



Brussels, 16 June 2025
(OR. en)

9528/25
PV CONS 28
AG 76
PARLNAT

DRAFT MINUTES
COUNCIL OF THE EUROPEAN UNION
(General Affairs)
27 May 2025

1. Adoption of the agenda

The Council adopted the agenda set out in document 9262/25.

2. **Approval of "A" items**

9263/25

a) **Non-legislative list**

The Council adopted all A items listed in the document above, including all linguistic COR and REV documents presented for adoption.

b) **Legislative list** (Public deliberation in accordance with Article 16(8) of the Treaty on European Union)

9264/25

Environment

1. Regulation amending Regulation (EU) 2019/631 on CO2 emission standards for passenger cars and vans



8905/1/25 REV 1
+ ADD 1 REV 2
PE-CONS 13/25
CLIMA

Adoption of the legislative act

Decision to derogate from the eight-week period provided for in Article 4 of Protocol 1 on the role of national parliaments in the EU

approved by Coreper, Part 1, on 21.5.2025

The Council approved the European Parliament's position at first reading and the proposed act has been adopted pursuant to Article 294(4) of the Treaty on the Functioning of the European Union (legal basis: Article 192(1) TFEU), with Belgium and Sweden abstaining. The Council also agreed to derogate from the eight-week period referred to in Article 4 of Protocol 1.

Statements to this item are set out in the Annex.

Legislative deliberations

(Public deliberation in accordance with Article 16(8) of the Treaty on European Union)

3. Regulation amending Regulation (EU) 2023/956 as regards simplifying and strengthening the carbon border adjustment mechanism



9113/25

General approach

The Council reached a general approach on the above-mentioned Regulation.

Non-legislative activities

- | | | |
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| 4. | Preparation of the European Council on 26-27 June 2025:
annotated draft agenda
<i>Exchange of views</i> | 8194/25 |
| 5. | Values of the Union in Hungary/Article 7(1) TEU reasoned
proposal
<i>Hearing</i> | 8266/25 |
| 6. | Annual rule of law dialogue: country-specific discussion
<i>Exchange of views</i> | 5092/25 |
| 7. | Council Regulation amending Regulation No 1 determining the
languages to be used by the European Economic Community
(Legal basis: Article 342 TFEU)
<i>Adoption</i> | (*) 9056/25 + ADD 1-2 |
| 8. | Conclusions on strengthening EU democratic resilience
<i>Approval</i> | 9352/25
8629/25 |
| 9. | Any other business
a) Termination of financing of Radio Free Europe
<i>Information from Czechia</i> | 9303/25 |



First reading



Item based on a Commission proposal

(*)

Item on which a vote may be requested

Statements to the legislative "A" items set out in doc. 9264/25

Ad “A” item 1: **Regulation amending Regulation (EU) 2019/631 on CO2 emission standards for passenger cars and vans**
Adoption of the legislative act
Decision to derogate from the eight-week period provided for in Article 4 of Protocol 1 on the role of national parliaments in the EU

STATEMENT BY ITALY

“Italy welcomes the proposal to amend Regulation (EU) 2019/631 on CO2 emission standards for cars and vans to introduce a new flexibility and facilitate the achievement of the 2025 emission reduction target, thereby mitigating in the short term the risk of penalties (excess emissions premiums) that would penalise innovation and exacerbate the current difficulties of the EU automotive sector.

To adequately address such difficulties in the long term, Italy considers it essential that the planned revision of Regulation (EC) No 2019/631 be brought forward to this year. We therefore welcome the Commission’s intention to bring forward the revision to the second half of 2025 and to speed up the necessary preparatory work.

Italy considers that the revision should be fact-based, reflect market realities and lead to a truly enabling and stable regulatory framework that ensures an economically sustainable and socially fair transition for the automotive sector. To this end, we consider it essential that the revision follow the principle of technological neutrality and consider the contribution of all available solutions for clean vehicles, including the use of biofuels. We also expect a comprehensive methodology for assessing CO2 emissions over the entire life cycle of vehicles, from production to decommissioning.

Finally, Italy considers that measures to reduce the risk of penalties should also be taken for the heavy-duty vehicles sector and that the revision of Regulation (EU) 2019/1242 should be brought forward.”

STATEMENT BY MALTA

“Malta can support the proposed degree of flexibility into the legislative framework but has concerns to raise. It is essential to recall that the overarching objective of this Regulation aligns with the EU’s collective 2030 climate targets, particularly the Effort Sharing Regulation national targets.

Transport remains one of the EU's principal emitting sectors, and in Malta's case, transport emissions are the major contributors to ESR targets. As a country that imports all its vehicles, Malta is entirely reliant on the external market for vehicle supply and is particularly vulnerable to fluctuations in price dynamics between conventional and low-emission technologies. In this context, the Regulation's role in stimulating the market supply of low-emission vehicles is viewed as critical to Malta's national efforts to accelerate the electrification of its vehicle fleet and meet its decarbonisation commitments.

In light of the current challenges facing the European automotive sector, Malta recognises the importance of ensuring that the pathway to achieving climate targets remains both ambitious and cost-effective.”
