the CO₂ emissions intensity, calculated according to the methodology as set out in accordance with paragraph 6, of the low-carbon steel made in the EU used in the manufacturer's new passenger cars or new light commercial vehicles registered in the Union in the calendar year, the number of vehicles registered in the calendar year, and the lifetime mileage of the vehicles, in accordance with point 7 of Parts A and B of Annex I.

Amendment

3. Low-carbon steel credits shall be calculated taking into account the quantity and the CO₂ emissions intensity, calculated according to the methodology as set out in accordance with paragraph 6, of the low-carbon steel “made in the EU” used in the **production of** manufacturer's new passenger cars or new light commercial vehicles registered **or produced** in the Union in the calendar year, the number of vehicles registered in the calendar year, and the lifetime mileage of the vehicles, in accordance with point 7 of Parts A and B of Annex I.

Or. en

Justification

The definition and methodology for determining whether vehicles qualify as "made in EU", as well as for classifying and labelling "low-carbon steel" should be established under the IAA and made operational and swiftly as possible. The calculation of related credits should take into account the total number of vehicles registered or produced in the Union, reflecting the export-oriented nature of the European automotive industry. The implementation of the IAA provisions should not undermine industrial competitiveness nor manufacturers' possibility to benefit from these credits.

Amendment 38

Proposal for a regulation

Article 1 – paragraph 1 – point 6

Regulation (EU) 2019/631

Article 5b – paragraph 4

Text proposed by the Commission

4. Low-carbon steel credits shall not

Amendment

4. Low-carbon steel credits shall not

decrease the average specific emissions of CO₂ of a manufacturer by more than 7% of the **EU fleet-wide** target₂₀₂₁ as set out in point 6.0 of Annex I Parts A and B.

contribute to the specific emissions of CO₂ of a manufacturer by more than 7% of the **specific emissions reference target of the manufacturer in 2021** as set out in point 6.0 of Annex I Parts A and B.

Or. en

Justification

The use of low-carbon steel credits should be optional for OEMs, allowing manufacturers full flexibility to decide whether to integrate low-carbon steel into their production processes. The contribution of these credits should be capped at 7% to preserve the primary focus on direct fleet decarbonisation. This would ensure that OEMs continue to pursue emissions reductions through increased sales of BEVs, VEEFs and improved drivetrain efficiency, rather than relying excessively on credit mechanisms.

Amendment 39

Proposal for a regulation

Article 1 – paragraph 1 – point 6

Regulation (EU) 2019/631

Article 5b – paragraph 6

Text proposed by the Commission

6. The **Commission is empowered to adopt delegated acts in accordance with Article 17 in order to supplement this Regulation by setting up a methodology for determining the *characteristics of the low carbon steel and the CO₂ emissions intensity of the steel and of the baseline steel as a reference point for the calculation for the low-carbon steel credits.***

Amendment

6. The **definition and its related methodology for determining the *criteria for a vehicle to be considered “made in the EU” and “low-carbon steel” are defined in the Regulation establishing a framework of measures for the acceleration of industrial capacity and decarbonisation in strategic sectors 2026/0068 (COD).***

Or. en

Justification

The current empowerment is legally not sound. Therefore, the definition and methodology for determining whether vehicles qualify as “made in the EU” and for classifying and labelling “low-carbon steel” should be established under the IAA. This methodology should be developed and made operational as swiftly as possible.

Amendment 40

Proposal for a regulation

Article 1 – paragraph 1 – point 6

Regulation (EU) 2019/631

Article 5b – paragraph 7

Text proposed by the Commission

Amendment

7. Paragraph 1 shall not apply to manufacturers that formed a pool, unless all the manufacturers included in the pool are part of the same group of connected manufacturers.;

deleted

Or. en

Justification

The limitation on pooling for the low carbon steel credits should be deleted. Otherwise, the practical effectiveness of this mechanism would be substantially reduced. By lifting this restriction and allowing broader pooling arrangements unnecessary administrative burdens and operational constraints are eliminated.

Amendment 41

Proposal for a regulation

Article 1 – paragraph 1 – point 9 – point a

Regulation (EU) 2019/631

Article 8 – paragraph 1 – subparagraph 2

Text proposed by the Commission

Amendment

By way of derogation from the first subparagraph, with respect to the calendar years 2025 to 2027, and 2030 **to 2032**, the Commission shall impose an excess emissions premium on any manufacturer whose average specific emissions of CO₂ over the period exceed its specific emissions target over that period.;

By way of derogation from the first subparagraph, with respect to the calendar years 2025 to 2027, **and 2028 to 2032 for cars, and 2025-2029** and 2030-2034 **for vans**, the Commission shall impose an excess emissions premium on any manufacturer whose average specific emissions of CO₂ over the period exceed its specific emissions target over that period.;

Or. en

Justification

Technical adjustment to align with the newly proposed averaging periods for passenger cars and vans.

Amendment 42

Proposal for a regulation

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

Regulation (EU) 2019/631

Article 8 – paragraph 2

Present text

2. The excess emissions premium under paragraph 1 shall be calculated using the following formula:

$(\text{Excess emissions} \times \text{EUR } 95) \times \text{number of newly registered vehicles.}$

For the purposes of this Article, the following definitions shall apply:

— ‘excess emissions’ means the positive number of grams per kilometre by which a manufacturer's average specific emissions of CO₂, taking into account CO₂ emissions reductions due to innovative technologies approved in accordance with Article 11, exceeded its specific emissions target in the calendar year or part thereof to which the obligation under Article 4 applies, rounded to the nearest three decimal places, **and**

— ‘number of newly registered vehicles’ means the number of new passenger cars or new light commercial vehicles counted separately of which it is the manufacturer and which were registered in that period according to the phase-in criteria as set out in Article 4(3).

Amendment

(aa) paragraph 2 is replaced by the following:

"2. The excess emissions premium under paragraph 1 shall be calculated using the following formula:

$((\text{Excess emissions} - \text{fuel credits} + \text{low-carbon steel credits}) \times \text{EUR } 95) \times \text{number of newly registered vehicles.}$

For the purposes of this Article, the following definitions shall apply:

— ‘excess emissions’ means the positive number of grams per kilometre by which a manufacturer's average specific emissions of CO₂, taking into account CO₂ emissions reductions due to innovative technologies approved in accordance with Article 11, exceeded its specific emissions target in the calendar year or part thereof to which the obligation under Article 4 applies, rounded to the nearest three decimal places,

— ‘number of newly registered vehicles’ means the number of new passenger cars or new light commercial vehicles counted separately of which it is the manufacturer and which were registered in that period according to the phase-in criteria as set out in Article 4(3),

— **‘fuel credits’ means the number of credits calculated in accordance with**

Article 5a, and

— 'low carbon steel credits' means the number of credits calculated in accordance with Article 5b."

Or. en

(2019/631)

Justification

Necessary technical adjustment ensuring that the number of fuel or low carbon steel credits get deducted from any potential excess emissions premiums.

Amendment 43

Proposal for a regulation

Article 1 – paragraph 1 – point 9 – point b

Regulation (EU) 2019/631

Article 8 – paragraph 5 – subparagraph 2

Text proposed by the Commission

The excess emissions premium shall be calculated using the following formula:

(average specific emissions of CO₂ – (fuel credits + low-carbon steel credits)) × EUR 95) × number of newly registered vehicles.

Amendment

The excess emissions premium shall be calculated using the following formula:

(excess specific emissions of CO₂ – (fuel credits + low-carbon steel credits)) × EUR 95) × number of newly registered vehicles.

Or. en

Justification

Technical adjustment in the calculation formula.

Amendment 44

Proposal for a regulation

Article 1 – paragraph 1 – point 9 – point b

Regulation (EU) 2019/631

Article 8 – paragraph 5– subparagraph 3

Text proposed by the Commission

In the above calculation the sum of fuel

Amendment

In the above calculation the sum of fuel

credits and low-carbon steel credits *cannot* exceed **10% of the EU₂₀₂₁ target**;

credits and low-carbon steel credits *may not* exceed **10 % for fuel credits and 7 % for low carbon steel credits**.

Or. en

Justification

Clarification of the applicable threshold for the contribution of fuel or low carbon steel credits.

Amendment 45

Proposal for a regulation

Article 1 – paragraph 1 – point 12

Regulation (EU) 2019/631

Article 17 – paragraph 6

Text proposed by the Commission

A delegated act adopted pursuant to Article **5a(5)**, Article 7(8), Article 7a(2), Article 10(8), Article 11(1), fourth subparagraph, Article 13(4), Article 14(2), Article 15(8) and (9), and Article 15a(7) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and to the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

Amendment

6. A delegated act adopted pursuant to Article **4(3 a)**, Article 7(8), Article 7a(2), Article 10(8), Article 11(1), fourth subparagraph, Article 13(4), Article 14(2), Article 15(8) and (9), and Article 15a(7) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and to the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

Or. en

Justification

The amendment corrects an error in the Commission proposal by deleting it and adds a new reference to Art. 4 (4) where a new power of delegation is given to the Commission.

Amendment 46
Proposal for a regulation
Annex – point a
 Regulation (EU) 2019/631
 Annex I – Part A – point 7 (new) – point 7.1 – table 2 – row 3

Text proposed by the Commission

mileage	is the average lifetime mileage of passenger cars, which is set at 240 000 [km]
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Amendment

mileage	is the average lifetime mileage of passenger cars, which is set at 200 000 [km].
---------	---

Or. en

Justification

The lifetime mileage should be consistent with other pieces of legislation, namely Euro7 calculations used for other technical measurements and other reporting obligations such as CSRD.

Amendment 47
Proposal for a regulation
Annex – point a
 Regulation (EU) 2019/631
 Annex I – Part A – point 7 (new) – point 7.2 – table 1

Text proposed by the Commission

fuel credits	is the sum for all of the eligible fuels referred to in Article 5a(2) of: $Q_{fuel} * GHGsavings * \frac{fuelsharecars}{newcars * mileage}$ Taking into account all the rules defined in Article 5a
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Amendment

fuel credits	is the sum for all of the eligible fuels referred to in Article 5a(2) of: $(Q_{fuel} - Q_{fuelVEEF}) * GHGsavings * \frac{fuelsharecars}{newcars * mileage}$ Taking into account all the rules defined in Article 5a
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Amendment 48
Proposal for a regulation

Annex – point a

Regulation (EU) 2019/631

Annex I – Part A – point 7 (new) – point 7.2 – table 2 – row 1

Text proposed by the Commission

Qfuel	is, for each fuel, the energy quantity put on the Union market for the road transport sector, as reported in the Union Database established pursuant to Article 31a of Directive (EU) 2018/2001 [MJ]
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Amendment

Qfuel	is, for each fuel, the energy quantity put on the Union market for the road transport sector, as reported in the Union Database established pursuant to Article 31a of Directive (EU) 2018/2001 [MJ]. <i>Such energy quantity shall be reduced by the amount of energy quantity of the same eligible fuel consumed, in the relevant year, by VEEF (Vehicles running exclusively on eligible fuels)</i>
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Amendment 49
Proposal for a regulation

Annex – point a

Regulation (EU) 2019/631

Annex I – Part A – point 7 (new) – point 7.2 – table 2 – row 1 a

Text proposed by the Commission

Amendment

<i>QfuelVEEF</i>	<i>Is the quantity of eligible fuels attributed, for each calendar year, to newly registered VEEFs of each manufacturer, aggregated at Union level. That quantity shall be determined on the basis of the number of newly registered VEEF vehicles and their type-approval fuel consumption values as specified in the Certificate of Conformity (CoC). Fuel quantities attributed to VEEF shall be excluded from the quantity of fuels used for the calculation of the fuel credit mechanism.</i>
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Amendment 50
Proposal for a regulation

Annex – point a

Regulation (EU) 2019/631

Annex I – Part A – point 7 (new) – point 7.2 – table 2 – row 6

Text proposed by the Commission

mileage	is the average lifetime mileage of passenger cars, which is set at 240 000 [km]
---------	--

Amendment

mileage	is the average lifetime mileage of passenger cars, which is set at 200.000 [km]
---------	--

Or. en

Justification

The lifetime mileage should be consistent with other pieces of legislation, namely Euro7 calculations used for other technical measurements and other reporting obligations such as CSRD.

Amendment 51
Proposal for a regulation

Annex – point e

Regulation (EU) 2019/631

Annex I – Part B – point 7 (new) – point 7.2 – table 2 – row 3

Text proposed by the Commission

mileage	is the average lifetime mileage of light commercial vehicles, which is set at 300 000 [km]
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Amendment

mileage	is the average lifetime mileage of light commercial vehicles, which is set at 200 000 [km]
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Justification

The lifetime mileage should be consistent with other pieces of legislation, namely Euro7 calculations used for other technical measurements and other reporting obligations such as CSRD.

Amendment 52**Proposal for a regulation****Annex – point a**

Regulation (EU) 2019/631

Annex I – Part B – point 7 (new) – point 7.2 – table 1

Text proposed by the Commission

fuel credits	<p>is the sum, for all of the eligible fuels referred to in Article 5a(2), of:</p> $Q_{fuel} * GHGsavings * \frac{fuelsharevans}{newvans * mileage}$ <p>Taking into account all the rules defined in Article 5a</p>
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Amendment

fuel credits	<p>is the sum, for all of the eligible fuels referred to in Article 5a(2), of:</p> $(Q_{fuel} - Q_{fuelVEEF}) * GHGsavings * \frac{fuelsharevans}{newvans * mileage}$ <p>Taking into account all the rules defined in Article 5a</p>
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Amendment 53**Proposal for a regulation****Annex – point e**

Regulation (EU) 2019/631

Annex I – Part B – point 7 (new) – point 7.2 – table 2 – row 1

Text proposed by the Commission

Q _{fuel}	is, for each fuel, the energy quantity put on the Union market for the road transport sector, as reported in the Union Database established pursuant to Article 31a of Directive (EU) 2018/2001 [MJ].
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Amendment

Q _{fuel}	is, for each fuel, the energy quantity put on the Union market for the road transport sector, as reported in the Union Database established pursuant to Article 31a of Directive (EU) 2018/2001 [MJ]. <i>Such energy quantity shall be reduced by the amount of energy quantity of the same eligible fuel consumed, in the relevant year, by VEEF (Vehicles running exclusively on eligible fuels).</i>
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Or. en

Amendment 54

Proposal for a regulation

Annex – point e

Regulation (EU) 2019/631

Annex I – Part B – point 7 (new) – point 7.2 – table 2 – row 1 a (new)

Text proposed by the Commission

Amendment

<i>Q_{fuelVEEF}</i>	<i>is the quantity of eligible fuels attributed, for each calendar year, to newly registered VEEFs of each manufacturer, aggregated at Union level. That quantity shall be determined on the basis of the number of newly registered VEEF vehicles and their type-approval fuel consumption values as specified in the Certificate of Conformity (CoC). Fuel quantities attributed to VEEF shall be excluded from the quantity of fuels used for the calculation of the fuel credit mechanism</i>
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Or. en

Amendment 55
Proposal for a regulation
Annex – point e
Regulation (EU) 2019/631
Annex I – Part B – point 7 (new) – point 7.2 – table 2 – row 6

Text proposed by the Commission

mileage	is the average lifetime mileage of light commercial vehicles, which is set at 300 000 [km]
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Amendment

mileage	is the average lifetime mileage of light commercial vehicles, which is set at 200 000 [km]
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Or. en

Justification

The lifetime mileage should be consistent with other pieces of legislation, namely Euro7 calculations used for other technical measurements and other reporting obligations such as CSRD.

EXPLANATORY STATEMENT

As part of the Automotive Package, the European Commission proposed a revision of the CO₂ emission standards for cars and vans regulation to support the automotive sector's efforts in the transition to clean mobility. It represents an important part of the Union's policy framework to achieve climate neutrality by 2050, as enshrined in the Climate Law.

The rapporteur considers that the transition towards zero-emission mobility is taking place under evolving market and technological conditions, which require a careful calibration of the regulatory framework. It is therefore necessary to provide appropriate conditions for the automotive industry to efficiently reach the emission reduction targets while preserving jobs, strengthening its competitiveness and providing investment certainty.

The rapporteur therefore proposes several targeted amendments in his report. Further amendments might follow at the amendment phase as work progresses.

Technological neutrality and decarbonisation pathways

The rapporteur considers that technological neutrality must be given concrete effect in the Regulation. The Commission proposal introduces for the first time credits for renewable fuels and low-carbon steel, but limits their use to the period after 2035. The rapporteur considers these mechanisms should count towards achieving the emission targets and apply from the entry into force of the Regulation, in order to incentivise investment without delay and to avoid creating an unnecessary regulatory imbalance between different decarbonisation pathways. As stated by the Commission, the automotive sector can play a key role in fostering a lead market for low-carbon steel, thereby contributing both to the decarbonisation of vehicle production and to the competitiveness of European industry. The immediate application of the low-carbon steel credits provides the necessary regulatory certainty for this market.

The Renewable Energy Directive remains the main reference and most appropriate policy framework for determining and governing sustainable fuel feedstocks, since it sets binding sustainability criteria while defining at the same time limits for other feedstock categories. It is therefore appropriate to extend the definition of eligible fuels to cover all RED compliant fuels.

The rapporteur further proposes to recognise vehicles running exclusively on eligible fuels (VEEF). In the absence of a life-cycle-based emissions accounting framework under the CO₂ standards Regulation, such vehicles should be recognised as zero-emission vehicles for the purpose of this Regulation, provided that certain criteria are met. This would set these vehicles on an equal footing with battery-electric vehicles, thus extending the available drivetrain options for the reduction of CO₂ emissions. This is necessary to ensure that sustainable renewable fuels can contribute in a robust and verifiable manner to the decarbonisation of road transport.

Targets and averaging mechanism

The rapporteur considers that the targets set for 2030 and 2035 should be adjusted to better align with current market realities. The uptake of low- and zero-emission vehicles remains uneven and is affected by infrastructure gaps and affordability concerns. These challenges are

particularly relevant for light commercial vehicles, which are often used intensively, have specific payload requirements and are purchased primarily based on total cost of ownership. For this reason, the rapporteur proposes a differentiated approach between passenger cars and light commercial vehicles. The report reflects this with an adjustment of the light commercial vehicles target for 2030 to 30 % and for 2035 to 80%. The reduction targets for passenger cars are maintained for 2030 and set at 90% for 2035.

Furthermore, the rapporteur considers that compliance flexibility is essential during the transition. The report therefore proposes extended averaging periods, including a five-year averaging period for passenger cars for 2028–2032 and five-year periods for vans for 2025–2029 and 2030–2034. Such averaging better reflects market fluctuations, investment cycles and uneven demand across Member States, without changing the overall direction of travel.

Super-credits

The rapporteur considers that super-credits can play a useful role in supporting the production of small zero-emission vehicles. The report therefore proposes to strengthen and extend the super-credit mechanism for small passenger cars and vans. These targeted incentives through super-credits should be enhanced to help push for a rapid ramp-up of these vehicles currently missing from customer choice.

A future for the Hybrid Technology in Europe

The rapporteur considers that plug-in hybrid technologies and range extenders have a role to play in the transition and therefore considers that the utility factor should be part of the discussion when shaping legislation on the future of the automotive sector. The report therefore includes a clear call for the utility factor to be maintained at its current level to avoid prematurely weakening a technology, which can contribute to emissions reductions while supporting European industrial capacity and employment.

Link to the Industrial Accelerator Act

The Commission proposal introduces the concept of an undefined “made in the EU” and “low carbon steel” provisions. These can clearly be read as being linked to the Industrial Accelerator Act (IAA) where these provisions are being addressed in more detail but remain to be addressed by co-legislators. The rapporteur suggests to not pre-empt the upcoming political and complex discussions and therefore introduces a clean link to the IAA. These references will have to be readdressed at a later stage to ensure coherence between the two pieces of legislation.

ANNEX: DECLARATION OF INPUT

Pursuant to Article 8 of Annex I to the Rules of Procedure, the rapporteur declares that he included in his report input on matters pertaining to the subject of the file that he received, in the preparation of the draft report, from the following interest representatives falling within the scope of the Interinstitutional Agreement on a mandatory transparency register¹, or from the following representatives of public authorities of third countries, including their diplomatic missions and embassies:

1. Interest representatives falling within the scope of the Interinstitutional Agreement on a mandatory transparency register
Pirelli
BYD Auto
VDA, Verband der Automobilindustrie
ANFIA
CLEPA
Mercedes
Stellantis
Ferrari
ZF Friedrichshafen AG
BMW
Volkswagen
E-mobility Europe
Jaguar & Range Rover
Motus-E
Renault group
UNEM, unione Energie per la Mobilità
IVECO
Coldiretti
Fuels Europe
ENI S.p.A.
Transport & Environment
Piaggio
ORI Martin
EATON, Eaton Corporation Plc
ABB E-Mobility
Shell
Eurofer
Bosch
Confindustria
MAHLE
Acea, European Automobile Manufacturers' Association
European Aluminium

¹ Interinstitutional Agreement of 20 May 2021 between the European Parliament, the Council of the European Union and the European Commission on a mandatory transparency register (OJ L 207, 11.6.2021, p. 1, ELI: http://data.europa.eu/eli/agree_interinstit/2021/611/oj).

2. Representatives of public authorities of third countries, including their diplomatic missions and embassies