



Council of the  
European Union

191639/EU XXVII. GP  
Eingelangt am 04/07/24

Brussels, 4 July 2024  
(OR. en)

11944/24

ENV 758

## OUTCOME OF PROCEEDINGS

From:	General Secretariat of the Council
To:	Delegations
No. prev. doc.:	10728/24 + COR 1
Subject:	European Court of Auditors' Special Report No 01/2024 entitled 'Reducing carbon dioxide emissions from passenger cars – Finally picking up pace, but challenges on the road ahead' - Council conclusions

Delegations will find in the Annex the Council conclusions on the abovementioned subject, as approved by the Council (EPSCO) at its 4035<sup>th</sup> meeting held on 20 June 2024.

**European Court of Auditors' Special Report 01/2024 entitled 'Reducing carbon dioxide emissions from passenger cars – Finally picking up pace, but challenges on the road ahead'**

**- Council conclusions -**

THE COUNCIL OF THE EUROPEAN UNION,

1. WELCOMES the ECA Special Report 01/2024 entitled 'Reducing carbon dioxide emissions from passenger cars – Finally picking up pace, but challenges on the road ahead'<sup>1</sup> and TAKES NOTE of the replies of the Commission<sup>2</sup> and of the European Environment Agency (EEA)<sup>3</sup> to this Special Report; RECALLS that, pursuant to the Treaties, the Commission is the institution overseeing the application of Union law under the control of the Court of Justice of the European Union;
2. ACKNOWLEDGES the observation of the Report that transport is the only sector for which CO<sub>2</sub> emissions in Europe have not been reduced since 1990;
3. NOTES that average CO<sub>2</sub> emissions per km of new passenger cars registered in the EU have started to show a steep decrease, especially since 2020 when stricter targets set out in the CO<sub>2</sub> emission performance standards started to apply, mainly due to the significant uptake of electric vehicles; RECALLS that these targets will get gradually stricter, and that from 2035 onwards a 100% CO<sub>2</sub> emissions reduction target will apply as a result of Regulation 2023/851 amending Regulation 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;

---

<sup>1</sup> The report can be consulted at the European Court of Auditors' website:

[https://www.eca.europa.eu/ECAPublications/SR-2024-01/SR-2024-01\\_EN.pdf](https://www.eca.europa.eu/ECAPublications/SR-2024-01/SR-2024-01_EN.pdf)

<sup>2</sup> [https://www.eca.europa.eu/Lists/ECARepplies/COM-Replies-SR-2024-01/COM-Replies-SR-2024-01\\_EN.pdf](https://www.eca.europa.eu/Lists/ECARepplies/COM-Replies-SR-2024-01/COM-Replies-SR-2024-01_EN.pdf).

<sup>3</sup> [https://www.eca.europa.eu/Lists/ECARepplies/EEA-Replies-SR-2024-01/EEA-Replies-SR-2024-01\\_EN.pdf](https://www.eca.europa.eu/Lists/ECARepplies/EEA-Replies-SR-2024-01/EEA-Replies-SR-2024-01_EN.pdf)

4. RECOGNISES the need to make sure that CO<sub>2</sub> results determined for individual vehicles and declared by vehicle manufacturers on the Certificate of Conformity (CoC) are correct and reliable; ENCOURAGES the Commission to follow up with Member States on the required checks on manufacturers in the Forum of Exchange of Information on Enforcement; RECOGNISES the regulatory developments having been put in place to improve oversight and facilitate the automated checking of the emissions data in the CoCs; NOTES that for the specific purpose of verifying and, where needed, correcting the CO<sub>2</sub> values of vehicles in circulation, “in-service verification” procedures have been developed as foreseen under Regulation (EU) 2019/631, and will have to be applied as of 2024;
5. WELCOMES the recommendation to assess the feasibility of providing consumers with information on real-world fuel consumption tailored to their specific needs, and INVITES the Commission to consider this recommendation in the context of its future actions, in full compliance with the agreed principles of Better Regulation; In this context TAKES NOTE of the Commission’s first report on real-world CO<sub>2</sub> emissions of cars and vans adopted on 18 March 2024;
6. NOTES that further efforts might be required to streamline the process of transmission and clearing of the collected data between the Member States, the Commission and the EEA; In this regard, TAKES NOTE of the recommendation to make better use of electronic tools for collecting and verifying car data and, RECALLS the obligations in Regulation (EU) 2018/858 concerning the use of electronic Certificates of Conformity (e-CoC) as of July 2026 and WELCOMES that some Member States have already started using e-CoCs in anticipation of these obligations; CALLS ON the Commission to follow up with Member States type-approval authorities in the Forum for Exchange of Information on Enforcement to develop and make use of harmonised, electronic type-approval certificates where data is structured; RECALLS the Member States’ obligation to ensure the timely submission of complete and correct monitoring data to the Commission as set out in Regulation 2019/631, and ENCOURAGES the Commission to continue supporting Member States and manufacturers in this regard;

7. ACKNOWLEDGES the ECA's observation that increased uptake of fully-electric vehicles will play a crucial role in reducing the overall CO2 emissions of the new car fleet towards the agreed targets, and in this context HIGHLIGHTS that electric vehicle affordability, electric vehicle charging infrastructure, and the supply of raw materials to produce batteries will be key factors for this increased uptake;
  8. NOTES the ECA recommendation to assess the feasibility, costs, and benefits of replacing the current targets with ones based on a minimum share of zero-emission vehicles, combined with a "real-world emissions" cap for combustion engine vehicles, in the context of the 2026 review of Regulation 2019/631.
-