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**NOTE**

From:	General Secretariat of the Council
To:	Delegations
Subject:	Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Regulation (EU) 2019/631 as regards strengthening the CO <sub>2</sub> emission performance standards for new passenger cars and new light commercial vehicles in line with the Union's increased climate ambition  - First trilogue

Delegations will find in the Annex, for information, the 4-column table for the first trilogue on the above-mentioned proposal, which took place in Brussels, on 5 September 2022.

**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**

**2021/0197(COD)**

**[Version for Trilogue on 5 September, 2022]**

	<b>Commission Proposal</b>	<b>EP Mandate</b>	<b>Council Mandate</b>	<b>Comments/Suggestions</b>
1	2021/0197 (COD)	2021/0197 (COD)	2021/0197 (COD)	
2	<p>Proposal for a</p> <p><b>REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL</b></p> <p>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</p>	<p>Proposal for a</p> <p><b>REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL</b></p> <p>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</p>	<p>Proposal for a</p> <p><b>REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL</b></p> <p>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</p>	

	climate ambition  (Text with EEA relevance)	climate ambition  (Text with EEA relevance)	climate ambition  (Text with EEA relevance)	
3	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	
Citation 1				
4	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 192(1) thereof,	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 192(1) thereof,	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 192(1) thereof,	
Citation 2				
5	Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission,	

Citation 3				
6	After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments,	
Citation 4				
7	<p>Having regard to the opinion of the European Economic and Social Committee<sup>1</sup>,</p> <p>_____</p> <p>1. OJ C , , p. .</p>	<p>Having regard to the opinion of the European Economic and Social Committee<sup>1</sup>,</p> <p>_____</p> <p>1. OJ C , , p. .</p>	<p>Having regard to the opinion of the European Economic and Social Committee<sup>1</sup>,</p> <p>_____</p> <p>1. OJ C , , p. .</p>	
Citation 5				

8	Having regard to the opinion of the Committee of the Regions <sup>1</sup> ,  _____	Having regard to the opinion of the Committee of the Regions <sup>1</sup> ,  _____	Having regard to the opinion of the Committee of the Regions <sup>1</sup> ,  _____	
	1. OJ C , , p. .	1. OJ C , , p. .	1. OJ C , , p. .	
Citation 6				
9	Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure,	
Citation 6a				
9a			<i>deleted</i>	
Formula				
10				

	Whereas:	Whereas:	Whereas:	
Recital 1				
11	<p>(1) The Paris Agreement, adopted in December 2015 under the United Nations Framework Convention on Climate Change (UNFCCC) entered into force in November 2016 ('the Paris Agreement'). Its Parties have agreed to hold the increase in the global average temperature well below 2 °C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1,5 °C above pre-industrial levels.</p>	<p>(1) The Paris Agreement, adopted in December 2015 under the United Nations Framework Convention on Climate Change (UNFCCC) entered into force in November 2016 ('the Paris Agreement'). Its Parties have agreed to hold the increase in the global average temperature well below 2 °C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1,5 °C above pre-industrial levels. <u>By adopting the Glasgow Climate Pact in November 2021, its Parties recognised that keeping the increase in the global average temperature to 1,5°C above pre-industrial levels would significantly reduce the risks and impacts of climate change, and committed to strengthen their 2030 targets by the end of 2022 in order to accelerate climate action in this critical decade and to close</u></p>	<p>(1) The Paris Agreement, adopted in December 2015 under the United Nations Framework Convention on Climate Change (UNFCCC) entered into force in November 2016 ('the Paris Agreement'). Its Parties have agreed to hold the increase in the global average temperature well below 2 °C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1,5 °C above pre-industrial levels.</p>	

		<u><i>the ambition gap with the 1,5°C target.</i></u>		
Recital 2				
12	<p>(2) Tackling climate and environmental-related challenges and reaching the objectives of the Paris Agreement are at the core of the Communication on the “European Green Deal”, adopted by the Commission on 11 December 2019<sup>1</sup>. The necessity and value of the European Green Deal have only grown in light of the very severe effects of the COVID-19 pandemic on the health and economic well-being of the Union’s citizens.</p> <p>_____</p> <p>1. Commission Communication - The European Green Deal, COM(2019) 640 final of 11 December 2019.</p>	<p>(2) Tackling climate and environmental-related challenges and reaching the objectives of the Paris Agreement are at the core of the Communication on the “European Green Deal”, adopted by the Commission on 11 December 2019<sup>1</sup>. The <u><i>European Parliament called, in its resolution of 15 January 2020 on the European Green Deal, for the necessary transition to a climate-neutral society by 2050 at the latest and, in its resolution of 28 November 2019 on the climate and environment emergency, declared a climate and environment emergency. The</i></u> necessity and value of the European Green Deal have only grown in light of the very severe effects of the COVID-19 pandemic on the health and economic well-being of the Union’s citizens.</p> <p>_____</p>	<p>(2) Tackling climate and environmental-related challenges and reaching the objectives of the Paris Agreement are at the core of the Communication on the “European Green Deal”, adopted by the Commission on 11 December 2019<sup>1</sup>. The necessity and value of the European Green Deal have only grown in light of the very severe effects of the COVID-19 pandemic on the health and economic well-being of the Union’s citizens.</p> <p>_____</p> <p>1. Commission Communication - The European Green Deal, COM(2019) 640 final of 11 December 2019.</p>	

		1. Commission Communication - The European Green Deal, COM(2019) 640 final of 11 December 2019.		
Recital 3				
13	(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	(3) <del>(3) The EU aims to set out</del> <del>The European Green Deal combines a comprehensive set of mutually reinforcing measures and initiatives aimed at achieving climate neutrality in the EU</del> by 2050, <del>and sets out</del> a new growth strategy <del>that aims to transform</del> <u>focused on transforming</u> the Union into a fair and prosperous society, with a modern, resource-efficient and competitive economy, <del>where economic growth is decoupled from resource use</del> <u>with vibrant industries, that remain world-leaders in their respective segments, and global innovation drivers, while securing high-paid quality jobs in the Union.</u> 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	(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	



	<p>ethnic background. It must therefore be ensured that the transition is just and inclusive, leaving no one behind.</p>	<p>impacts. <u><i>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.</i></u> At the same time, this transition affects women and men differently and has a particular impact on some disadvantaged <u><i>and vulnerable</i></u> groups, such as older people, persons with disabilities and persons with a minority racial or ethnic background, <u><i>and individuals and households with a low or lower than average income.</i></u> <u><i>In addition, the transition will affect regions of the Union differently, especially structurally disadvantaged, peripheral and outermost regions.</i></u> It must therefore be ensured that the transition is just and inclusive, leaving no one behind.</p>	<p>ethnic background. It must therefore be ensured that the transition is just and inclusive, leaving no one behind.</p>	
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Recital 4				
14	(4) The Union committed to reducing the Union's economy-wide net greenhouse gas emissions by at least 55% by 2030 below 1990 levels in the updated nationally determined contribution submitted to the UNFCCC Secretariat on 17 December 2020.	(4) The Union committed to reducing the Union's economy-wide net greenhouse gas emissions by at least 55% by 2030 below 1990 levels in the updated nationally determined contribution submitted to the UNFCCC Secretariat on 17 December 2020.	(4) The Union committed to reducing the Union's economy-wide net greenhouse gas emissions by at least 55% by 2030 below 1990 levels in the updated nationally determined contribution submitted to the UNFCCC Secretariat on 17 December 2020.	
Recital 5				
15	<p>(5) In Regulation (EU) [--] of the European Parliament and of the Council<sup>1</sup> 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.</p> <p>_____</p> <p>1. Regulation (EU) [.../...] of [...] 2021 of the European Parliament and of the Council establishing the framework for</p>	<p>(5) In Regulation <del>(EU) [–</del> <u>2021/1119</u> of the European Parliament and of the Council<sup>1</sup> the Union has enshrined the target of <del>economy-wide climate neutrality</del> <u>reducing emissions to net zero at the latest</u> by 2050 <u>and the aim to achieve negative emissions thereafter</u> in legislation. That Regulation also establishes a binding <u>domestic</u> Union <del>domestic reduction commitment of intermediate climate target of at least a 55% net greenhouse gas emissions reduction (i.e. emissions after deduction of removals)</del> <u>net</u></p>	<p>(5) In Regulation (EU) [--] of the European Parliament and of the Council<sup>1</sup> 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.</p> <p>_____</p> <p>1. Regulation (EU) [.../...] of [...] 2021 of the European Parliament and of the Council establishing the framework for</p>	

	achieving climate neutrality and amending Regulation (EU) 2018/1999 (European Climate Law), [OJ L, .../... ].	<del>greenhouse gas emissions (emissions after deduction of removals) of at least 55%</del> below 1990 levels by 2030.  1. Regulation (EU) <del>f.../...f of</del> <u>f...f2021/1119 of 30 June</u> 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), <del>fOJ L,</del> <u>...f(OJ L 243, 9.7.2021, p. f 1).</u>	achieving climate neutrality and amending Regulation (EU) 2018/1999 (European Climate Law), [OJ L, .../... ].	
Recital 6				
16	(6) All sectors of the economy are expected to contribute to achieving those emission reductions, including the road transport sector.	(6) All sectors of the economy are expected to contribute to achieving those emission reductions, including the road transport sector. <u>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.</u>	(6) All sectors of the economy are expected to contribute to achieving those emission reductions, including the road transport sector.	

Recital 6a				
16a		<p><u>(6a) It is vital that individual mobility remain accessible and affordable for all, especially for commuters without access to quality public transport or other mobility solutions.</u></p>		
Recital 6b				
16b		<p><u>(6b) At the 2021 UN Climate Change Conference in Glasgow, UK, known as COP26, a commitment was adopted to accelerate the global transition to zero emission vehicles. They also committed to the transition to be just and sustainable, so that no region or community is left behind and highlighted the importance of ensuring a just transition of the workforce and the creation of decent work and quality jobs.</u></p>		

Recital 7				
17	<p>(7) The measures set out in this Regulation are necessary as part of a coherent and consistent framework that is indispensable for achieving the overall objective of the Union to reduce net greenhouse gas emissions.</p>	<p>(7) The measures set out in this Regulation are necessary as part of a coherent and consistent framework that is indispensable for achieving the overall objective of the Union to reduce net greenhouse gas emissions, <u>as well as the Union's dependence on imported fossil fuels, including oil imports that were worth EUR 227.5 billion in 2018 alone, which remains the predominant energy consumed by cars and vans (94 %). While phasing out oil consumption, it is crucial not to shift from one dependency to another. In order to ensure the future viability of the European manufacturing industry and to strengthen the Union's strategic autonomy, it is essential that the Commission works together with Member States and industrial stakeholders to secure the supply chain in the strategic materials and rare earths needed for zero- and low-carbon technologies.</u></p>	<p>(7) The measures set out in this Regulation are necessary as part of a coherent and consistent framework that is indispensable for achieving the overall objective of the Union to reduce net greenhouse gas emissions.</p>	

Recital 7a				
17a		<p><u>(7a) While the review of this Regulation forms part of efforts to meet the environmental objectives of decarbonising road transport in order to combat climate change, it should also take into account the significant industrial and social consequences of that process to ensure employment and accessible mobility for all.</u></p>		
Recital 8				
18	<p>(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 Council<sup>1</sup> 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</p>	<p>(8) In order to achieve a reduction in net greenhouse gas emissions of at least 55 % by 2030 compared to 1990, <u>and to provide a clear pathway towards that target and contribute to the necessary emission reductions before 2030,</u> it is necessary to strengthen the reduction requirements set out in Regulation (EU) 2019/631 of the European Parliament and of the Council<sup>1</sup> for both passenger cars and light commercial vehicles. A clear pathway also needs to be set</p>	<p>(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 Council<sup>1</sup> 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</p>	

	<p>greenhouse gas emission reductions in road transport, higher emission reductions would be needed in other sectors, including sectors where decarbonisation is more challenging.</p> <p>1. 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).</p>	<p>for further reductions beyond 2030 to contribute to achieving the climate neutrality objective by 2050. <u>If that objective is to be met, it will be necessary to reduce emissions in the transport sector by about 90 %, according to the most cost-efficient scenario, whereas, greenhouse gas emissions are currently growing only in the transport sector. In parallel, it is of utmost importance that complementary Union legislative acts, such as Directive (EU) 2018/2001<sup>25a</sup>, ensure a swift deployment of renewable energy so that the Union car fleet can be powered by additional renewable electricity.</u> 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. <u>The digital and green transitions should also address the importance of the social dimension to ensure a mobility accessible for all, including the impact of energy taxation on affordability, the direct and indirect effect of higher energy prices on transport in different Union regions, as well as the industrial consequences to</u></p>	<p>greenhouse gas emission reductions in road transport, higher emission reductions would be needed in other sectors, including sectors where decarbonisation is more challenging.</p> <p>1. 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).</p>	
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		<p><u><i>ensure employment and industry's competitiveness.</i></u></p> <p>1. Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO<sub>2</sub> 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).</p>		
Recital 8a				
18a		<p><u><i>(8a) Recent studies suggest that battery electric vehicles are already competitive with conventional cars in several car segments when considering the total cost of ownership. Increased CO<sub>2</sub> standards for passenger cars and light-commercial vehicles will accelerate the reduction of the total cost of ownership of battery electric vehicles, making them more attractive for all consumer groups across the Union than vehicles equipped with combustion engines. More ambitious CO<sub>2</sub> standards for passenger cars and light-</i></u></p>		



		<u>commercial vehicles for the period from 2025 to 2030 will also accelerate the decarbonisation of the second-hand market in all car segments, with greater benefits for lower- and middle-income consumers.</u>		
Recital 9				
19	(9) The strengthened CO <sub>2</sub> 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 CO <sub>2</sub> 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-	(9) The strengthened CO <sub>2</sub> 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, <u>strengthening energy security and efficiency, and the associated</u> <del>and</del> 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 CO <sub>2</sub> emission reduction standards are technology neutral in reaching the fleet-wide targets that they set. Different technologies are and remain	(9) The strengthened CO <sub>2</sub> 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 CO <sub>2</sub> 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.	available to reach the zero-emission fleet wide target. Zero-emission vehicles currently include battery electric vehicles, fuel-cell and other hydrogen powered vehicles, <del>and</del> <i>while</i> technological innovations are continuing. Zero and low-emission vehicles, which also include well performing plug-in hybrid electric vehicles, <u>as long as accurate and complete data on the emission performance of those types of vehicles is guaranteed</u> , can continue to play a role in the transition pathway.	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.	
Recital 9a				
19a			<b>(9a) Following consultation with stakeholders, the Commission will make a proposal for registering after 2035 vehicles running exclusively on CO2 neutral fuels in conformity with EU law, outside the scope of the fleet standards, and in conformity with the Union's climate neutrality objective.</b>	

Recital 10				
20	(10) Against that background, new strengthened CO <sub>2</sub> emission reduction targets should be set for both new passenger cars and new light commercial vehicles for the period 2030 onwards. Those targets should be set at a level that will deliver a strong signal to accelerate the uptake of zero-emission vehicles on the Union market and to stimulate innovation in zero-emission technologies in a cost-efficient way.	(10) Against that background, new strengthened CO <sub>2</sub> emission reduction targets should be set for both new passenger cars and new light commercial vehicles for the period 2030 onwards. Those targets should be set at a level that will deliver a strong signal to accelerate the uptake of zero-emission vehicles on the Union market and to stimulate innovation in zero-emission technologies in a cost-efficient way.	(10) Against that background, new strengthened CO <sub>2</sub> 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.	
Recital 10a				
20a		<u>(10a) Technological innovation is a pre-requisite for decarbonising mobility in the Union, and should therefore be supported. In the face of increased international competition, the Union and Member States should continue</u>		

		<i><u>their efforts to explore and develop initiatives that promote the synergies in the sector, such as the European Battery Alliance, and support public and private investment in European automotive research and innovation. This should aim to maintain European technological leadership in that sector, to develop industrial excellence in the technologies of the future in the Union and to ensure the long-term sustainability and competitiveness of its industrial base.</u></i>		
Recital 10b				
20b		<i><u>(10b) Certain Member States have declared plans to accelerate the introduction of zero-emission vehicles by setting a phase-out date for CO<sub>2</sub>-emitting new passenger cars and light commercial vehicles placed on the market in their territories prior to the date laid down at Union level. The Commission should identify options in order to facilitate</u></i>		

		<u>Member States' transition to zero-emission light-duty vehicles in line with such plans.</u>		
Recital 10c				
20c		<u>(10c) Clear regulatory signals should allow manufacturers to deliver their investment decisions. The absence of such signals could create a risk that the automotive industry in the Union lose both competitiveness and technological leadership by not investing rapidly as well as market share in the global and home markets.</u>		
Recital 10d				
20d		<u>(10d) Strengthening the social dialogue in the automotive sector is crucial to the process of negotiating and adopting the territorial just transition plans and national social climate plans at</u>		

		<i><u>manufacturer, regional and sectoral levels. It is crucial to ensure the transformation of the labour force in a particular geographical area and in a way that reflects the region's possibilities.</u></i>		
Recital 11				
21	(11) The targets in the revised CO <sub>2</sub> 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	(11) The targets in the revised CO <sub>2</sub> 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, <i><u>while considering the specificities of each Member State,</u></i> as well as the need for up- and re-skilling of workers in the sector and the economic diversification and reconversion of activities <i><u>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.</u></i> Where appropriate,	(11) The targets in the revised CO <sub>2</sub> 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.	financial support should be <del>considered</del> <u>allocated</u> 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 <u>European Regional Development Fund, the Cohesion Fund, the Recovery and Resilience Facility</u> and other instruments of the Multiannual Financial Framework and the Next Generation EU, in line with State aid rules. <u>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.</u> 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.	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.	
Recital 12				
22	(12) The updated New Industrial Strategy <sup>1</sup> foresees the co-creation	(12) The updated New Industrial Strategy <sup>26</sup> foresees the co-creation	(12) The updated New Industrial Strategy <sup>1</sup> foresees the co-creation	

	<p>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</p>	<p>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, <u>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</u>. The pathway should take particular heed of SMEs, <u>including micro-enterprises</u>, in the automotive supply chain, of the consultation of social partners including by Member States, and also build on the <u>Council recommendation on ensuring a fair transition towards climate neutrality and on the</u> 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 <u>and sustainability</u> of zero emission vehicles should also be addressed in the pathway. The <u>role that</u></p>	<p>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</p>	
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	<p>development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, the potential of innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities. The progress report will also build on the two-year progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for affordable climate neutral mobility. The Commission should therefore keep track of progress in the state of innovation in the sector as part of its progress report.</p> <p>_____</p> <p>1. Commission Communication - Updating</p>	<p><u>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<sup>26a</sup> to ensure its alignment with the objectives of Regulation 2019/631.</u> The progress made on this comprehensive transition pathway for the mobility ecosystem should be monitored every <del>two years</del> <u>year</u> 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 <u>and their energy consumption, impacts on consumers,</u> deployment of alternative fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, <u>development of the share of renewable energy as required under the Directive (EU) 2018/2001 of the European Parliament and of the Council<sup>26b</sup>,</u> 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</p>	<p>development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, the potential of innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities. The progress report will also build on the two-year progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture, if further developed, could offer prospects for affordable climate neutral mobility. The Commission should therefore keep track of progress in the state of innovation in the sector as part of its progress report.</p> <p>_____</p> <p>1. Commission Communication - Updating</p>	
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	<p>the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021</p>	<p>reconversion of activities <u>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</u>. The progress report will also build on the two-year progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. <u>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</u>. Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture <u>and hydrogen cars with onboard hydrogen storage system technology</u>, if further developed, could offer prospects for affordable climate neutral mobility. The Commission should therefore keep track of progress in the state of</p>	<p>the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021</p>	
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		<p>innovation in the sector as part of its progress report.</p> <p>_____</p> <p><del><i>1. 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</i></del></p> <p><u><i>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</i></u></p> <p><u><i>26a. 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).</i></u></p> <p><u><i>26b. Directive (EU) 2018/2001 of the European Parliament and of the Council of 11 December 2018 on the promotion of the use of energy from renewable sources (OJ L 328 21.12.2018, p. 82).</i></u></p>		
Recital 12a				
22a		<p><u><i>(12a) Although this Regulation only applies to new passenger cars and new light commercial vehicles, it is important to include</i></u></p>		

		<p><i>it in a more comprehensive Union-wide action plan to decarbonise the existing fleet in order to protect the environment and health of citizens in all Member States. The current fleet will remain a factor that contributes to environmental underperformance for an extended period into the future owing to the slow pace of fleet renewal. Moreover, the existing market of second hand polluting vehicles in Central and Eastern Europe creates the risk of shifting the pollution to less economically developed regions in the Union. Reaching the ambitious climate targets in 2050 should go hand in hand with the right of all Union citizens to cleaner air. To speed up the reduction of emissions from the existing fleet, it is of the utmost importance that the Commission put forward legislative measures without delay to establish a framework that is favourable to retrofitting and to promote use of currently available lowering CO<sub>2</sub> emission technologies, such as low-carbon fuels or lights which consume less energy, to accelerate the modal shift for freight and passengers, to encourage more environmentally</i></p>		
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		<u>friendly transport habits, such as carpooling, soft mobility and public transport in cities, and to address the possible risk of automotive carbon leakage within the Union.</u>		
Recital 12b				
22b		<p><u>(12b) To ensure alignment with the new Union's climate target for 2030, as well as with the strengthened CO<sub>2</sub> standards, an update of Directive 2009/33/EC of the European Parliament and of the Council<sup>1a</sup> should be put forward, including the possibility of extending its scope to include vehicles owned or leased by a private company of a certain fleet size, with the purpose of promoting to increase demand for zero-emission vehicles.</u></p> <p><u>Considering that vehicles from corporate fleets enter the private market faster, it would allow for a faster establishment of a second-hand market for zero-emission vehicles, which will be especially important for regions where the transition will prove more difficult, as well as it would contribute for faster price parity with conventional vehicles across</u></p>		

		<p><u>the Union.</u></p> <p>_____</p> <p><u>1a. Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean road transport vehicles in support of low-emission mobility (OJ L 120 15.5.2009, p. 5).</u></p>		
Recital 13				
23	<p>(13) Those EU fleet-wide targets are to be complemented by the necessary roll-out of recharging and refuelling infrastructure as set out in Directive 2014/94/EU of the European Parliament and of the Council<sup>1</sup>.</p> <p>_____</p> <p>1. 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).</p>	<p>(13) Those EU fleet-wide targets <del>are to</del><u>should</u> be complemented by the necessary roll-out of recharging and refuelling infrastructure, <u>which is crucial to meet 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<sup>27</sup>, the strengthened CO<sub>2</sub> emission 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</u></p>	<p>(13) Those EU fleet-wide targets are to be complemented by the necessary roll-out of recharging and refuelling infrastructure as set out in Directive 2014/94/EU of the European Parliament and of the Council<sup>1</sup>.</p> <p>_____</p> <p>1. 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).</p>	

		<p><u>ambitious targets for the deployment of private charging points in buildings</u> <del>as set out</del> in Directive <del>2014/94/EU</del> <u>2010/31/EU</u> of the European Parliament and of the Council <sup>127a</sup>. <u>In that context, it is vital that investment in the necessary infrastructure deployment is continued and increased.</u></p> <p>_____</p> <p><u>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).</u></p> <p><del>1. 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).</del></p> <p><u>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).</u></p>		
Recital 13a				
23a				

		<u>(13a) Whereas there are more than one billion fossil fuel vehicles globally, responsible for more than 30 % of global CO<sub>2</sub> emissions, the conversion of thermal vehicles to electric is a complementary solution to the offering of traditional manufacturers, making it possible to accelerate the ecological transition while relying on the circular economy;</u>		
Recital 14				
24	(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.	(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, <u>which supports their competitiveness and prepares the ground for further innovations, while considering the need to provide a clear trajectory for the roll-out of those vehicles, ensuring the contribution of the road transport sector to the Union's 2030 climate target</u> <del>and it is therefore appropriate to maintain the approach of</del>	(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.	



		<del>decreasing target levels in five-year steps.</del>		
Recital 15				
25	(15) With the stricter EU fleet-wide targets from 2030 onwards, manufacturers will have to deploy significantly more zero-emission vehicles on the Union 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 CO <sub>2</sub> /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	(15) With the stricter EU fleet-wide targets <del>from 2030 onwards</del> , manufacturers will have to deploy significantly more zero-emission vehicles on the Union 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 <del>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 CO<sub>2</sub>/km, including battery electric vehicles, fuel-cell electric vehicles using hydrogen and well performing plug-in hybrid electric vehicles. After that date,</del> Plug-in hybrid electric vehicles continue to	(15) With the stricter EU fleet-wide targets from 2030 onwards, manufacturers will have to deploy significantly more zero-emission vehicles on the Union 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 CO <sub>2</sub> /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.	count against the fleet-wide targets that vehicle manufacturers must meet.	count against the fleet-wide targets that vehicle manufacturers must meet.	
Recital 15a				
25a		<p><u>(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.</u></p>		
Recital 15b				
25b		<p><u>(15b) Supporting both</u></p>		

		<p><i><u>technological and social innovation is an important element of encouraging a faster transition towards zero-emission mobility. Important funding is already available for innovation in the mobility ecosystem through different Union funding instruments, in particular Horizon Europe, InvestEU, the Regional Development Fund, the Cohesion Fund, the Innovation Fund, and the Recovery and Resilience Facility. While ambitious annual CO<sub>2</sub> emission reduction targets are expected to spur innovation in the automotive supply chain, the primary objective of this Regulation is to deliver real, effective and verifiable CO<sub>2</sub> emission reduction.</u></i></p>		
Recital 16				
26	<p>(16) The implementation of the CO<sub>2</sub> emission standards is strongly linked to that of the type approval legislation. Following the repeal and replacement of Directive 2007/46/EC of the European Parliament and of the Council<sup>1</sup> on 1 September 2020 by Regulation</p>	<p>(16) The implementation of the CO<sub>2</sub> emission standards is strongly linked to that of the type approval legislation. Following the repeal and replacement of Directive 2007/46/EC of the European Parliament and of the Council<sup>1</sup> on 1 September 2020 by Regulation</p>	<p>(16) The implementation of the CO<sub>2</sub> emission standards is strongly linked to that of the type approval legislation. Following the repeal and replacement of Directive 2007/46/EC of the European Parliament and of the Council<sup>1</sup> on 1 September 2020 by Regulation</p>	

	<p>(EU) 2018/858 of the European Parliament and of the Council<sup>2</sup>, it is appropriate, in order to ensure continued consistency between the two sets of instruments, to further align the definitions and to update references in Regulation (EU) 2019/631 to the type approval framework legislation.</p> <hr/> <p>1. Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (OJ L 263, 9.10.2007, p.1).</p> <p>2. Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1).</p>	<p>(EU) 2018/858 of the European Parliament and of the Council<sup>2</sup>, it is appropriate, in order to ensure continued consistency between the two sets of instruments, to further align the definitions and to update references in Regulation (EU) 2019/631 to the type approval framework legislation.</p> <hr/> <p>1. Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (OJ L 263, 9.10.2007, p.1).</p> <p>2. Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1).</p>	<p>(EU) 2018/858 of the European Parliament and of the Council<sup>2</sup>, it is appropriate, in order to ensure continued consistency between the two sets of instruments, to further align the definitions and to update references in Regulation (EU) 2019/631 to the type approval framework legislation.</p> <hr/> <p>1. Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (OJ L 263, 9.10.2007, p.1).</p> <p>2. Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1).</p>	
Recital 16a				

26a		<p><u>(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<sup>1a</sup>, 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</u></p>		
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		<p><u>remains representative of real emissions.</u></p> <p>_____</p> <p><u>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).</u></p>		
Recital 17				
27	(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	(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	(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 CO <sub>2</sub> /km.	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 CO <sub>2</sub> /km.	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 CO <sub>2</sub> /km.	
Recital 18				
28	(18) In order to ensure a fair distribution of the reduction effort, the two limit value curves for lighter and heavier light commercial vehicles should be adjusted to reflect the strengthened CO <sub>2</sub> reduction targets.	(18) <del>In order to ensure a fair distribution of the reduction effort, the two limit value curves for lighter and heavier light commercial vehicles should be adjusted to reflect the strengthened CO<sub>2</sub> reduction targets.</del> <u>deleted</u>	(18) <del>In order to ensure a fair distribution of the reduction effort, the two limit value curves for lighter and heavier light commercial vehicles should be adjusted to reflect the strengthened CO<sub>2</sub> reduction targets.</del> [...]	
Recital 19				
29	(19) The values used for the calculation of the specific emission targets and the average specific	(19) The values used for the calculation of the specific emission targets and the average specific	(19) The values used for the calculation of the specific emission targets and the average specific	

	emissions of a manufacturer are based on data recorded in the type approval documentation and in the certificates of conformity of the vehicles concerned. It is essential for ensuring the effectiveness of the CO <sub>2</sub> emission standards that the data used for these purposes is correct. If nevertheless errors are identified in the data, it may not be possible, based on the type approval legislation to correct the type approval documentation or the certificates of conformity that have already been issued, where the data refers to type approvals that have ceased to be valid. In such situations, the Commission should have the power to request that the relevant type approval authorities, or where applicable, manufacturers, issue a statement of correction on the basis of which the values used for determining manufacturers' performance in meeting their targets can be corrected.	emissions of a manufacturer are based on data recorded in the type approval documentation and in the certificates of conformity of the vehicles concerned. It is essential for ensuring the effectiveness of the CO <sub>2</sub> emission standards that the data used for these purposes is correct. If nevertheless errors are identified in the data, it may not be possible, based on the type approval legislation to correct the type approval documentation or the certificates of conformity that have already been issued, where the data refers to type approvals that have ceased to be valid. In such situations, the Commission should have the power to request that the relevant type approval authorities, or where applicable, manufacturers, issue a statement of correction on the basis of which the values used for determining manufacturers' performance in meeting their targets can be corrected.	emissions of a manufacturer are based on data recorded in the type approval documentation and in the certificates of conformity of the vehicles concerned. It is essential for ensuring the effectiveness of the CO <sub>2</sub> emission standards that the data used for these purposes is correct. If nevertheless errors are identified in the data, it may not be possible, based on the type approval legislation to correct the type approval documentation or the certificates of conformity that have already been issued, where the data refers to type approvals that have ceased to be valid. In such situations, the Commission should have the power to request that the relevant type approval authorities, or where applicable, manufacturers, issue a statement of correction on the basis of which the values used for determining manufacturers' performance in meeting their targets can be corrected.	
Recital 20				
30	(20) The reporting of data from vehicles of categories M <sub>2</sub> (buses)	(20) The reporting of data from vehicles of categories M <sub>2</sub> (buses)	(20) The reporting of data from vehicles of categories M <sub>2</sub> (buses)	



	<p>and N<sub>2</sub> (medium-sized lorries) falls within the scope of Regulation (EU) 2018/956 of the European Parliament and of the Council<sup>1</sup> and it is therefore appropriate to remove this requirement from Regulation (EU) 2019/631.</p> <p>_____</p> <p>1. Regulation (EU) 2018/956 of the European Parliament and of the Council of 28 June 2018 on the monitoring and reporting of CO<sub>2</sub> emissions from and fuel consumption of new heavy-duty vehicles (OJ L 173, 9.7.2018, p. 1).</p>	<p>and N<sub>2</sub> (medium-sized lorries) falls within the scope of Regulation (EU) 2018/956 of the European Parliament and of the Council<sup>1</sup> and it is therefore appropriate to remove this requirement from Regulation (EU) 2019/631.</p> <p>_____</p> <p>1. Regulation (EU) 2018/956 of the European Parliament and of the Council of 28 June 2018 on the monitoring and reporting of CO<sub>2</sub> emissions from and fuel consumption of new heavy-duty vehicles (OJ L 173, 9.7.2018, p. 1).</p>	<p>and N<sub>2</sub> (medium-sized lorries) falls within the scope of Regulation (EU) 2018/956 of the European Parliament and of the Council<sup>1</sup> and it is therefore appropriate to remove this requirement from Regulation (EU) 2019/631.</p> <p>_____</p> <p>1. Regulation (EU) 2018/956 of the European Parliament and of the Council of 28 June 2018 on the monitoring and reporting of CO<sub>2</sub> emissions from and fuel consumption of new heavy-duty vehicles (OJ L 173, 9.7.2018, p. 1).</p>	
Recital 21				
31	<p>(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</p>	<p>(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</p>	<p>(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</p>	

	vehicles newly registered in a calendar year to apply for a derogation from their specific emission targets should cease from 2030 onwards.	vehicles newly registered in a calendar year to apply for a derogation from their specific emission targets should cease from <del>2030</del> <u>2036</u> onwards.	vehicles newly registered in a calendar year to apply for a derogation from their specific emission targets should cease from <del>2030</del> [...] <b>2036</b> onwards.	
Recital 22				
32	(22) In order to ensure legal clarity and consistency with current practice, it is appropriate to clarify that the adjustments of the $M_0$ and $TM_0$ values should be done by way of amendments to Annex I to Regulation (EU) 2019/631 instead of providing for an act supplementing that Regulation.	(22) In order to ensure legal clarity and consistency with current practice, it is appropriate to clarify that the adjustments of the $M_0$ and $TM_0$ values should be done by way of amendments to Annex I to Regulation (EU) 2019/631 instead of providing for an act supplementing that Regulation.	(22) In order to ensure legal clarity and consistency with current practice, it is appropriate to clarify that the adjustments of the $M_0$ and $TM_0$ values should be done by way of amendments to Annex I to Regulation (EU) 2019/631 instead of providing for an act supplementing that Regulation.	
Recital 23				
33	(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,	(23) The progress made under Regulation (EU) 2019/631 towards achieving the reduction objectives set for 2030 and beyond should be reviewed in <del>2026</del> <u>2027</u> . For this	(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.	review, all aspects considered in the <del>two</del> yearly reporting should be considered.	all aspects considered in the two yearly reporting should be considered.	
Recital 23a				
33a		<p><u>(23a) It is important to assess the full life-cycle emissions of 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 CO<sub>2</sub> 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 CO<sub>2</sub> emissions but also taking into</u></p>		

		<u>account overall environmental footprints.</u>		
Recital 23a				
33b			(23a) Recognising that several Member States have national targets for phasing-out fossil-fueled light duty vehicles before 2035, the Commission should consider the need for additional measures to facilitate that transition.	
Recital 24				
34	(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	(24) The <del>possibility to assign the</del> <u>allocation of</u> revenue from the excess emission premiums <del>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</del>	(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.	<del>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</del> <u>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, 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.</u>	to be considered as revenue for the general budget of the Union in accordance with Article 8(4) of Regulation (EU) 2019/631.	
Recital 25				
35	(25) In order to ensure that the calculation of the specific emission targets for manufacturers responsible for the CO <sub>2</sub> emissions	(25) In order to ensure that the calculation of the specific emission targets for manufacturers responsible for the CO <sub>2</sub> emissions	(25) In order to ensure that the calculation of the specific emission targets for manufacturers responsible for the CO <sub>2</sub> emissions	

	<p>of multi-stage light commercial vehicles can be adjusted to take into account changes in procedure for determining the CO<sub>2</sub> emissions and mass of such vehicles, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amending, where necessary, the calculation formulae set out in Part B of Annex I to Regulation (EU) 2019/631. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.</p>	<p>of multi-stage light commercial vehicles can be adjusted to take into account changes in procedure for determining the CO<sub>2</sub> emissions and mass of such vehicles, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amending, where necessary, the calculation formulae set out in Part B of Annex I to Regulation (EU) 2019/631. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.</p>	<p>of multi-stage light commercial vehicles can be adjusted to take into account changes in procedure for determining the CO<sub>2</sub> emissions and mass of such vehicles, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amending, where necessary, the calculation formulae set out in Part B of Annex I to Regulation (EU) 2019/631. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.</p>	
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Recital 26				
36	(26) Regulation (EU) 2019/631 should therefore be amended accordingly,	(26) Regulation (EU) 2019/631 should therefore be amended accordingly,	(26) Regulation (EU) 2019/631 should therefore be amended accordingly,	
37	HAVE ADOPTED THIS REGULATION:	HAVE ADOPTED THIS REGULATION:	HAVE ADOPTED THIS REGULATION:	
Article 1				
38	Article 1	Article 1	Article 1	
Article 1, first paragraph, introductory part				
39	Regulation (EU) 2019/631 is	Regulation (EU) 2019/631 is	Regulation (EU) 2019/631 is	

	amended as follows:	amended as follows:	amended as follows:	
Article 1, first paragraph, point (1), introductory part				
40	<b>(1) Article 1 is amended as follows:</b>	<b>(1) Article 1 is amended as follows:</b>	<b>(1) Article 1 is amended as follows:</b>	
Article 1, first paragraph, point (1)(-a)				
40a		<p><u><i>(-a) paragraph 4 point (a) is replaced by the following:</i></u></p> <p><u><i>"(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 as set in Regulation (EU) 2019/631</i></u></p>		



		<u>to respect production cycles;"</u>		
		Amends present text		
Article 1, first paragraph, point (1)(-b)				
40b		<u>(-b) paragraph 4 point (b) is replaced by the following</u>  <u>"(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 B of Annex I as set in Regulation (EU) 2019/631."</u>		
		Amends present text		
Article 1, first paragraph, point (1)(a), introductory part				
41	(a) paragraph 5 is amended as follows:	(a) paragraph 5 is amended as follows:	(a) paragraph 5 is amended as follows:	

Article 1, first paragraph, point (1)(a)(i)				
42	(i) in point (a), the figure “37,5 %” is replaced by ‘55 %’,	(i) in point (a), the figure “37,5 %” is replaced by ‘55 %’,	(i) in point (a), the figure “37,5 %” is replaced by ‘55 %’,	
Article 1, first paragraph, point (1)(a)(ii)				
43	(ii) in point (b), the figure “31 %” is replaced by ‘50 %’,	(ii) in point (b), the figure “31 %” is replaced by ‘50 %’,	(ii) in point (b), the figure “31 %” is replaced by ‘50 %’,	
Article 1, first paragraph, point (1)(b), introductory part				
44	(b) the following paragraph 5a is inserted:	(b) the following paragraph 5a is inserted:	(b) the following paragraph 5a is inserted:	

Article 1, first paragraph, point (1)(b), amending provision, first paragraph, introductory part				
45	‘ 5a. From 1 January 2035, the following EU fleet-wide targets shall apply:	5a. From 1 January 2035, the following EU fleet-wide targets shall apply:	‘ 5a. From 1 January 2035, the following EU fleet-wide targets shall apply:	
Article 1, first paragraph, point (1)(b), amending provision, first paragraph(a)				
46	(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;	(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;	(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;	
Article 1, first paragraph, point (1)(b), amending provision, first paragraph(b)				

47	(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.	(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.	(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.	
Article 1, first paragraph, point (1)(c)				
48	(c) in paragraph 6, the words “From 1 January 2025,” are replaced by ‘From 1 January 2025 to 31 December 2029,’	(c) <del>in</del> paragraph 6, <del>the words “From 1 January 2025,” are replaced by ‘From 1 January 2025 to 31 December 2029,’</del> <u>is deleted</u>	(c) in paragraph 6, the words “From 1 January 2025,” are replaced by ‘From 1 January 2025 to 31 December 2029,’	
Article 1, first paragraph, point (1)(d)				
49				

	(d) paragraph 7 is deleted;	(d) paragraph 7 is deleted;	(d) paragraph 7 is deleted;	
Article 1, first paragraph, point (2), introductory part				
50	<b>(2) Article 2 is amended as follows:</b>	<b>(2) Article 2 is amended as follows:</b>	<b>(2) Article 2 is amended as follows:</b>	
Article 1, first paragraph, point (2)(a), introductory part				
51	(a) paragraph 1 is amended as follows:	(a) paragraph 1 is amended as follows:	(a) paragraph 1 is amended as follows:	
Article 1, first paragraph, point (2)(a)(a)				
52	(a) in point (a) the reference to 'Annex II to Directive	(a) in point (a) the reference to 'Annex II to Directive	(a) in point (a) the reference to 'Annex II to Directive	

	2007/46/EC' is replaced by 'Article 4(1), point (a)(i), of Regulation (EU) 2018/858',	2007/46/EC' is replaced by 'Article 4(1), point (a)(i), of Regulation (EU) 2018/858',	2007/46/EC' is replaced by 'Article 4(1), point (a)(i), of Regulation (EU) 2018/858',	
Article 1, first paragraph, point (2)(a)(b), introductory part				
53	(b) point (b) is replaced by the following:	(b) point (b) is replaced by the following:	(b) point (b) is replaced by the following:	
Article 1, first paragraph, point (2)(a)(b), amending provision, first paragraph				
54	(b) category N <sub>1</sub> as defined in Article 4(1), point (b)(i), of Regulation (EU) 2018/858 and falling within the scope of Regulation (EC) No 715/2007 ('light commercial vehicles'), which are registered in the Union for the first time and which have not previously been registered outside the Union ('new light	(b) category N <sub>1</sub> as defined in Article 4(1), point (b)(i), of Regulation (EU) 2018/858 and falling within the scope of Regulation (EC) No 715/2007 ('light commercial vehicles'), which are registered in the Union for the first time and which have not previously been registered outside the Union ('new light commercial vehicles'); in the case of zero-emission vehicles of	(b) category N <sub>1</sub> as defined in Article 4(1), point (b)(i), of Regulation (EU) 2018/858 and falling within the scope of Regulation (EC) No 715/2007 ('light commercial vehicles'), which are registered in the Union for the first time and which have not previously been registered outside the Union ('new light	

	commercial vehicles’); in the case of zero-emission vehicles of category N with a reference mass exceeding 2 610 kg or 2 840 kg, as the case may be, 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 excess reference mass is due only to the mass of the energy storage system.’,	category N with a reference mass exceeding 2 610 kg or 2 840 kg, as the case may be, 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 excess reference mass is due only to the mass of the energy storage system.’,	commercial vehicles’); in the case of zero-emission vehicles of category N with a reference mass exceeding 2 610 kg or 2 840 kg, as the case may be, 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 excess reference mass is due only to the mass of the energy storage system.’,	
Article 1, first paragraph, point (2)(b)				
55	(b) in paragraph 3, the reference to “point 5 of Part A of Annex II to Directive 2007/46/EC” is replaced by a reference to ‘ Part A, point 5, of Annex I to Regulation (EU) 2018/858’;	(b) in paragraph 3, the reference to “point 5 of Part A of Annex II to Directive 2007/46/EC” is replaced by a reference to ‘ Part A, point 5, of Annex I to Regulation (EU) 2018/858’;	(b) in paragraph 3, the reference to “point 5 of Part A of Annex II to Directive 2007/46/EC” is replaced by a reference to ‘ Part A, point 5, of Annex I to Regulation (EU) 2018/858’;	

Article 1, first paragraph, point (3), introductory part				
56	<b>(3) in Article 3, paragraph 1 is amended as follows:</b>	<b>(3) in Article 3, paragraph 1 is amended as follows:</b>	<b>(3) in Article 3, paragraph 1 is amended as follows:</b>	
Article 1, first paragraph, point (3)(a), introductory part				
57	(a) the introductory sentence is replaced by the following:	(a) the introductory sentence is replaced by the following:	(a) the introductory sentence is replaced by the following:	
Article 1, first paragraph, point (3)(a), amending provision, first paragraph				
58	For the purposes of this Regulation, the definitions in Regulation (EU) 2018/858 shall apply. The following definitions shall also apply:’,	For the purposes of this Regulation, the definitions in Regulation (EU) 2018/858 shall apply. The following definitions shall also apply:’,	For the purposes of this Regulation, the definitions in Regulation (EU) 2018/858 shall apply. The following definitions shall also apply:’,	



Article 1, first paragraph, point (3)(aa)				
58a		<p><u>(aa) the following point is inserted:</u></p> <p><u>‘(aa) ‘plug-in hybrid electric vehicle’ or ‘PHEV’ means a vehicle powered by a combination of an electric motor with a rechargeable battery and an internal combustion engine, which may operate together or separately.’</u></p>		
Article 1, first paragraph, point (3)(b)				
59	(b) points (b) to (g) and points (i) and (n) are deleted;	(b) points (b) to (g) and points (i) and (n) are deleted;	(b) points (b) to (g) and points (i) and (n) are deleted;	
Article 1, first paragraph, point (3)(ba)				
59a		<u>(ba) the following point is</u>		

		<u>inserted:</u>  <u>'(ba) corporate vehicle' means a vehicle owned or leased by a private company, as defined under Council Regulation (EC) No 2157/2001<sup>1a</sup> and used for business purposes.</u>  <u>1a. Council Regulation (EC) No 2157/2001 of 8 October 2001 on the Statute for a European company (SE) (OJ L 294, 10.11.2001, p.1).</u>		
Article 1, first paragraph, point (4), introductory part				
60	<b>(4) in Article 4(1), the following subparagraph is added:</b>	<b>(4) in Article 4(1), the following subparagraph is added:</b>	<b>(4) in Article 4(1), the following subparagraph is added:</b>	
Article 1, first paragraph, point (4), amending provision, first paragraph				
61	‘	For the purposes of point (c),	‘	

	For the purposes of point (c), where the specific emission target determined in accordance with Part A, point 6.3., of Annex I or Part B, point 6.3., of Annex I is negative, the specific emission target shall be 0 g/km.;	where the specific emission target determined in accordance with Part A, point 6.3., of Annex I or Part B, point 6.3., of Annex I is negative, the specific emission target shall be 0 g/km.;	For the purposes of point (c), where the specific emission target determined in accordance with Part A, point 6.3., of Annex I or Part B, point 6.3., of Annex I is negative, the specific emission target shall be 0 g/km.;	
Article 1, first paragraph, point (5), introductory part				
62	<b>(5) Article 7 is amended as follows:</b>	<b>(5) Article 7 is amended as follows:</b>	<b>(5) Article 7 is amended as follows:</b>	
Article 1, first paragraph, point (5)(a), introductory part				
63	(a) the following paragraph 6a is inserted:	(a) the following paragraph 6a is inserted:	(a) the following paragraph 6a is inserted:	
Article 1, first paragraph, point (5)(a), amending provision, first paragraph				
64	‘ 6a. Where the Commission finds	6a. Where the Commission finds that the provisional data submitted by Member States in accordance	‘ 6a. Where the Commission finds	

	that the provisional data submitted by Member States in accordance with paragraph 2, or the data notified by the manufacturers in accordance with paragraph 5, is based on incorrect data in the type approval documentation or in the certificates of conformity, the Commission shall inform the type approval authority or, where applicable, the manufacturer and request the type approval authority or, where applicable, the manufacturer to issue a statement of correction specifying the corrected data. The statement of correction shall be transmitted to the Commission and the corrected data shall be used to amend the provisional calculations under paragraph 4.’,	with paragraph 2, or the data notified by the manufacturers in accordance with paragraph 5, is based on incorrect data in the type approval documentation or in the certificates of conformity, the Commission shall inform the type approval authority or, where applicable, the manufacturer and request the type approval authority or, where applicable, the manufacturer to issue a statement of correction specifying the corrected data. The statement of correction shall be transmitted to the Commission and the corrected data shall be used to amend the provisional calculations under paragraph 4.’,	that the provisional data submitted by Member States in accordance with paragraph 2, or the data notified by the manufacturers in accordance with paragraph 5, is based on incorrect data in the type approval documentation or in the certificates of conformity, the Commission shall inform the type approval authority or, where applicable, the manufacturer and request the type approval authority or, where applicable, the manufacturer to issue a statement of correction specifying the corrected data. The statement of correction shall be transmitted to the Commission and the corrected data shall be used to amend the provisional calculations under paragraph 4.’,	
Article 1, first paragraph, point (5)(aa)				
64a		<p><u>(aa) paragraph 10 is replaced by the following:</u></p> <p><u>10. The Commission shall no</u></p>		

		<p><u>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 CO<sub>2</sub> 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 CO<sub>2</sub> 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.</u></p> <p>Amends present text</p>		
Article 1, first paragraph, point (5)(ab)				
64b		<p><u>(ab) the following paragraph 10a is inserted:</u></p> <p><u>‘10a. From 1 January 2024, manufacturers may, on a</u></p>		

		<u>voluntary basis, submit the life cycle CO<sub>2</sub> emissions data for passenger cars and light commercial vehicles on the Union market referred to in paragraph 10 of this Article to the competent authorities referred to in paragraph 6 of this Article and to the Member States, which shall then submit them to the Commission in accordance with paragraph 2 of this Article. From 1 January 2028, that data shall be incorporated into the information listed in Part A of Annexes II and III;'</u>		
Article 1, first paragraph, point (5)(b)				
65	(b) paragraph 11 is deleted;	(b) paragraph 11 is deleted;	(b) paragraph 11 is deleted;	
Article 1, first paragraph, point (5)(ba)				
65a		<u>(ba) In Article 8, paragraph 4 is replaced by the following:</u>		

		<p><u>4. The amounts of the excess emissions premium shall be considered as revenue for the general budget of the Union.</u></p> <p><u>By 31 December 2023, the Commission shall present a report setting out in detail 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.</u></p>		
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		<p><u>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.</u></p> <p>Amends present text</p>		
Article 1, first paragraph, point (6), introductory part				
66	(6) in Article 10(2), the first sentence is replaced by the following:	(6) in Article 10(2), the first sentence is replaced by the following:	(6) in Article 10(2), the first sentence is replaced by the following:	
Article 1, first paragraph, point (6), amending provision, first subparagraph				
67				



	"  ‘A derogation applied for under paragraph 1 may be granted from the specific emission targets applicable until and including calendar year 2029.’;  "	‘A derogation applied for under paragraph 1 may be granted from the specific emission targets applicable until and including calendar year <del>2029</del> <u>2035</u> .’;  "	"  -‘A derogation applied for under paragraph 1 may be granted from the specific emission targets applicable until and including calendar year <del>2029</del> .’; [...] <b>2035</b> .’;  "	
Article 1, first paragraph, point (6), amending provision, first subparagraph a				
67a		<p><u>Article 10, paragraph 4, is replaced by the following:</u></p> <p><u>"4. An application for a derogation from the specific emissions target calculated in accordance with points 1 to 4 and 6.3 of Part A of Annex I may be made for the years until 2028 included by a manufacturer which is responsible, together with all of its connected undertakings, for between 10 000 and 300 000 new passenger cars registered in the Union per calendar year."</u></p> <p>Amends present text</p>		

Article 1, first paragraph, point (6), amending provision, first subparagraph b				
67b		<p><u>(6 b) In Article 11, paragraph 1 is replaced by the following:</u></p> <p><u>1. Upon application by a supplier or a manufacturer, CO<sub>2</sub> savings achieved through the use of innovative technologies or a combination of innovative technologies ('innovative technology packages') shall be considered.</u></p> <p><u>Such technologies shall be taken into consideration only if the methodology used to assess them is capable of producing verifiable, repeatable and comparable results.</u></p> <p><u>The total contribution of those technologies to reducing the average specific emissions of CO<sub>2</sub> of a manufacturer may be up to 7 g CO<sub>2</sub>/km until 2024;</u></p> <p><u>- 5 g CO<sub>2</sub>/km from 2025 ;</u></p>		

		<p><u>- 4 g CO<sub>2</sub>/km from 2027;</u></p> <p><u>- 2 g CO<sub>2</sub>/km from 2030 until and including 2034.</u></p> <p><u>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 of that cap in relation to the average specific emissions of CO<sub>2</sub> of manufacturers.</u></p> <p>Amends present text</p>		
Article 1, first paragraph, point (6), amending provision, first subparagraph c				
67c		<p><u>(6c) the following Article is inserted:</u></p>		

		<p><u>Article 11a</u></p> <p><u>Ecodesign</u></p> <p><u>In order to ensure that the transition towards zero-emission mobility fully contributes to the Union's energy efficiency and circular economy objectives, the Commission shall by 31 December 2023 make proposals, as appropriate, concerning the setting of minimum ecodesign requirements for all new passenger cars and light commercial vehicles, including energy efficiency, durability and repairability requirements for essential parts such as lights, electronic components and batteries, minimum requirements for the recovery of metals, plastics and critical raw materials, taking into account the principles applied to other energy-related products under Directive 2009/125/EC of the European Parliament and of the Council<sup>1a</sup>.</u></p> <p><u>1a. Directive 2009/125/EC of the European Parliament and of the Council of 21 October 2009 establishing a framework for the setting of ecodesign</u></p>		
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		<a href="#"><u>requirements for energy-related products (OJ L 285, 31.10.2009, p. 10).</u></a>		
Article 1, first paragraph, point (6), amending provision, first subparagraph d				
67d		<p><a href="#"><u>(6d) In Article 12, paragraph 3 is replaced by the following:</u></a></p> <p><a href="#"><u>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<sup>1b</sup> may be used to ensure that the vehicle CO<sub>2</sub> 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.</u></a></p> <p><a href="#"><u>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,</u></a></p>		

		<p><u>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 CO<sub>2</sub> using real-world data collected pursuant to Commission Implementing Regulation (EU) 2021/392.</u></p> <p><u>In addition, the Commission shall in particular assess the use of fuel and energy consumption data referred to in paragraph 1 of this Article 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.</u></p> <p>_____</p> <p><u>Ib. Commission Implementing Regulation (EU) 2021/392 of 4 March 2021 on the monitoring and reporting of data relating to CO<sub>2</sub> emissions from passenger cars and light commercial vehicles pursuant to Regulation (EU) 2019/631 of the European Parliament and of the Council</u></p>		
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		<p><u>and repealing Commission Implementing Regulations (EU) No 1014/2010, (EU) No 293/2012, (EU) 2017/1152 and (EU) 2017/1153 (OJ L 77, 5.3.2021, p. 8).</u></p> <p>Amends present text</p>		
Article 1, first paragraph, point (6), amending provision, first subparagraph e				
67e		<p><u>(6e) In Article 12, the following paragraph is added:</u></p> <p><u>"4a. By 31 December 2023, the Commission shall adopt delegated acts in accordance with Article 17 in order to supplement this Regulation by establishing a methodology for measuring and comparing the efficiency of zero and low emission vehicles based on the amount of electricity needed to drive 100 kilometres. That methodology shall in particular consider the implications of the electricity used on the amount of resources that are required by internal energy storage batteries of such vehicles.</u></p> <p><u>No later than 31 December 2024, the Commission shall</u></p>		

		<u><i>present a legislative proposal to the European Parliament and the Council to set minimum energy efficiency thresholds for new zero-emission passenger cars and light commercial vehicles placed on the Union market.'</i></u>		
Article 1, first paragraph, point (7), introductory part				
68	<b>(7) in Article 13(3), the following second sentence is added:</b>	<b>(7) in Article 13(3), the following second sentence is added:</b>	<b>(7) in Article 13(3), the following second sentence is added:</b>	
Article 1, first paragraph, point (7), amending provision, first paragraph				
69	‘ Where the data in the type approval documentation may not be corrected under Regulation (EU) 2018/858, the responsible type-approval authority shall issue a statement of correction with the corrected data and transmit that statement to the Commission and	Where the data in the type approval documentation may not be corrected under Regulation (EU) 2018/858, the responsible type-approval authority shall issue a statement of correction with the corrected data and transmit that statement to the Commission and the parties concerned.;	‘ Where the data in the type approval documentation may not be corrected under Regulation (EU) 2018/858, the responsible type-approval authority shall issue a statement of correction with the corrected data and transmit that statement to the Commission and	



	the parties concerned.;		the parties concerned.;	
Article 1, first paragraph, point (8)				
70	(8) in Article 14(2), the words ‘supplement this Regulation by establishing the measures referred to in’ is replaced by ‘amend Annex I as provided for in’;	(8) in Article 14(2), the words ‘supplement this Regulation by establishing the measures referred to in’ is replaced by ‘amend Annex I as provided for in’;	(8) in Article 14(2), the words ‘supplement this Regulation by establishing the measures referred to in’ is replaced by ‘amend Annex I as provided for in’;	
Article 1, first paragraph, point (9), introductory part				
71	(9) the following Article 14a is inserted:	(9) the following Article 14a is inserted:	(9) the following Article 14a is inserted:	
Article 1, first paragraph, point (9), amending provision, first paragraph				
72	‘  <b>Article 14a</b>	<b>Article 14a</b>	‘  <b>Article 14a</b>	
Article 1, first paragraph, point (9), amending provision, second paragraph				

73	Progress report	Progress report	Progress report	
Article 1, first paragraph, point (9), amending provision, third paragraph				
74	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 <del>two years</del> <sup>year</sup> 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 <del>the</del> <sup>a just</sup> transition, including through financial means.	By 31 December 2025, and every two years thereafter, the Commission shall report on the progress towards zero emission road mobility. The report shall in particular monitor and assess the need for possible additional measures to facilitate the transition, including through financial means.	
Article 1, first paragraph, point (9), amending provision, fourth paragraph				
75	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-	In the reporting, the Commission shall consider all factors that contribute to a cost-efficient progress towards climate neutrality by 2050. This includes:	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, in	Text Origin: Council Mandate

	<p>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.;</p>	<p><u>(a) progress in the deployment of zero- and low-emission vehicles and in their affordability and energy efficiency;</u></p> <p><u>(b) the impacts on consumers, particularly those with low and medium incomes, and the pace of uptake of zero- and low-emission vehicles in those consumer segments, as well as the availability and scope of measures at Union, Member State and local levels to support this uptake;</u></p> <p><u>(c) the market for second-hand vehicles;</u></p> <p><u>(d) progress in achieving a sufficient <del>progress in achieving the targets for the</del> roll-out of public and private recharging and refuelling infrastructure, including but not limited to progress in achieving the targets</u> as required under the Alternative Fuels Infrastructure Regulation, <del>the</del> <u>and the Directive 2010/31/EU of the European Parliament and of the Council<sup>1a</sup>;</u></p> <p><u>(e) progress in increasing the amount of renewable energy</u></p>	<p><b>particular in the light commercial vehicles segment, the improvement of the energy efficiency of vehicles,</b> progress in achieving the targets for the roll-out of recharging and refuelling infrastructure as required under the Alternative Fuels Infrastructure Regulation, <del>the</del> <b>and analysis of the second-hand market in Member States;</b></p> <p>- <b>the potential contribution</b> of innovation technologies and sustainable alternative fuels to reach climate neutral mobility; impact on consumers, <b>including on electricity prices, particularly on low and medium income households,</b> progress in social dialogue, <b>the effectiveness of measures to support retraining and upskilling of the automotive workforce</b> as well as aspects to further facilitate an economically viable and socially fair transition towards zero emission road mobility;</p> <p>- <b>the impact of this amending Regulation on the achievement of the Member States' objectives under Regulation EU/xxxx/xxxx [amended Effort Sharing</b></p>	
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		<p><u>in the Union in line with Directive (EU) 2018/2001;</u></p> <p><u>(f) the</u> potential contribution of innovation technologies and sustainable alternative fuels, <u>including synthetic fuels,</u> to reach climate <del>neutral mobility, impact on consumers, neutrality in the</del> <u>transport sector;</u></p> <p><u>(g) 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)</u></p> <p><u>(h)</u> progress in social dialogue as well as aspects to further facilitate an economically viable and socially fair transition, <u>taking into account employment and competitiveness,</u> towards zero emission road mobility-;</p> <p><u>(i) 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</u></p>	<p><b>Regulation] and air quality standards under Directive 2008/50/EC;</b></p> <p><b>the need for any additional measures, including measures at EU level, that can facilitate Member States' transition to zero emission light duty vehicles.;</b></p>	
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		<p><u>or local level to mitigate socioeconomic impacts in those regions, including upskilling and reskilling programmes;</u></p> <p><u>(k) 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;</u></p> <p><u>1a. Directive 2010/31/EU of the European Parliament and of the Council of 19 May 2010 on the energy performance of buildings (OJ L 153 18.6.2010, p. 13).</u></p>		
Article 1, first paragraph, point (9), amending provision, fourth paragraph a				
75a		<p><u>In line with the Council Recommendation (EU) .../... [Council recommendation on ensuring a fair transition towards climate neutrality], Member States are invited to prepare Territorial Just Transition Plans for their</u></p>		

		<p><u>automotive industry, in close dialogue with social partners, in order to steer structural change in a socially acceptable way and to avoid social disruption.</u></p> <p>Article 14a - paragraph 2 a (new)</p>		
Article 1, first paragraph, point (9a)				
75b		<p><u>(9a) The following Article is inserted:</u></p> <p><u>‘Article 14aa</u></p> <p><u>Additional measures to support the demand for zero-emission passenger cars and light-commercial vehicles in the Union market</u></p> <p><u>By 28 February 2023, the Commission shall present a legislative proposal to the European Parliament and to the</u></p>		

		<u><i>Council to increase the share of zero-emission vehicles in public and corporate light-duty vehicle fleets. The proposals shall include binding zero-emission mandates on corporate and public fleet owners and operators, while taking into account regional disparities.'</i></u>		
Article 1, first paragraph, point (9b)				
75c		<u><i>(9b) the following Article 14b is inserted:</i></u>  <u><i>'Article 14b</i></u>  <u><i>In accordance with Article 3(1), point (b), of Directive (EU) .../... [Recast Energy Efficiency Directive], Member States shall consider the energy efficiency first principle in policy, planning and investment decisions related to the deployment of recharging and refuelling infrastructure of alternative fuels, including as regards the well-to-wheel energy</i></u>		

		<u>efficiency of different zero emission technologies.'</u>		
Article 1, first paragraph, point (9c)				
75d		<p><u>(9c) The following Article 14ab is inserted:</u></p> <p><u>Article 14ab</u></p> <p><u>Additional measures to support the transition to zero-emission passenger cars and light-commercial vehicles in the Union market</u></p> <p><u>By ... [6 months after the date of entry into force of this Regulation], the Commission shall adopt a delegated act in accordance with Article 17 to harmonise the type-approval rules for vehicles with internal combustion engines converted to battery or fuel cell electric drive, in order to allow for series approval. The Commission shall also assess the introduction of a</u></p>		



		<u><i>rule for calculating the CO<sub>2</sub> equivalents of combustion engine vehicles converted to battery or fuel cell electric drive in the context of the application of this Regulation.</i></u>		
Article 1, first paragraph, point (10), introductory part				
76	<b>(10) Article 15 is amended as follows:</b>	<b>(10) Article 15 is amended as follows:</b>	<b>(10) Article 15 is amended as follows:</b>	
Article 1, first paragraph, point (10)(a), introductory part				
77	(a) paragraph 1 is replaced by the following:	(a) paragraph 1 is replaced by the following:	(a) paragraph 1 is replaced by the following:	
Article 1, first paragraph, point (10)(a), amending provision, numbered paragraph (1), introductory part				
78				

	<p>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.</p>	<p>1. The Commission shall, <del>in</del> <del>2028</del> <u>by 2027</u>, <u>thoroughly</u> 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.</p>	<p>1. The Commission shall, in <del>2028</del> <b>2026</b>, 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. <b>The Commission shall in particular assess progress made under this Regulation towards achieving the reduction targets pursuant to Article 1(5a), taking into account the technological developments, including as regards plug-in hybrid technologies, and the importance of an economically viable and socially fair transition towards zero emission. Based on this assessment, the Commission shall assess the need to review the targets set out in Article 1(5a).</b></p>	
Article 1, first paragraph, point (10)(a), amending provision, numbered paragraph (1), first paragraph				
79	The report shall, where	The report shall, where	The <del>report</del> <b>review</b> shall, where	

	appropriate, be accompanied by a proposal for amending this Regulation.	appropriate, be accompanied by a proposal for amending this Regulation.	appropriate, be accompanied by a proposal for amending this Regulation.	
Article 1, first paragraph, point (10)(a), amending provision, numbered paragraph (1), first paragraph a				
79a		<p><u><i>In Article 15, the following paragraph is inserted:</i></u></p> <p><u><i>1a. In the review referred to in paragraph 1 the Commission shall also report on the life-cycle CO<sub>2</sub> emissions of new passenger cars and new light commercial vehicles, based on the methodology set out in Article 7(10). The report shall, where appropriate, be accompanied by a legislative proposal for supplementing this Regulation to address those emissions.</i></u></p>		
Article 1, first paragraph, point (10)(b)				
80				

	(b) paragraphs 2 to 5 are deleted,	(b) paragraphs 2 to 5 are deleted,	(b) paragraphs 2 to 5 are deleted,	
Article 1, first paragraph, point (10)(ba)				
80a		<p><u>(ba) paragraph 6 is replaced by the following:</u></p> <p><u>6. By... [6 months after the date of entry into force of this Regulation], the Commission shall revise Directive 1999/94/EC considering the need to provide consumers with accurate, robust and comparable information on real-world fuel consumption, CO<sub>2</sub> emissions, air pollutant emissions and energy efficiency of new passenger cars placed on the market, as well as evaluate the options for introducing a fuel economy and CO<sub>2</sub> emissions label for new light commercial vehicles.</u></p> <p>Amends present text</p>		

Article 1, first paragraph, point (10)(c), introductory part				
81	(c) the following paragraph 9 is added:	(c) the following paragraph 9 is added:	(c) the following paragraph 9 is added:	
Article 1, first paragraph, point (10)(c), amending provision, numbered paragraph (9)				
82	<p>‘</p> <p>9. The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to amend the formulae set out in Part B of Annex I, where such amendments are necessary in order to take into account the procedure for multi-stage N1 vehicles set out in Part A of Annex III.;</p> <p>’</p>	<p>9. The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to amend the formulae set out in Part B of Annex I, where such amendments are necessary in order to take into account the procedure for multi-stage N1 vehicles set out in Part A of Annex III.;</p>	<p>‘</p> <p>9. The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to amend the formulae set out in Part B of Annex I, where such amendments are necessary in order to take into account the procedure for multi-stage N1 vehicles set out in Part A of Annex III.;</p> <p>’</p>	

Article 1, first paragraph, point (11), introductory part				
83	<b>(11) Article 17 is amended as follows:</b>	<b>(11) Article 17 is amended as follows:</b>	<b>(11) Article 17 is amended as follows:</b>	
Article 1, first paragraph, point (11)(a)				
84	(a) in paragraph 2, the words 'Article 15(8)' are replaced by 'Article 15(8) and (9)';	(a) in paragraph 2, the words 'Article 15(8)' are replaced by 'Article 15(8) and (9)';	(a) in paragraph 2, the words 'Article 15(8)' are replaced by 'Article 15(8) and (9)';	
Article 1, first paragraph, point (11)(b)				
85	(b) in paragraph 3, the words 'Article 15(8)' are replaced by 'Article 15(8) and (9)';	(b) in paragraph 3, the words 'Article 15(8)' are replaced by 'Article 15(8) and (9)';	(b) in paragraph 3, the words 'Article 15(8)' are replaced by 'Article 15(8) and (9)';	
Article 1, first paragraph, point (11)(c)				

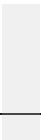
86	(c) in paragraph 6, the words 'Article 15(8)' are replaced by 'Article 15(8) and (9)';	(c) in paragraph 6, the words 'Article 15(8)' are replaced by 'Article 15(8) and (9)';	(c) in paragraph 6, the words 'Article 15(8)' are replaced by 'Article 15(8) and (9)';	
Article 1, first paragraph, point (12)				
87	(12) Annex I is amended in accordance with the Annex to this Regulation.	(12) Annex I is amended in accordance with the Annex to this Regulation.	(12) Annex I is amended in accordance with the Annex to this Regulation.	
Article 2				
88	Article 2	Article 2	Article 2	
Article 2, first paragraph				
89				

	This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.	This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.	This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.	
Article 2, second paragraph				
90	This Regulation shall be binding in its entirety and directly applicable in all Member States.	This Regulation shall be binding in its entirety and directly applicable in all Member States.	This Regulation shall be binding in its entirety and directly applicable in all Member States.	
Formula				
91	Done at Brussels,	Done at Brussels,	Done at Brussels,	
Formula				
92	For the European Parliament	For the European Parliament	For the European Parliament	



Formula				
93	The President	The President	The President	
Formula				
94	For the Council	For the Council	For the Council	
Formula				
95	The President	The President	The President	

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ANNEX to the Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT  
AND OF THE COUNCIL amending Regulation (EU) 2019/631 as regards strengthening  
the CO<sub>2</sub> emission performance standards for new passenger cars and new light  
commercial vehicles in line with the Union's increased climate ambition

COMMISSION

Annex I is amended as follows:

(1) Part A is amended as follows:

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

‘EU fleet-wide targets for 2025 onwards’,

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

‘EU fleet-wide target for 2030 to 2034’

(c) the following point 6.1.3 is added:

‘6.1.3 EU fleet-wide target for 2035 onwards

EU fleet-wide target<sub>2035</sub> = EU fleet-wide target<sub>2021</sub> · (1 – reduction factor<sub>2035</sub>)

where:

EU fleet-wide target<sub>2021</sub> is as defined in point 6.0;

Reduction factor<sub>2035</sub> is as defined in Article 1(5a), point (a).’

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

‘Specific emissions reference targets’

(e) point 6.2.2 is deleted.

(f) point 6.3 is replaced by the following:

‘6.3 Specific emissions targets for 2025 onwards

6.3.1 Specific emissions targets for 2025 to 2029:

Specific emissions target = specific emissions reference target · ZLEV factor

where:

specific emissions reference target is the specific emissions reference target of CO<sub>2</sub> 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<sub>specific</sub> in accordance with the following formula, divided by the total number of new passenger cars registered in the relevant calendar year:

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

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

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

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

x is 15 % in the years 2025 to 2029.

### 6.3.2 Specific emissions targets for 2030 to 2034

Specific emissions target = EU fleet-wide target<sub>2030</sub> + a<sub>2030</sub> · (TM-TM<sub>0</sub>)

Where,

EU fleet-wide target<sub>2030</sub> is as determined in accordance with point 6.1.2;

a<sub>2030</sub> is  $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{average emissions}_{2021}}$

where,

a<sub>2021</sub> is as defined in point 6.2.1

average emissions<sub>2021</sub> is as defined in point 6.2.1

TM is as defined in point 6.2.1

$TM_0$  is as defined in point 6.2.1

### 6.3.3 Specific emissions targets for 2035 onwards

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

Where,

EU fleet-wide target<sub>2035</sub> is as determined in accordance with point 6.1.3;

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

where,

$a_{2021}$  is as defined in point 6.2.1

average emissions<sub>2021</sub> is as defined in point 6.2.1

$TM$  is as defined in point 6.2.1

$TM_0$  is as defined in point 6.2.1

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

(2) Part B is amended as follows:

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

‘The EU fleet-wide targets for 2025 onwards’

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

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

(c) the following point 6.1.3 is added:

‘6.1.3 The EU fleet-wide targets for 2035 onwards

EU fleet-wide target<sub>2035</sub> = EU fleet-wide target<sub>2021</sub> · (1 – reduction factor<sub>2035</sub>)

where:

EU fleet-wide target<sub>2021</sub> is as defined in point 6.0;

Reduction factor<sub>2035</sub> is as defined in Article 1(5a), point (b).’

(d) point 6.2.2 is replaced by the following:

‘6.2.2 Specific emissions reference targets for 2030 to 2034

Specific emissions reference target = EU fleet-wide target<sub>2030</sub> +  $\alpha$  · (TM-TM<sub>0</sub>)

Where,

EU fleet-wide target<sub>2030</sub> is as determined in accordance with point 6.1.3;

$\alpha$  is  $a_{2030,L}$  where the average test mass of a manufacturer’s new light commercial vehicles is equal to or lower than TM<sub>0</sub>, and  $a_{2030,H}$  where the average test mass of a manufacturer’s new light commercial vehicles is higher than TM<sub>0</sub>;

where:

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

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

average emissions<sub>2021</sub> is as defined in point 6.2.1

TM is as defined in point 6.2.1

TM<sub>0</sub> is as defined in point 6.2.1’

(e) the following point 6.2.3 is added:

‘6.2.3 Specific emissions reference targets for 2035 onwards

Specific emissions reference target = EU fleet-wide target<sub>2035</sub> +  $\alpha$  · (TM-TM<sub>0</sub>)

Where,

EU fleet-wide target<sub>2035</sub> is as determined in accordance with point 6.1.3;

$\alpha$  is  $a_{2035,L}$  where the average test mass of a manufacturer’s new light commercial vehicles is equal to or lower than TM<sub>0</sub>, and  $a_{2035,H}$  where the average test mass of a manufacturer’s new light commercial vehicles is higher than TM<sub>0</sub>;

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 emissions<sub>2021</sub> is as defined in point 6.2.1

TM is as defined in point 6.2.1

$TM_0$  is as defined in point 6.2.1

(f) point 6.3.2 is replaced by the following:

‘6.3.2 Specific emissions targets for 2030 to 2034

Specific emissions target = specific emissions reference target – ( $\emptyset_{\text{targets}}$  - EU fleet-wide target<sub>2030</sub>)

where:

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

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

EU fleet-wide target<sub>2030</sub> is as determined in point 6.1.2.

(g) the following point 6.3.3 is added:

‘6.3.3 Specific emissions targets for 2035 onwards

Specific emissions target = specific emissions reference target – ( $\emptyset_{\text{targets}}$  - EU fleet-wide target<sub>2035</sub>)

where:

Specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.3;

$\emptyset_{\text{targets}}$  is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emission reference targets determined in accordance with point 6.2.3;

EU fleet-wide target<sub>2035</sub> is as determined in point 6.1.3.’

## PARLIAMENT

Annex I is amended as follows:

(1) Part A is amended as follows:

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

‘EU fleet-wide targets for 2025 onwards’,

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

‘EU fleet-wide target for 2030 to 2034’

(c) the following point 6.1.3 is added:

‘6.1.3 EU fleet-wide target for 2035 onwards

EU fleet-wide target<sub>2035</sub> = EU fleet-wide target<sub>2021</sub> · (1 – reduction factor<sub>2035</sub>)

where:

EU fleet-wide target<sub>2021</sub> is as defined in point 6.0;

Reduction factor<sub>2035</sub> is as defined in Article 1(5a), point (a).’

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

‘Specific emissions reference targets’

(e) point 6.2.2 is deleted.

(f) point 6.3 is replaced by the following:

‘6.3 Specific emissions targets for 2025 onwards

6.3.1 Specific emissions targets for 2025 to 2029:

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

~~where:~~

~~specific emissions reference target is the specific emissions reference target of CO<sub>2</sub> 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:~~

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

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

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

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

~~x is 15 % in the years 2025 to 2029.~~

### 6.3.2 Specific emissions targets for 2030 to 2034

Specific emissions target = EU fleet-wide target<sub>2030</sub> + a<sub>2030</sub> · (TM-TM<sub>0</sub>)

Where,

EU fleet-wide target<sub>2030</sub> is as determined in accordance with point 6.1.2;

a<sub>2030</sub> is  $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{average emissions}_{2021}}$

where,

a<sub>2021</sub> is as defined in point 6.2.1

average emissions<sub>2021</sub> is as defined in point 6.2.1

TM is as defined in point 6.2.1

TM<sub>0</sub> is as defined in point 6.2.1

### 6.3.3 Specific emissions targets for 2035 onwards

Specific emissions target = EU fleet-wide target<sub>2035</sub> + a<sub>2035</sub> · (TM-TM<sub>0</sub>)

Where,

EU fleet-wide target<sub>2035</sub> is as determined in accordance with point 6.1.3;



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

where,

$a_{2021}$  is as defined in point 6.2.1

$\text{average emissions}_{2021}$  is as defined in point 6.2.1

TM is as defined in point 6.2.1

$\text{TM}_0$  is as defined in point 6.2.1

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

(2) Part B is amended as follows:

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

‘The EU fleet-wide targets for 2025 onwards’

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

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

(c) the following point 6.1.3 is added:

‘6.1.3 The EU fleet-wide targets for 2035 onwards

$\text{EU fleet-wide target}_{2035} = \text{EU fleet-wide target}_{2021} \cdot (1 - \text{reduction factor}_{2035})$

where:

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

$\text{Reduction factor}_{2035}$  is as defined in Article 1(5a), point (b).’

(d) point 6.2.2 is replaced by the following:

‘6.2.2 Specific emissions reference targets for 2030 to 2034

$\text{Specific emissions reference target} = \text{EU fleet-wide target}_{2030} + \alpha \cdot (\text{TM} - \text{TM}_0)$

Where,

$\text{EU fleet-wide target}_{2030}$  is as determined in accordance with point 6.1.2;

$\alpha$  is  $a_{2030,L}$  where the average test mass of a manufacturer's new light commercial vehicles is equal to or lower than  $TM_0$ , and  $a_{2021,H}$  where the average test mass of a manufacturer's new light commercial vehicles is higher than  $TM_0$ ;

where:

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

$$a_{2021,H} \text{ is } \frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{EU fleet-wide target}_{2025}} \text{ is as defined in point 6.2.1}$$

average emissions<sub>2021</sub> is as defined in point 6.2.1

TM is as defined in point 6.2.1

TM<sub>0</sub> is as defined in point 6.2.1'

(e) the following point 6.2.3 is added:

'6.2.3 Specific emissions reference targets for 2035 onwards

Specific emissions reference target = EU fleet-wide target<sub>2035</sub> +  $\alpha \cdot (TM - TM_0)$

Where,

EU fleet-wide target<sub>2035</sub> is as determined in accordance with point 6.1.3;

$\alpha$  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  $a_{2021,H}$  where the average test mass of a manufacturer's new light commercial vehicles is higher than  $TM_0$ ;

where:

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

$$a_{2021,H} \text{ is } \frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{EU fleet-wide target}_{2025}} \text{ is as defined in point 6.2.1}$$

average emissions<sub>2021</sub> is as defined in point 6.2.1

TM is as defined in point 6.2.1

TM<sub>0</sub> is as defined in point 6.2.1

**In point 6.3.1 subparagraphs 1 and 2 of the present text of the Regulation are replaced by the following:**

**The specific emissions target = (specific emissions reference target – ( $\phi_{\text{targets}}$  – EU fleet-wide target<sub>2025</sub>))**

**where:**

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

**$\phi_{\text{targets}}$  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;**

(f) point 6.3.2 is replaced by the following:

‘6.3.2 Specific emissions targets for 2030 to 2034

Specific emissions target = specific emissions reference target – ( $\phi_{\text{targets}}$  – EU fleet-wide target<sub>2030</sub>)

where:

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

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

EU fleet-wide target<sub>2030</sub> is as determined in point 6.1.2.

(g) the following point 6.3.3 is added:

‘6.3.3 Specific emissions targets for 2035 onwards

Specific emissions target = specific emissions reference target – ( $\phi_{\text{targets}}$  – EU fleet-wide target<sub>2035</sub>)

where:

Specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.3;

$\phi_{\text{targets}}$  is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emission reference targets determined in accordance with point 6.2.3;

EU fleet-wide target<sub>2035</sub> is as determined in point 6.1.3.’

## COUNCIL

Annex I is amended as follows:

(1) Part A is amended as follows:

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

‘EU fleet-wide targets for 2025 onwards’,

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

‘EU fleet-wide target for 2030 to 2034’

(c) the following point 6.1.3 is added:

‘6.1.3 EU fleet-wide target for 2035 onwards

$\text{EU fleet-wide target}_{2035} = \text{EU fleet-wide target}_{2021} \cdot (1 - \text{reduction factor}_{2035})$

where:

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

$\text{Reduction factor}_{2035}$  is as defined in Article 1(5a), point (a).’

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

‘Specific emissions reference targets’

(e) point 6.2.2 is deleted.

(f) point 6.3 is replaced by the following:

‘6.3 Specific emissions targets for 2025 onwards

6.3.1 Specific emissions targets for 2025 to 2029:

$\text{Specific emissions target} = \text{specific emissions reference target} \cdot \text{ZLEV factor}$

where:

specific emissions reference target is the specific emissions reference target of CO<sub>2</sub> 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  $ZLEV_{\text{specific}}$  in accordance with the following formula, divided by the total number of new passenger cars registered in the relevant calendar year:

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

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

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

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

$x$  is 15 % in the years 2025 to 2029.

### 6.3.2 Specific emissions targets for 2030 to 2034

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

Where,

EU fleet-wide target<sub>2030</sub> is as determined in accordance with point 6.1.2;

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

where,

$a_{2021}$  is as defined in point 6.2.1

average emissions<sub>2021</sub> is as defined in point 6.2.1

TM is as defined in point 6.2.1

TM<sub>0</sub> is as defined in point 6.2.1

### 6.3.3 Specific emissions targets for 2035 onwards

$$\text{Specific emissions target} = \text{EU fleet-wide target}_{2035} + a_{2035} \cdot (\text{TM} - \text{TM}_0)$$

Where,

EU fleet-wide target<sub>2035</sub> is as determined in accordance with point 6.1.3;

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

where,

$a_{2021}$  is as defined in point 6.2.1

average emissions<sub>2021</sub> is as defined in point 6.2.1

TM is as defined in point 6.2.1

TM<sub>0</sub> is as defined in point 6.2.1

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

(2) Part B is amended as follows:

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

‘The EU fleet-wide targets for 2025 onwards’

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

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

(c) the following point 6.1.3 is added:

‘6.1.3 The EU fleet-wide targets for 2035 onwards

$$\text{EU fleet-wide target}_{2035} = \text{EU fleet-wide target}_{2021} \cdot (1 - \text{reduction factor}_{2035})$$

where:

EU fleet-wide target<sub>2021</sub> is as defined in point 6.0;

Reduction factor<sub>2035</sub> is as defined in Article 1(5a), point (b).’

(d) point 6.2.2 is replaced by the following:

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(d) point 6.2.2 is replaced by the following:

‘6.2.2 Specific emissions reference targets for 2030 to 2034

$$\text{Specific emissions reference target} = \text{EU fleet-wide target}_{2030} + \alpha \cdot (\text{TM} - \text{TM}_0)$$

Where,

EU fleet-wide target 2030 is as determined in accordance with point 6.1.2;

$\alpha$  is [...]  $a_{2030}$  where the average test mass of a manufacturer’s new light commercial vehicles is equal to or lower than  $\text{TM}_0$ , and [...]  $a_{2021}$  where the average test mass of a manufacturer’s new light commercial vehicles is higher than  $\text{TM}_0$ ;

where:

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

[...]  $a_{2021}$  is as defined in point 6.2.1

average emissions<sub>2021</sub> is as defined in point 6.2.1

TM is as defined in point 6.2.1

TM<sub>0</sub> is as defined in point 6.2.1'

(e) the following point 6.2.3 is added:

'6.2.3 Specific emissions reference targets for 2035 onwards

Specific emissions reference target = EU fleet-wide target<sub>2035</sub> +  $\alpha \cdot (TM - TM_0)$

Where,

EU fleet-wide target<sub>2035</sub> is as determined in accordance with point 6.1.3;

$\alpha$  is  $a_{2035,L}$  where the average test mass of a manufacturer's new light commercial vehicles is equal to or lower than TM<sub>0</sub>, and  $a_{2035,H}$  where the average test mass of a manufacturer's new light commercial vehicles is higher than TM<sub>0</sub>;

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 emissions<sub>2021</sub> is as defined in point 6.2.1

TM is as defined in point 6.2.1

TM<sub>0</sub> is as defined in point 6.2.1

(f) point 6.3.2 is replaced by the following:

'6.3.2 Specific emissions targets for 2030 to 2034

Specific emissions target = specific emissions reference target – ( $\phi_{\text{targets}}$  - EU fleet-wide target<sub>2030</sub>)

where:

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

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

EU fleet-wide target<sub>2030</sub> is as determined in point 6.1.2.

(g) the following point 6.3.3 is added:

'6.3.3 Specific emissions targets for 2035 onwards



Specific emissions target = specific emissions reference target – ( $\phi_{\text{targets}}$  - EU fleet-wide target<sub>2035</sub>)

where:

Specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.3;

$\phi_{\text{targets}}$  is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emission reference targets determined in accordance with point 6.2.3;

EU fleet-wide target<sub>2035</sub> is as determined in point 6.1.3.’

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