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Basic information	
COD - Ordinary legislative procedure (ex-codecision procedure) Regulation 2021/0197(COD)	Awaiting Parliament's position in 1st reading
CO2 emission standards for cars and vans Amending Regulation 2019/631 2017/0293(COD)	
Subject 2.10.03 Standardisation, EC/EU standards and trade mark, certification, compliance 3.20.05 Road transport: passengers and freight 3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles 3.70.02 Atmospheric pollution, motor vehicle pollution	
Legislative priorities Joint Declaration 2022 Joint Declaration 2021	

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	 Environment, Public Health and Food Safety	 HUITEMA Jan	17/09/2021
		Shadow rapporteur	
		 GIESEKE Jens	
		 CERDAS Sara	
		 EICKHOUT Bas	
		 LIMMER Sylvia	
		 FIOCCHI Pietro	
		 KONEČNÁ Kateřina	
		Rapporteur for opinion	Appointed
	 Transport and Tourism	28/04/2022	
		 DELLI Karima	
	 Industry, Research and Energy		07/10/2021
		 RIQUET Dominique	
	 Budgets	The committee decided not to give an opinion.	
Council of the European Union	Commission DG	Commissioner	
European Commission			

Key events

14/07/2021	Legislative proposal published	COM(2021)0556	Summary
13/09/2021	Committee referral announced in Parliament, 1st reading		
11/05/2022	Vote in committee, 1st reading		
18/05/2022	Committee report tabled for plenary, 1st reading	A9-0150/2022	Summary
07/06/2022	Debate in Parliament		
08/06/2022	Decision by Parliament, 1st reading	T9-0234/2022	Summary
08/06/2022	Matter referred back to the committee responsible		

Technical information

Procedure reference	2021/0197(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Regulation
	Amending Regulation 2019/631 2017/0293(COD)
Legal basis	Treaty on the Functioning of the EU TFEU 192-p1
Mandatory consultation of other institutions	European Economic and Social Committee European Committee of the Regions
Stage reached in procedure	Awaiting Parliament's position in 1st reading
Committee dossier	ENVI/9/06911

Documentation gateway

Legislative proposal		COM(2021)0556	14/07/2021	EC	Summary
Document attached to the procedure		SEC(2021)0556	14/07/2021	EC	
Document attached to the procedure		SWD(2021)0188	14/07/2021	EC	
Document attached to the procedure		SWD(2021)0613	14/07/2021	EC	
Document attached to the procedure		SWD(2021)0614	14/07/2021	EC	
Reasoned opinion	IE_SENATE	PE700.510	03/12/2021	NP	
Committee draft report		PE697.678	08/12/2021	EP	
Amendments tabled in committee		PE704.659	02/02/2022	EP	
Amendments tabled in committee		PE704.795	11/02/2022	EP	
Committee opinion	ITRE	PE703.089	29/04/2022	EP	

Committee opinion	TRAN	PE699.331	02/05/2022	EP	
Committee report tabled for plenary, 1st reading/single reading		A9-0150/2022	18/05/2022	EP	Summary
Text adopted by Parliament, partial vote at 1st reading/single reading		T9-0234/2022	08/06/2022	EP	Summary

Additional information

Research document	Briefing	10/02/2022
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CO2 emission standards for cars and vans

PURPOSE: to revise 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 Unions increased climate ambition.

PROPOSED ACT: Regulation of the European Parliament and of the Council.

ROLE OF THE EUROPEAN PARLIAMENT: the European Parliament decides in accordance with the ordinary legislative procedure and on an equal footing with the Council.

BACKGROUND: transport is the only sector where greenhouse gas (GHG) emissions have been on the rise. The GHG emissions from road transport are no exception. They represent almost 20% of total EU GHG emissions and have significantly increased since 1990. Air quality continues to be impacted by traffic and congestion, leading to increasing number of cities introducing low and zero-emission zones restricting local access for vehicles with internal combustion engines and to certain Member States announcing the phase-out of sales of internal combustion engine cars.

The European Green Deal launched a new growth strategy for the EU that aims to transform the EU into a fair and prosperous society, with a modern, resource-efficient and competitive economy. The [European Climate Law](#) has made the EU's climate neutrality target by 2050 legally binding.

The Commission has presented a complementary and interconnected set of proposals as part of the 2030 Climate and Energy Fit for 55 package to achieve the greenhouse gas emission reduction target of at least 55% compared to 1990. This Fit for 55 legislative package is the most comprehensive building block in the efforts to implement the ambitious new 2030 climate target, and all economic sectors and policies will need to make their contribution, including road transport.

CONTENT: with this proposal, the Commission aims to contribute to the reduction of greenhouse gas emissions in the EU to achieve the updated target for 2030 and climate neutrality by 2050 by setting strengthened CO2 emission performance standards for passenger cars and light commercial vehicles.

The proposal should ensure that CO2 emissions from light-duty vehicles are reduced, provide benefits to consumers in term of air quality and energy savings, and strengthen the technological leadership of the EU automotive value chain. Additional co-benefits are expected to be increased energy efficiency and energy security.

A combination of measures is required to tackle rising emissions in road transport to complement emissions trading. Stronger CO2 emissions standards for cars and vans will accelerate the transition to zero-emission mobility. Under the proposal, average emissions of new cars should be reduced by 55% from 2030 and 100% from 2035 compared to 2021 levels. For new vans, the net reduction targets would be 50% and 100% respectively.

To ensure that drivers are able to charge or fuel their vehicles at a reliable network across Europe, the [revised Alternative Fuels Infrastructure Regulation](#) will require Member States to expand charging capacity in line with zero-emission car sales, and to install charging and fuelling points at regular intervals on major highways: every 60 kilometres for electric charging and every 150 kilometres for hydrogen refuelling.

In addition, the proposal:

- introduces derogations for certain manufacturers responsible for between 1 000 and 10 000 new passenger cars or between 1 000 and 22 000 new light commercial vehicles in a calendar year to apply for a derogation from the specific emission targets is removed from 2030 onwards. Manufacturers responsible for less than 1 000 new vehicle registrations per calendar year continue to be exempt;
- sets out the obligation for the Commission to report on the progress towards zero-emission road mobility and assess the need for possible additional measures to facilitate the transition;
- amends the Annexes with a view to: (i) adjusting the formulae for calculating the EU fleet-wide targets for 2030 and setting the formulae for 2035 as well as the annual specific emission targets for each manufacturer and removing the application of the zero- and low-emission vehicle (ZLEV) factor from 2030 onwards and; (ii) adjusting the formulae for determining the slope values required for calculating the annual specific emission targets. This adjustment is made in order to ensure a fair distribution of the reduction burden between manufacturers of lighter light commercial vehicles and those manufacturing heavier vehicles of that category.

CO2 emission standards for cars and vans

The Committee on the Environment, Public Health and Food Safety adopted the report by Jan HUITEMA (Renew, NL) on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2019/631 as regards strengthening the CO2 emission

performance standards for new passenger cars and new light commercial vehicles in line with the Unions increased climate ambition.

The committee responsible recommended that the European Parliament's position adopted at first reading under the ordinary legislative procedure should amend the proposal as follows:

2035 zero-emission road mobility

Members backed the Commission's proposal to achieve zero-emission road mobility by 2035. Under the proposal, emissions from new passenger cars registered in the EU by 2030 should be 55% lower and emissions from new vans should be 50% lower. By 2035, CO2 emissions from new cars and vans should be reduced by 100%, meaning that all new vehicles would have zero emissions.

Members backed the proposed targets for 2030 and 2035 but increased the emissions reduction target for 2025 from 15% to 20%.

Targeted funding for the just transition

By 31 December 2023, the Commission should present a report detailing the need for targeted funding to ensure a just transition in the automotive sector, with the aim of mitigating the negative employment and other economic impacts in all Member States concerned, in particular in the regions and communities most affected by the transition.

The report would be accompanied, if appropriate, by a legislative proposal to establish an EU funding instrument to address this need.

The proposed measures also include:

- the abolition of the incentive mechanism for zero and low emission vehicles ('ZLEV') after 2025;
- the gradual reduction of the total contribution of eco-innovations to a manufacturer's average specific CO2 emissions reduction (the existing limit of 7g CO2/km should remain unchanged until 2024, before falling to 5g in 2025, 4g in 2027 and 2g by the end of 2034);
- Commission proposals by 31 December 2023 for minimum ecodesign requirements for all new passenger cars and light commercial vehicles;
- a common European methodology to be proposed by the Commission, by 2023, for assessing the full life cycle emissions of cars and vans placed on the EU market, as well as for the fuels and energy consumed by these vehicles;
- a Commission report on progress towards zero-emission road mobility by the end of 2025 - to be reviewed annually thereafter - addressing the impact on consumers and employment, the share of renewables, and information on the used car market;
- additional measures to support the demand for zero-emission passenger cars and light-commercial vehicles in the Union market, including through incentivising private companies with a certain fleet size to transition to zero-emission mobility;
- harmonising type-approval rules for vehicles with internal combustion engines converted to battery or fuel cell electric vehicles to allow for series approval.

CO2 emission standards for cars and vans

The European Parliament adopted by 339 votes to 249, with 24 abstentions, amendments to the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2019/631 as regards strengthening the CO2 emission performance standards for new passenger cars and new light commercial vehicles in line with the Unions increased climate ambition.

The issue was referred to the committee responsible for inter-institutional negotiations.

As part of the 'Fit for 55' package, the proposed Regulation aims to amend the CO2 emission performance standards for new passenger cars and new light commercial vehicles in order to contribute to the EU 2030 and 2050 climate objectives.

2035 zero-emission road mobility

Parliament backed the Commission's proposal to achieve zero-emission road mobility by 2035. Under the proposal, emissions from new passenger cars registered in the EU by 2030 should be 55% lower and emissions from new vans should be 50% lower. By 2035, CO2 emissions from new cars and vans should be reduced by 100%, meaning that all new vehicles would have zero emissions.

Targeted funding for the just transition

By 31 December 2023, the Commission should present a report detailing the need for targeted funding to ensure a just transition in the automotive sector, with the aim of mitigating the negative employment and other economic impacts in all Member States concerned, in particular in the regions and communities most affected by the transition.

The report would be accompanied, if appropriate, by a legislative proposal to establish an EU funding instrument to address this need.

Gradual reduction of the cap for eco-innovation

The total contribution of those technologies to reducing the average specific emissions of CO2 of a manufacturer may be up to:

- 7 g CO2/km until 2024;
- 5 g CO2/km from 2025 ;
- 4 g CO2/km from 2027;
- 2 g CO2/km from 2030 until and including 2034.

Ecodesign

The Commission should make proposals by 31 December 2023 for the establishment of minimum ecodesign requirements for all new passenger cars and light commercial vehicles, including energy efficiency, durability and reparability requirements for essential parts such as

lights, electronic components and batteries, minimum requirements for the recovery of metals, plastics and critical raw materials.

Other measures proposed include:

- the publication, by 2023 at the latest, of a report setting out a common EU methodology for the assessment and consistent data reporting of the full life-cycle CO₂ emissions of light duty vehicles that are placed on the EU market, including a methodology for the assessment of full life-cycle CO₂ emissions of fuels and energy consumed by such vehicles;
- the possibility for manufacturers, as from 1 January 2024, to submit on a voluntary basis, data on the life-cycle CO₂ emissions of passenger cars and light vans on the EU market to the competent authorities and Member States, which would then communicate them to the Commission;
- the adoption by the Commission, no later than 31 December 2023, of delegated acts to supplement the 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;
- the presentation by the Commission, by 31 December 2024, of a legislative proposal to set minimum energy efficiency thresholds for new zero-emission passenger cars and light commercial vehicles placed on the Union market;
- a Commission report on progress towards zero-emission road mobility by the end of 2025 - to be reviewed annually thereafter - addressing the impact on consumers and employment, progress in increasing the amount of renewable energy in the EU, life-cycle emissions from new passenger cars and light commercial vehicles placed on the EU market, and the market for second-hand vehicles;
- the submission by the Commission, by 28 February 2023, of a legislative proposal to increase the share of zero-emission vehicles in public and corporate light-duty vehicle fleets;
- Member States to take into account 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 efficiency of different zero emission technologies;
- the adoption, no later than six months after the date of entry into force of the regulation, of a delegated act 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.

Transparency				
CERDAS Sara	Shadow rapporteur	ENVI	09/12/2021	Euroelectric
CERDAS Sara	Shadow rapporteur	ENVI	09/12/2021	Bosch
CERDAS Sara	Shadow rapporteur	ENVI	11/01/2022	industriAll European Trade Union
CERDAS Sara	Shadow rapporteur	ENVI	12/01/2022	Transport & Environment
CERDAS Sara	Shadow rapporteur	ENVI	12/01/2022	MAHLE International GmbH
CERDAS Sara	Shadow rapporteur	ENVI	12/01/2022	Iberdrola
CERDAS Sara	Shadow rapporteur	ENVI	01/02/2022	Audi
CERDAS Sara	Shadow rapporteur	ENVI	25/02/2022	Leaseurope
CERDAS Sara	Shadow rapporteur	ENVI	29/03/2022	Volkswagen Autoeuropa
CERDAS Sara	Shadow rapporteur	ENVI	31/03/2022	ACEA
CERDAS Sara	Shadow rapporteur	ENVI	31/03/2022	Stellantis
KONE?NÁ Kate?ina	Shadow rapporteur	ENVI	13/04/2022	TOYOTA MOTOR EUROPE
KONE?NÁ Kate?ina	Shadow rapporteur	ENVI	13/04/2022	Volkswagen Aktiengesellschaft
KONE?NÁ	Shadow	ENVI	13/04/2022	ZF Friedrichshafen AG

Kateřina	rapporteur			
CERDAS Sara	Shadow rapporteur	ENVI	27/04/2022	DENSO International Europe
KONEřNÁ Kateřina	Shadow rapporteur	ENVI	03/05/2022	Bayerische Motoren Werke Aktiengesellschaft
SOLÍS PÉREZ Susana	Shadow rapporteur	ENVI	17/05/2022	European Automobile Manufacturers Association
LIMMER Sylvia	Shadow rapporteur	ENVI	23/05/2022	Honda Motor Europe
DANTI Nicola	Member	22/03/2022	Ferrari	
DANTI Nicola	Member	30/05/2022	IVECO GROUP N.V.	
KOHUT Łukasz	Member	01/06/2022	Fundacja Promocji Pojazdów Elektrycznych	