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Committee on Transport and Tourism

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OPINION

of the Committee on Transport and Tourism

for the Committee on the Environment, Climate and Food Safety

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

Rapporteur for opinion: Jens Gieseke

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SHORT JUSTIFICATION

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

The rapporteur considers that the transition towards zero-emission mobility is taking place under evolving market and technological conditions, which require a careful calibration of the regulatory framework. It is therefore necessary to provide appropriate conditions for the automotive industry to efficiently reach the emission reduction targets while preserving jobs, strengthening its competitiveness and providing investment certainty.
The rapporteur therefore proposes several targeted amendments in his report. Further amendments might follow at the amendment phase as work progresses.

Technological neutrality and decarbonisation pathways

The rapporteur considers that technological neutrality must be given concrete effect in the Regulation. The Commission proposal introduces for the first time credits for renewable fuels and low-carbon steel, but limits their use to the period after 2035. The rapporteur considers these mechanisms should count towards achieving the emission targets and apply from the entry into force of the Regulation, in order to incentivise investment without delay and to avoid creating an unnecessary regulatory imbalance between different decarbonisation pathways. Additionally, the rapporteur considers that the scope of eligible credits should be extended beyond low-carbon steel to include materials such as aluminium and plastics. This would enable a more accurate reflection of embedded vehicle emissions, given that these materials account for a substantial share of lifecycle emissions and originate from carbon- and energy-intensive value chains requiring significant investment to decarbonise. Recognising such materials, starting with the recognition of steel as soon as possible, would strengthen incentives for innovation and investment across the automotive value chain.

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

The rapporteur further proposes to recognise vehicles running exclusively on eligible fuels (VEEF). In the absence of a life-cycle-based emissions accounting framework under the CO_2 standards Regulation, such vehicles should be recognised as zero-emission vehicles for the purpose of this Regulation, provided that certain criteria are met. This would set these vehicles on an equal footing with battery-electric vehicles, thus extending the available drivetrain options for the reduction of CO2 emissions. This is necessary to ensure that sustainable renewable fuels can contribute in a robust and verifiable manner to the decarbonisation of road transport.

Targets and averaging mechanism

The rapporteur considers that the targets set for 2030 and 2035 should be adjusted to better align with current market realities. The uptake of low- and zero-emission vehicles remains uneven and is affected by infrastructure gaps and affordability concerns. These challenges are particularly relevant for light commercial vehicles, which are often used intensively, have specific payload requirements and are purchased primarily based on total cost of ownership. For this reason, the rapporteur proposes a differentiated approach between passenger cars and light commercial vehicles. The report reflects this with an adjustment of the light commercial vehicles target for 2030 to 30 % and for 2035 to 80%. The reduction targets for passenger cars are maintained for 2030 and set at 90% for 2035.
Furthermore, the rapporteur considers that compliance flexibility is essential during the transition. The report therefore proposes extended averaging periods, including a five-year averaging period for passenger cars for 2028–2032 and five-year periods for vans for 2025–2029 and 2030–2034. Such averaging better reflects market fluctuations, investment cycles and uneven demand across Member States, without changing the overall direction of travel.

Super-credits

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

A future for the Hybrid Technology in Europe

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

Link to the Industrial Accelerator Act

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

AMENDMENT

The Committee on Transport and Tourism submits the following to the Committee on the Environment, Climate and Food Safety, as the committee responsible:

Amendment 1

Proposal for a regulation
Recital 5

Text proposed by the Commission	*Amendment*
(5) Light commercial vehicles are purchased and used in a professional context. For some specific use cases there may be short-term barriers to the deployment of zero-emission vehicles in that segment. It is therefore appropriate to adjust the 2030 CO_2 emissions ***target*** for those vehicles to support continued manufacturers' ability to invest, in particular in the transition towards zero-emission vehicles.	(5) Light commercial vehicles are purchased and used in a professional context. For some specific use cases there may be short-term barriers to the deployment of zero-emission vehicles in that segment. It is therefore appropriate to adjust the 2030 ***and 2035*** CO_2 emissions ***targets*** for those vehicles ***and to introduce super-credits*** to support continued ***European*** manufacturers' ability to invest, in particular in the transition towards zero-emission vehicles.

Amendment 2

Proposal for a regulation
Recital 6

Text proposed by the Commission	*Amendment*
(6) Fostering the development and production of small electric cars made in the EU will ensure affordability and access to clean mobility for consumers and enhance the competitiveness and sustainability of the European automotive sector. It is therefore appropriate to incentivise development of small electric cars made in the EU by providing incentives in the form of CO_2 credits for manufacturers that place such vehicles on the Union market.	(6) Fostering the development and production of small electric cars ***and vans "***made in the EU***"*** will ensure affordability and access to clean mobility for consumers and enhance the competitiveness and sustainability of the European automotive sector. It is therefore appropriate to incentivise development of small electric cars ***and vans "***made in the EU***"*** by providing incentives in the form of CO_2 credits for manufacturers that place such vehicles on the Union market. ***In addition, highly energy-efficient electric vehicles***

made in the EU can contribute significantly to reducing energy consumption, lowering operating costs for consumers and reducing pressure on electricity systems. In order to incentivise the development and market uptake of such vehicles, it is appropriate to establish a dedicated category of highly energy-efficient electric vehicles made in the EU eligible for super-credits under this Regulation.

Amendment 3

Proposal for a regulation
Recital 6 a (new)

Text proposed by the Commission	*Amendment*
	(6a) Whereas the Automotive Package and the Industrial Accelerator Act are closely interlinked and constitute complementary elements of the Union's strategy to strengthen the competitiveness, decarbonisation and resilience of the European automotive industry. To ensure legal certainty, regulatory coherence and the consistent application of Union legislation, the definition of vehicles "Made in the EU" should be established within a single legislative framework. Given that the Industrial Accelerator Act provides the overarching framework for determining European origin and production requirements, it is appropriate that the definitions laid down in Article 14 and in Annex III to that Act also apply for the purposes of this Regulation. Such a cross-reference would avoid divergent definitions, prevent regulatory fragmentation and ensure that measures adopted under the Automotive Package contribute coherently to the Union's broader industrial policy objectives.

Amendment 4

Proposal for a regulation
Recital 6 b (new)

Text proposed by the Commission	*Amendment*
	(6b) The Commission intends to adopt a delegated act pursuant to Article 4 of Regulation (EU) 2024/1781[1] establishing ecodesign requirements for iron and steel products, including criteria for defining low-carbon steel. In developing these criteria, the Commission should take into account the need to incentivise direct reduced iron (DRI) processes using fossil-free hydrogen.
	[1] Regulation (EU) 2024/1781 of the European Parliament and of the Council of 13 June 2024 establishing a framework for the setting of ecodesign requirements for sustainable products, amending Directive (EU) 2020/1828 and Regulation (EU) 2023/1542 and repealing Directive 2009/125/EC (OJ L, 2024/1781, 28.6.2024, ELI: http://data.europa.eu/eli/reg/2024/1781/oj).

Amendment 5

Proposal for a regulation
Recital 8

Text proposed by the Commission	*Amendment*
(8) In order to provide additional flexibilities, during the period ***2030 to 2032***, manufacturers should ensure that the average specific emissions of CO_2 of their vehicles do not exceed an emissions target, calculated as the average of their annual specific emissions targets over the period. Compliance with the targets should be assessed at the end of the period for each individual manufacturer. The excess emission premiums should be calculated	(8) In order to provide additional flexibilities, during the period ***2029 to 2031***, manufacturers should ensure that the average specific emissions of CO_2 of their ***M category*** vehicles do not exceed an emissions target, calculated as the average of their annual specific emissions targets over the period. Compliance with the targets should be assessed at the end of the period for each individual manufacturer. The excess emission premiums should be calculated accordingly. ***In order to provide***

accordingly.	***additional flexibilities, during the period 2025 to 2029 and during the period 2030 to 2034, respectively, manufacturers should ensure that the average specific emissions of CO_2 of their N category vehicles do not exceed an emissions target, calculated as the average of their annual specific emissions targets over the period. Compliance with the targets should be assessed at the end of the period for each individual manufacturer. Potential excess emission premiums should be calculated accordingly.***

Amendment 6

Proposal for a regulation
Recital 9

Text proposed by the Commission	*Amendment*
(9) The fleet-wide emissions reduction target as from 2035 is reduced from 100% to ***90%***, provided that the remaining emissions are compensated by the use of low-carbon steel credits ***or sustainable renewable fuel credits..***	(9) The fleet-wide emissions reduction target ***for passenger cars and for light-commercial vehicles*** as from 2035 is reduced from 100% to ***87.5% for passenger cars and to 80% for light commercial vehicles***, provided***, only in the case of passenger cars*** that the remaining emissions ***up to 95%*** are compensated by the use of low-carbon steel credits***.***

Amendment 7

Proposal for a regulation
Recital 10

Text proposed by the Commission	*Amendment*
(10) The use of low-carbon steel ***credits and sustainable renewable fuel*** credits should be capped in order to preserve investments in the zero-emission value-chain. By allowing to compensate emissions up to ***10%*** of the EU fleet-wide target of 2021 as from 2035, these credits, combined with the ***90%*** emissions reduction target, support the overall	(10) The use of low-carbon steel credits should be capped in order to preserve investments in the zero-emission value-chain. By allowing to ***contribute to the specific emissions of CO_2 of a manufacturer by up to 3% until the end of 2034, these credits shall support the ramp-up of the production of low-carbon steel and help to create a lead market. By***

climate neutrality objective.	***allowing to*** compensate emissions up to ***7.5%*** of the EU fleet-wide target of 2021 as from 2035, these credits, combined with the ***87.5%*** emissions reduction target, support the overall climate neutrality objective***, while 5% remain uncompensated***.

Amendment 8

Proposal for a regulation
Recital 12

Text proposed by the Commission	*Amendment*
(12) It is appropriate to allow for a recognition of emissions savings from sustainable renewable fuels in the CO_2 standards, to provide further flexibilities for manufacturers and support investments in the development of the sustainable renewable fuel value chain. Such fuels will continue to play a role in the decarbonisation of transport. In order to support innovative technologies, the current framework under Directive (EU) 2018/2001 includes binding targets for advanced biofuels in transport. Progress in its implementation is made albeit slow. A review of the Directive (EU) 2018/2001 is planned for end 2026 assessing the progress made and the need for an update of the future bioeconomy framework.	***deleted***

Amendment 9

Proposal for a regulation
Recital 13

Text proposed by the Commission	*Amendment*
(13) The promotion of low-carbon steel is essential to achieve the Union's climate objectives while strengthening its industrial competitiveness and strategic autonomy. As the automotive sector is a key user of steel, it is appropriate to incentivise the use	(13) The promotion of low-carbon steel is essential to achieve the Union's climate objectives while strengthening its industrial competitiveness and strategic autonomy. As the automotive sector is a key user of steel, it is appropriate to incentivise the use

of low-carbon steel in vehicle production to create a lead-market. Hence, to compensate, after 2035, the CO_2 emissions of their new vehicles, ***which have not already been compensated by the use of sustainable renewable fuels,*** manufacturers should be able to use made in the EU low-carbon steel credits.	of low-carbon steel in vehicle production to create a lead-market. Hence, to compensate, after 2035, the CO_2 emissions of their new vehicles, manufacturers should be able to use made in the EU low-carbon steel credits***, while 5% remain uncompensated***.

Amendment 10

Proposal for a regulation
Recital 13 a (new)

Text proposed by the Commission	*Amendment*
	(13a) The utility factor applicable to OVC-HEVs made in the EU should be maintained at the level established by the latest tightening adopted in 2025, provided that such vehicles have a minimum electric range of 120 km and are equipped with an inducement system capable of reducing the available vehicle power where no external charging has taken place over the preceding 750 km. From 1 January 2030, the utility factor should again be subject to updates in accordance with the applicable regulatory framework.

Amendment 11

Proposal for a regulation
Recital 13 b (new)

Text proposed by the Commission	*Amendment*
	(13b) In order to further increase the energy efficiency of off-vehicle charging hybrid electric vehicles (OVC-HEVs), the Commission should assess the potential for improvements to the methodology for determining the utility factor. In this assessment, the Commission should in particular analyse the possible introduction of a power ratio requirement

	between electric and combustion engine power trains. Such an assessment should take into account technological developments and the technical feasibility of such a requirement.

Amendment 12

Proposal for a regulation
Recital 16

Text proposed by the Commission	*Amendment*
(16) A vehicle label providing information that is relevant for zero-emission vehicles should be available to empower potential vehicle buyers to make informed purchase decisions. In addition, a vehicle label should be available not only for new passenger cars, but also for potential buyers of vans and second-hand vehicles, to ensure that potential buyers of those vehicles are also appropriately informed.	(16) A vehicle label providing information that is relevant for zero-emission vehicles should be available to empower potential vehicle buyers to make informed purchase decisions. In addition, a vehicle label should be available not only for new passenger cars, but also for potential buyers of vans and second-hand vehicles, to ensure that potential buyers of those vehicles are also appropriately informed. ***This label should include information on the electric range of a vehicle not only in ambient temperature, but also under cold driving conditions.***

Amendment 13

Proposal for a regulation
Recital 21

Text proposed by the Commission	*Amendment*
(21) In order to set up methodologies for determining the criteria for a car to be considered 'made in the EU', for steel to be considered low carbon and amend the Annex related to vehicle labelling, 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 to take into account technological and legislative developments, as well as developments relating to consumer	***deleted***

information. 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.

Amendment 14

Proposal for a regulation
Recital 23

Text proposed by the Commission	*Amendment*
(23) Since the objectives of this Regulation ***to*** provide vehicles manufacturers with additional flexibilities for their compliance while maintaining the level of ambition of the CO_2 reduction targets, as well to harmonise and update vehicle labelling requirements, cannot be sufficiently achieved by the Member States, but can rather, by reason of the scale and effects of the action, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives.	(23) Since the objectives of this Regulation provide vehicles manufacturers with additional flexibilities for their compliance while maintaining the ***overall*** level of ambition of the CO_2 reduction targets***, while 5% remain uncompensated***, as well to harmonise and update vehicle labelling requirements, cannot be sufficiently achieved by the Member States, but can rather, by reason of the scale and effects of the action, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives.

Amendment 15

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

Text proposed by the Commission	*Amendment*
(b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a ***40%*** reduction of the target in 2021 determined in accordance with point 6.1.2 of Part B of Annex I.;	(b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a ***35%*** reduction of the target in 2021 determined in accordance with point 6.1.2 of Part B of Annex I.;

Amendment 16

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

Text proposed by the Commission	*Amendment*
(a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to a ***90%*** 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 ***87.5%*** reduction of the target in 2021 determined in accordance with Part A, point 6.1.3, of Annex I;

Amendment 17

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

Text proposed by the Commission	*Amendment*
(b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a ***90%*** reduction of the target in 2021 determined in accordance with Part B, point 6.1.3, of Annex I.;	(b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a ***80%*** reduction of the target in 2021 determined in accordance with Part B, point 6.1.3, of Annex I.;

Amendment 18

Proposal for a regulation
Article 1 – paragraph 1 – point 3 – point b
Regulation (EU) 2019/631
Article 3 – paragraph 1 – point n

Text proposed by the Commission	*Amendment*
(n) 'zero-emission vehicle' means a passenger car or a light commercial vehicle with tailpipe emissions of 0 g CO_2/km**,** as determined in accordance with the applicable EU type-approval procedure;	(n) 'zero-emission vehicle' means a passenger car or a light commercial vehicle ***either*** with tailpipe emissions of 0 g CO_2/km as determined in accordance with the applicable EU type-approval procedure ***or, for the purpose of this Regulation, running exclusively on eligible fuels (VEEF) in accordance with Article 4(3a)***;

Amendment 19

Proposal for a regulation
Article 1 – paragraph 1 – point 3 – point b
Regulation (EU) 2019/631
Article 3 – paragraph 1 – point n a (new)

Text proposed by the Commission	*Amendment*
	(na) small electric vehicle means a pure electric vehicle that is made in the EU [according to IAA] and that belongs to category M1, with a length not exceeding 4.2 metres.

Amendment 20

Proposal for a regulation
Article 1 – paragraph 1 – point 3 – point b
Regulation (EU) 2019/631
Article 3 – paragraph 1 – point n b (new)

Text proposed by the Commission	*Amendment*
	(nb) highly efficient electric vehicle means a pure electric vehicle that is made in the EU [according to IAA] and that belongs to category M1 whose combined electric energy consumption, determined

in accordance with Commission Regulation (EU) 2017/1151[1], does not exceed the following maximum values (EC_max), expressed in Wh/km and determined on the basis of the test mass (TM) of the vehicle:

- for vehicles with a test mass of up to 2143 kg: 150 Wh/km;

- for vehicles with a test mass of more than 2143 kg and up to 3000 kg the energy efficiency thresholds shall be equal to 150 + 0.029 × (TM − 2143) Wh/km;

- for vehicles with a test mass exceeding 3000 kg: 175 Wh/km; the test mass shall be determined in accordance with Commission Regulation (EU) 2017/1151.

[1] 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, ELI: http://data.europa.eu/eli/reg/2017/1151/oj).

Amendment 21

Proposal for a regulation
Article 1 – paragraph 1 – point 3 – point b
Regulation (EU) 2019/631
Article 3 – paragraph 1 – point n c (new)

Text proposed by the Commission	*Amendment*
	(nc) zero emission van made in the EU

means a pure electric vehicle that belongs to category N1 and is made in the EU [according to IAA].

Amendment 22

Proposal for a regulation
Article 1 – paragraph 1 – point 3 – point b
Regulation (EU) 2019/631
Article 3 – paragraph 1 – point r a (new)

Text proposed by the Commission	*Amendment*
	(ra) 'vehicle running exclusively on eligible fuels' (VEEF) means a passenger car or a light commercial vehicle running exclusively on eligible fuels listed in point (rb) of this paragraph over its lifetime;

Amendment 23

Proposal for a regulation
Article 1 – paragraph 1 – point 3 – point b
Regulation (EU) 2019/631
Article 3 – paragraph 1 – point r b (new)

Text proposed by the Commission	*Amendment*
	(rb) 'eligible fuels' means:
	- as of entry into force and until the end of 2032 all fuels defined by Directive (EU) 2018/2001[1], meeting 65% greenhouse gas emission savings;
	- as of 2033 renewable fuels of non-biological origin (RFNBOs) as defined in Article 2(36) of Directive (EU) 2018/2001 and fulfilling the criteria set out in Article 29a of that Directive, biofuels, as defined in Article 2(33) of that Directive, and biogas, as defined in Article 2(28) of that Directive, both produced from feedstock listed in Annex IIIb of this Regulation and fulfilling the criteria set out in Article 29 of that Directive.
	[1] 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; ELI: http://data.europa.eu/eli/dir/2018/2001/oj).

Amendment 24

Proposal for a regulation
Article 1 – paragraph 1 – point 4 – point b
Regulation (EU) 2019/631
Article 4 – paragraph 1a – subparagraph 1

Text proposed by the Commission	*Amendment*
By way of derogation from paragraph 1, for the periods comprising the calendar years 2025 to 2027 and the calendar years ***2030 to 2032***, a manufacturer, including when it is a member of a pool, shall ensure that its average specific emissions of CO_2 over these periods do not exceed its specific emissions target over these periods.	By way of derogation from paragraph 1, for the periods comprising the calendar years 2025 to 2027 and the calendar years ***2029 to 2031***, a manufacturer, including when it is a member of a pool, shall ensure that its average specific emissions of CO_2 over these periods do not exceed its specific emissions target over these periods. ***For the calendar year 2029, the banking and borrowing shall be limited to a maximum of 8g per km of credits.***

Amendment 25

Proposal for a regulation
Article 1 – paragraph 1 – point 4 – point b
Regulation (EU) 2019/631
Article 4 – paragraph 1a – subparagraph 2

Text proposed by the Commission	*Amendment*
Those average specific emissions of CO_2 shall be calculated as the average over the period concerned of the annual average specific emissions of CO_2 weighted according to the number of newly registered vehicles for the manufacturer in each calendar year.	Those average specific emissions of CO_2 shall be calculated as the average over the period concerned of the annual average specific emissions of CO_2 weighted according to the number of newly registered vehicles ***of category M1*** for the manufacturer in each calendar year.

Amendment 26

Proposal for a regulation
Article 1 – paragraph 1 – point 4 – point b
Regulation (EU) 2019/631
Article 4 – paragraph 1a – subparagraph 3

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

Amendment 27

Proposal for a regulation
Article 1 – paragraph 1 – point 4 – point b
Regulation (EU) 2019/631
Article 4 – paragraph 1a – subparagraph 3 a (new)

Text proposed by the Commission	*Amendment*
	By way of derogation from paragraph 1, for the five-year period comprising the calendar years 2025 to 2029 and for the five-year period comprising the calendar years 2030 to 2034, a manufacturer, including when it is a member of a pool, shall ensure that its average specific emissions of CO_2 over that period do not exceed its specific emissions target over that period. Those average specific emissions of CO_2 shall be calculated as the average over the five-year period of the annual average specific emissions of CO_2 weighted according to the number of newly registered vehicles of category N for the manufacturer in each calendar year. The specific emissions target shall be calculated in accordance with point 6.3 of Part B of Annex I or, where a

manufacturer is granted a derogation under Article 10, in accordance with that derogation, weighted according to the number of newly registered vehicles for the manufacturer in each calendar year.;

Amendment 28

Proposal for a regulation
Article 1 – paragraph 1 – point 4 – point b a (new)
Regulation (EU) 2019/631
Article 4 – paragraph 3 a (new)

Text proposed by the Commission	*Amendment*
	(ba) in Article 4, the following paragraph is added:
	'3a. From 1 January 2030, the specific emissions of CO2 of vehicles running exclusively on eligible fuels defined in Article 3, point ra (new), are considered zero for the purpose of this Regulation.
	By [six months after the entry into force of this Regulation], in accordance with Articles 5 and 15 of Regulation (EU) 2024/1257[1], the Commission shall adopt a delegated act in accordance with Article 17 to introduce an additional option to amend the rules for the type approval of such vehicles.
	The delegated act referred to in this paragraph shall lay down the following:
	(a) a digital monitoring methodology, combined with physical non-interoperability of the vehicle with non-eligible fuels suitable for both liquid and gaseous eligible fuels, enabling a transparent, traceable and scalable verification of the exclusive operation with eligible fuels; the digital monitoring methodology shall be capable of identifying at each fuelling event, whether the vehicle is operated exclusively on eligible fuels. In particular, it shall be capable of detecting the use of fuels or fuel blends that do not qualify as eligible

fuels;

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

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

(d) technical requirements, robust control and penalty mechanisms, as well as safeguards ensuring the irreversibility of the engine should guarantee the exclusive use of eligible fuels.

Accordingly, by [six months from the entry into force of this Regulation], the Commission shall integrate this into the Certificate of Conformity by amending, by means of implementing act, Regulation (EU) 2020/683[2].'

[1] Regulation (EU) 2024/1257 of the European Parliament and of the Council of 24 April 2024 on type-approval of motor vehicles and engines and of systems, components and separate technical units intended for such vehicles, with respect to their emissions and battery durability (Euro 7), amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 715/2007 and (EC) No 595/2009 of the European Parliament and of the Council, Commission Regulation (EU) No 582/2011, Commission Regulation (EU) 2017/1151, Commission Regulation (EU) 2017/2400 and Commission Implementing Regulation (EU) 2022/1362 (OJ L, 2024/1257, 8.5.2024, ELI: http://data.europa.eu/eli/reg/2024/1257/oj).

[2] Commission Implementing Regulation (EU) 2020/683 of 15 April 2020 implementing Regulation (EU) 2018/858 of the European Parliament and of the Council with regards to the administrative requirements for the approval and market surveillance of motor vehicles and their

	trailers, and of systems, components and separate technical units intended for such vehicles (OJ L 163, 26.5.2020, p. 1, ELI: http://data.europa.eu/eli/reg_impl/2020/683/oj).

Amendment 29

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

Text proposed by the Commission	*Amendment*
Super credits for ***small*** zero-emission vehicles	Super credits for ***certain categories of*** zero-emission vehicles

Amendment 30

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

Text proposed by the Commission	*Amendment*
1. ***Until 2034,*** for the purpose of calculating a manufacturer's average specific emissions of CO_2***,*** each new zero-emission vehicle of category M1 identified as small electric vehicle in line with point 2.4 of Part A of Annex I to Regulation (EU) 2018/858 and made in the EU shall be counted as 1.3 vehicles.	1. For the purpose of calculating a manufacturer's average specific emissions of CO_2"
	- each new zero-emission vehicle of category M1 identified as small electric vehicle in line with point 2.4 of Part A of Annex I to Regulation (EU) 2018/858 and made in the EU shall be counted as ***1.4 vehicles and***
	- each new zero-emission vehicle of category M1 identified as highly efficient electric vehicle in line with point 2.4 of Part A of Annex I to Regulation (EU) 2018/858 and made in the EU shall be

counted as 1.2 vehicles.

When a small electric vehicle or a highly efficient vehicle to which the above paragraph applies is registered under a social leasing scheme of a Member State and notified to the Commission, the above multipliers shall be increased by 0.1 to 1.5 and 1.3 vehicles ***respectively***.

Amendment 31

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

Text proposed by the Commission	*Amendment*
	1a. For the purpose of calculating a manufacturer's average specific emissions of CO2, each new zero-emission vehicle of category N_1 identified as made in the EU shall be counted as 1.2 vehicles from the entry into force until the end of 2034 and as 1.4 vehicles as of 2035.

Amendment 32

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

Text proposed by the Commission	*Amendment*
2. For each calendar year, each Member State shall record and transmit to the Commission, as part of its obligations in line with Article 7, for each new zero-emission vehicle of category M1 whether or not it is identified as small electric vehicle in line with point ***2.4*** of Part A of Annex I to Regulation (EU) 2018/858 and it is made in the EU as well as the value of the parameters determining such	2. For each calendar year, each Member State shall record and transmit to the Commission, as part of its obligations in line with Article 7, for each new zero-emission vehicle of category M1 ***and N1*** whether or not it is identified as small electric vehicle***, a highly efficient electric vehicle or a zero emission van, made in the EU,*** in line with point ***[2.4, 2.4.1 and 2.4.1a(new)]*** of Part A of Annex I to

compliance.	Regulation (EU) 2018/858 and it is made in the EU as well as the value of the parameters determining such compliance.

Amendment 33

Proposal for a regulation
Article 1 – paragraph 1 – point 5
Regulation (EU) 2019/631
Article 5 – paragraph 3

Text proposed by the Commission	*Amendment*
3. ***The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to supplement this Regulation by setting up a methodology for determining the criteria for a car to be considered*** **‘**made in the EU **’**.	3. ***For the purpose of this Article, “cars*** made in the EU” ***means “cars made in the EU” as defined in Article 14 and Annex III of Regulation [Industrial Accelerator Act, 2026/0068(COD)]***.

Amendment 34

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

Text proposed by the Commission	*Amendment*
Role of sustainable renewable fuels	***deleted***

Amendment 35

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

Text proposed by the Commission	*Amendment*
1. Starting from 2035, the Commission shall calculate, for each manufacturer, fuel credits based on the greenhouse gas emission savings achieved by the use of the fuels referred to in paragraph 2, as determined in accordance	***deleted***

with point 7 of Parts A and B of Annex I, to compensate emissions from new passenger cars and new light commercial vehicles registered in the calendar year. These fuel credits shall be calculated taking into account the quantity of such fuels placed on the Union market for road transport and their greenhouse gas emissions intensity, as calculated according to Article 29a and 31 of Directive (EU) 2018/2001 and as reported in the Union Database established pursuant to Article 31a of that Directive, the share of road transport fuel used in passenger cars and light commercial vehicles, the average lifetime mileage of the vehicles, and the number of vehicles registered.

Amendment 36

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

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

Amendment 37

Proposal for a regulation
Article 1 – paragraph 1 – point 6
Regulation (EU) 2019/631
Article 5a – paragraph 3 – subparagraph 1

Text proposed by the Commission	*Amendment*
The credits from all fuels referred to in paragraph 2 shall not reduce the average specific emissions of CO_2 of a manufacturer by more than 3% of the EU fleet-wide target$_{2021}$ as set out in point 6.0 of Annex I Parts A and B.	***deleted***

Amendment 38

Proposal for a regulation
Article 1 – paragraph 1 – point 6
Regulation (EU) 2019/631
Article 5a – paragraph 3 – subparagraph 2

Text proposed by the Commission	*Amendment*
The credits from the quantities of biofuels and biogas produced from feedstock listed in Part B of Annex IX to Directive (EU) 2018/2001 shall not reduce the average specific emissions of CO_2 of a manufacturer by more than 1% of the EU fleet-wide target$_{2021}$ as set out in point 6.0 of Annex I Parts A and B.	***deleted***

Amendment 39

Proposal for a regulation
Article 1 – paragraph 1 – point 6
Regulation (EU) 2019/631
Article 5a – paragraph 4

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

Amendment 40

Proposal for a regulation

Article 1 – paragraph 1 – point 6
Regulation (EU) 2019/631
Article 5b – paragraph 1

Text proposed by the Commission	*Amendment*
1. ***Starting from 2035***, a manufacturer shall obtain credits for low-carbon steel made in the EU ('low-carbon steel credits') ***to compensate emissions from*** new passenger cars and new light commercial vehicles registered in the calendar year.	1. ***From .. [the date of entry into force of this Regulation] and until the end of 2034***, a manufacturer shall obtain credits for low-carbon steel made in the EU ('low-carbon steel credits') ***used in*** new passenger cars and new light commercial vehicles registered in the calendar year ***and may count those credits towards meeting its specific CO_2 emission target***. ***From 2035 onwards, each manufacturer shall use the low-carbon steel credits to compensate emissions from new passenger cars registered in the calendar year towards 95% and new light commercial vehicles registered in the calendar year towards 80%.***

Amendment 41

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

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

Amendment 42

Proposal for a regulation
Article 1 – paragraph 1 – point 6
Regulation (EU) 2019/631
Article 5b – paragraph 3

Text proposed by the Commission	*Amendment*
3. Low-carbon steel credits shall be	3. Low-carbon steel credits shall be

calculated taking into account the quantity and the CO_2 emissions intensity***,*** calculated according to the methodology as set out in accordance with paragraph 6, of the low-carbon steel made in the EU used in the manufacturer's new passenger cars or new light commercial vehicles ***registered*** in the Union in the calendar year, the number of vehicles registered in the calendar year, and the lifetime mileage of the vehicles, in accordance with point 7 of Parts A and B of Annex I.	taking into account the quantity and the CO_2 emissions intensity calculated according to the methodology as set out in accordance with paragraph 6, of the low-carbon steel made in the EU used in the ***production of*** manufacturer's new passenger cars or new light commercial vehicles ***produced*** in the EU in the calendar year, the number of vehicles registered in the calendar year, and the lifetime mileage of the vehicles, in accordance with point 7 of Parts A and B of Annex I.

Amendment 43

Proposal for a regulation
Article 1 – paragraph 1 – point 6
Regulation (EU) 2019/631
Article 5b – paragraph 4

Text proposed by the Commission	*Amendment*
4. Low-carbon steel credits shall not decrease the average specific emissions of CO_2 of a manufacturer by more than ***7%*** of the EU fleet-wide $target_{2021}$ as set out in point 6.0 of Annex I Parts A and B.	4. ***Until the end of 2034, low-carbon steel credits shall contribute to the specific emissions of CO_2 of a manufacturer by no more than 3% of the specific emissions reference target of the manufacturer in 2021 as set out in point 6.0 of Annex I Parts A and B.*** ***From 2035 onwards,*** low-carbon steel credits shall not decrease the average specific emissions of CO_2 of a manufacturer by more than ***7.5%*** of the EU fleet-wide $target_{2021}$ as set out in point 6.0 of Annex I Parts A and B.

Amendment 44

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

Text proposed by the Commission	*Amendment*

5. The Commission shall specify, by means of implementing acts, the detailed rules and procedures for the monitoring and reporting by manufacturers of all the necessary data for the calculation of the low-carbon steel credits. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 16(2).	5. The Commission shall specify ***by … [six months after the entry into force of this Regulation]***, by means of implementing acts, the detailed rules and procedures for the monitoring and reporting by manufacturers of all the necessary data for the calculation of the low-carbon steel credits. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 16(2).

Amendment 45

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

Text proposed by the Commission	*Amendment*
6. The ***Commission is empowered to adopt delegated acts in accordance with Article 17 in order to supplement this Regulation by setting up a*** methodology for determining the characteristics of the low carbon steel and the CO_2 emissions intensity of the steel and of the baseline steel as a reference point for the calculation for the low-carbon steel credits.	6. The ***definition and its related*** methodology for determining the characteristics of the low carbon steel and the CO_2 emissions intensity of the steel and of the baseline steel as a reference point for the calculation for the low-carbon steel credits ***shall be established via delegated acts adopted pursuant to Article 4 of Regulation (EU) 2024/1781, as applicable and referenced in the [IAA];*** ***For the purposes of considering steel products, components and assembled final products containing steel "made in the EU" in accordance with this Article, steel is considered made in the EU if it has been originally melted and poured within the Union, in accordance with Regulation [Regulation on negative trade-related effects of global overcapacity on the Union steel market, 2025/0726(COD)]***.

Amendment 46

Proposal for a regulation
Article 1 – paragraph 1 – point 6 a (new)

Regulation (EU) 2019/631
Article 5b a (new)

Text proposed by the Commission	*Amendment*
	(6a) The following Article is added:
	Article 5ba
	Role of plug-in hybrid technologies
	Until 31 December 2029 the utility factor applicable to off-vehicle charging hybrid electric vehicles (OVC-HEVs) made in the EU shall not be subject to any further tightening beyond the level established by the last tightening adopted in 2025, provided that those vehicles meet the following criteria:
	(a) a minimum electric range of 120 km;
	(b) shall be equipped with an inducement system which, without compromising vehicle safety or user safety, reduces the available vehicle power where no recharging event has occurred within the previous 750 km.
	From 1 January 2030 onwards, the utility factor should be updated annually on the basis of observed real-world data from the preceding year. OEM fleet emissions should subsequently be adjusted ex post to reflect the observed utility factor.

Amendment 47

Proposal for a regulation
Article 1 – paragraph 1 – point 9 – point a
Regulation (EU) 2019/631
Article 8 – paragraph 1 – subparagraph 2

Text proposed by the Commission	*Amendment*
By way of derogation from the first subparagraph, with respect to the calendar years 2025 to 2027, and 2030 to ***2032***, the Commission shall impose an excess emissions premium on any manufacturer whose average specific emissions of CO_2	By way of derogation from the first subparagraph, with respect to the calendar years 2025 to 2027, and ***2029 to 2031 for cars, and 2025 to 2029 for vans, and*** 2030 to ***2034***, the Commission shall impose an excess emissions premium on any

over the period exceed its specific emissions target over that period.;	manufacturer whose average specific emissions of CO_2 over the period exceed its specific emissions target over that period.;

Amendment 48

Proposal for a regulation
Article 1 – paragraph 1 – point 9 – point a a (new)
Regulation (EU) 2019/631
Article 8 – paragraph 2

Present text	*Amendment*
	(a a) In Article 8, paragraph 2 is replaced by the following:
2. The excess emissions premium under paragraph 1 shall be calculated using the following formula:	"2. The excess emissions premium under paragraph 1 shall be calculated using the following formula:
(Excess emissions × EUR 95) × number of newly registered vehicles.	(Excess emissions ***- low-carbon steel credits)*** × EUR 95) × number of newly registered vehicles.
For the purposes of this Article, the following definitions shall apply:	For the purposes of this Article, the following definitions shall apply:
— ‘excess emissions’ means the positive number of grams per kilometre by which a manufacturer's average specific emissions of CO2, taking into account CO2 emissions reductions due to innovative technologies approved in accordance with Article 11, exceeded its specific emissions target in the calendar year or part thereof to which the obligation under Article 4 applies, rounded to the nearest three decimal places, ***and***	— ‘excess emissions’ means the positive number of grams per kilometre by which a manufacturer's average specific emissions of CO2, taking into account CO2 emissions reductions due to innovative technologies approved in accordance with Article 11, exceeded its specific emissions target in the calendar year or part thereof to which the obligation under Article 4 applies, rounded to the nearest three decimal places,
— ‘number of newly registered vehicles’ means the number of new passenger cars or new light commercial vehicles counted separately of which it is the manufacturer and which were registered in that period according to the phase-in criteria as set out in Article 4(3).	— ‘number of newly registered vehicles’ means the number of new passenger cars or new light commercial vehicles counted separately of which it is the manufacturer and which were registered in that period according to the phase-in criteria as set out in Article 4(3)***,***
	— 'low carbon steel credits' mans the number of credits calculated in accordance with Article 5b."

(32019R0631)

Amendment 49

Proposal for a regulation
Article 1 – paragraph 1 – point 9 – point b
Regulation (EU) 2019/631
Article 8 – paragraph 5 – subparagraph 1

Text proposed by the Commission	*Amendment*
By way of derogation from paragraphs 1 and 2, for each calendar year starting from ***2035***, the Commission shall impose an excess emissions premium on a manufacturer or pool manager, as appropriate, where a manufacturer's average specific emissions of CO_2 exceed its specific emissions target or its average specific emissions of CO_2 exceed ***the sum of its fuel credits as referred to in Article 5a, and*** its low-carbon steel credits as referred to in Article 5b.	By way of derogation from paragraphs 1 and 2, for each calendar year starting from ***entry into force***, the Commission shall impose an excess emissions premium on a manufacturer or pool manager, as appropriate, where a manufacturer's average specific emissions of CO_2 exceed its specific emissions target or its average specific emissions of CO_2 exceed its low-carbon steel credits as referred to in Article 5b.

Amendment 50

Proposal for a regulation
Article 1 – paragraph 1 – point 9 – point b
Regulation (EU) 2019/631
Article 8 – paragraph 5 – subparagraph 4

Text proposed by the Commission	*Amendment*
In the above calculation ***the sum of fuel credits and*** low-carbon steel credits cannot exceed ***10%*** of the EU_{2021} target;	In the above calculation low-carbon steel credits cannot exceed ***7.5%*** of the EU_{2021} target;

Amendment 51

Proposal for a regulation
Article 1 – paragraph 1 – point 10
Regulation (EU) 2019/631
Article 15 – paragraph 1

Text proposed by the Commission	*Amendment*

1. In 2035 and every five years thereafter, the Commission shall assess the effectiveness of the Regulation to achieve zero-emission mobility. The Commission shall also assess the impact***, feasibility and appropriateness of including*** local content requirements, notably based on the implementation of relevant EU legislation. Taking into account market and technology developments, the Commission shall review and amend, as appropriate, this Regulation, in particular with regards to adjustments to the fleet-wide targets with a view to maintaining alignment with the 2050 climate neutrality binding objective laid down in Regulation (EU) 2021/1119 of the European Parliament and of the Council.	1. In 2035 and every five years thereafter, the Commission shall assess the effectiveness of the Regulation to achieve zero-emission mobility. The Commission shall also assess the impact ***of*** local content requirements, notably based on the implementation of relevant EU legislation. Taking into account market and technology developments, the Commission shall review and amend, as appropriate, this Regulation, in particular with regards to adjustments to the fleet-wide targets with a view to maintaining alignment with the 2050 climate neutrality binding objective laid down in Regulation (EU) 2021/1119 of the European Parliament and of the Council.

Amendment 52

Proposal for a regulation
Article 1 – paragraph 1 – point 11
Regulation (EU) 2019/631
Article 15a – paragraph 1 – subparagraph 3

Text proposed by the Commission	*Amendment*
In addition to the vehicle label, the distributor shall inform the potential buyer of a second-hand zero-emission vehicle or off-vehicle charging hybrid electric vehicle, of the vehicle's current 'traction battery state of health', based on the information available in the vehicle display in accordance with Annex VI to Regulation (EU) 2025/1707.	In addition to the vehicle label, the distributor shall inform the potential buyer of a second-hand zero-emission vehicle or off-vehicle charging hybrid electric vehicle, of the vehicle's current 'traction battery state of health', based on the information available in the vehicle display in accordance with Annex VI to Regulation (EU) 2025/1707. ***This information shall be displayed in a clearly visible manner next to the vehicle label.***

Amendment 53

Proposal for a regulation
Article 1 – paragraph 1 – point 11
Regulation (EU) 2019/631
Article 15a – paragraph 2 – subparagraph 1 a (new)

Text proposed by the Commission	*Amendment*
	In cases where promotional materials are designed for the usage in small digital formats, such as on a smart phone screen, the manufacturer or distributor may opt for the simplified vehicle label as provided for in Annex II – part 2 – b), provided that any digital version of this simplified label is equipped with a hyperlink functionality that leads the interested user to the standard vehicle label with only one click.

Amendment 54

Proposal for a regulation
Article 1 – paragraph 1 – point 11
Regulation (EU) 2019/631
Article 15a – paragraph 2 – subparagraph 2

Text proposed by the Commission	*Amendment*
Where the promotional material concerns one or more vehicle models, the promotional material shall include the values of all the vehicles to which it refers or the range between the lowest and highest values of all the vehicles to which it refers***, *for all technical parameters mentioned in Annex IIIa, Part 2***.	Where the promotional material concerns one or more vehicle models, the promotional material shall include the values of all the vehicles to which it refers or the range between the lowest and highest values of all the vehicles to which it refers.

Amendment 55

Proposal for a regulation
Article 1 – paragraph 1 – point 11
Regulation (EU) 2019/631
Article 15a – paragraph 2 – subparagraph 3

Text proposed by the Commission	*Amendment*
Where promotional material distributed by electronic means allows consumers to configure a specific vehicle, such as online car configurators, it shall clearly demonstrate to consumers how different specific equipment and optional extras affect the values ***of all technical***	Where promotional material distributed by electronic means allows consumers to configure a specific vehicle, such as online car configurators, it shall clearly demonstrate to consumers how different specific equipment and optional extras affect the ***respective*** values.

parameters mentioned in Annex IIIa, Part 2.

Amendment 56

Proposal for a regulation
Article 1 – paragraph 1 – point 11
Regulation (EU) 2019/631
Article 15a – paragraph 7 a (new)

Text proposed by the Commission	*Amendment*
	7a. This Article shall not apply in the context of private sales.

Amendment 57

Proposal for a regulation
Article 1 – paragraph 1 – point 11
Regulation (EU) 2019/631
Article 15b – paragraph 2

Text proposed by the Commission	*Amendment*
2. Member States shall lay down the rules on penalties and enforcement mechanisms applicable to infringements of the provisions on vehicle labelling and shall take all measures necessary to ensure that they are implemented. The penalties shall be effective, proportionate and dissuasive. Member States shall, by no later than 12 months after the entry into force of this Regulation, notify the Commission of those rules and measures, and shall notify it, without delay, of any subsequent amendment affecting them.	2. Member States shall lay down the rules on penalties and enforcement mechanisms applicable to infringements of the provisions on vehicle labelling and shall take all measures necessary to ensure that they are implemented***. In laying down those rules, Member States shall take into account the availability of data for second-hand vehicles and the need to avoid disproportionate administrative burdens for distributors***. The penalties shall be effective, proportionate and dissuasive. Member States shall, by no later than 12 months after the entry into force of this Regulation, notify the Commission of those rules and measures, and shall notify it, without delay, of any subsequent amendment affecting them.

Amendment 58

Proposal for a regulation
Annex I – paragraph 1 – point a
Regulation (EU) 2019/631
Annex I – part A – point 7.2

Text proposed by the Commission	*Amendment*
7.2. Fuel credits	***deleted***
[...]	
where:	
[...]	
For the parameters Qfuel, GHGsavings, fuelsharecars and newcars, the data to be used are those for the calendar year two years prior to the target year or, where that data is not available, for the most recent calendar year for which data is available.	

Amendment 59

Proposal for a regulation
Annex I – paragraph 1 – point a
Regulation (EU) 2019/631
Annex I – part B – point 7.2

Text proposed by the Commission	*Amendment*
7.2. Fuel credits	***deleted***
[...]	
where:	
[...]	
For the parameters Qfuel, GHGsavings, fuelsharevans and newvans, the data to be used are those for the calendar year two years prior to the target year or, where that data is not available, for the most recent calendar year for which data is available.	

Amendment 60

Proposal for a regulation
Annex I – paragraph 3
Regulation (EU) 2019/631
Annex IIIa – part 1

Text proposed by the Commission

CO2 emissions class	CO2 emissions in g/km for vehicle category M1	CO2 emissions in g/km for vehicle category N1
A	0	0
B	***1 to 25***	***1 to 25***
C	***26 to 50***	***26 to 50***
D	***51 to 75***	***51 to 100***
E	***76 to 100***	***101 to 150***
F	***101 to 125***	***151 to 200***
G	***126*** and higher	***201*** and higher

Amendment

CO2 emissions class	CO2 emissions in g/km for vehicle category M1	CO2 emissions in g/km for vehicle category N1
A+	***0***	***0***
A	0	0
B	***1 to 50***	***1 to 75***
C	***51 to 85***	***76 to 140***
D	***86 to 110***	***141 to 175***
E	***111 to 125***	***176 to 205***
F	***126 to 150***	***206 to 235***
G	***150*** and higher	***236*** and higher

To determine if a vehicle of category M1 belongs to class A+ or class A, the following methodology shall apply:

Class 'A+': M1 whose CO2 emissions in g/km are 0 and whose combined electric energy consumption, determined in accordance with Commission Regulation (EU) 2017/1151, does not exceed the following maximum values (EC_max), expressed in Wh/km and determined on the basis of the test mass (TM) of the vehicle:

— for vehicles with a test mass of up to 2143 kg: 150 Wh/km;

— for vehicles with a test mass of more than 2143 kg and up to 3000 kg the energy efficiency thresholds shall be equal to 150 + 0.029 × (TM − 2143) Wh/km;

— for vehicles with a test mass exceeding 3000 kg: 175 Wh/km.

Class 'A': all other M1 whose CO2 emissions in g/km are 0.

The test mass shall be determined in accordance with Commission Regulation (EU) 2017/1151.

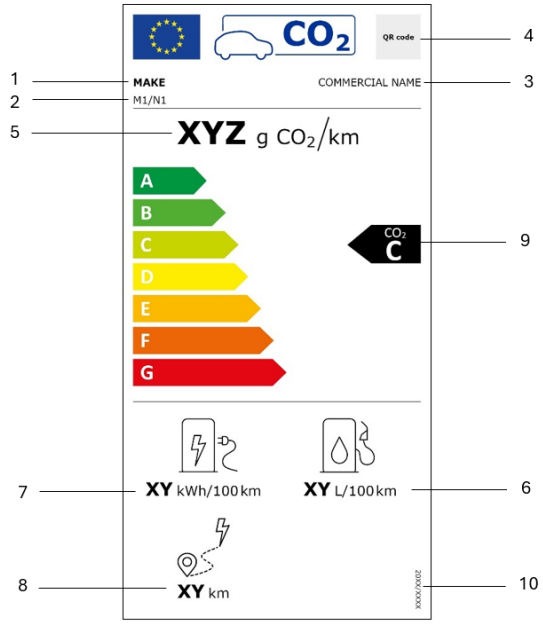
To determine if a vehicle of category N1 belongs to class A+ or class A, the following methodology shall apply:

Class 'A+': [to be determined]

Class 'A': all other N1 whose CO2 emissions in g/km are 0

Amendment 61

Proposal for a regulation
Annex I – paragraph 3
Regulation (EU) 2019/631
Annex IIIa – part 2 – point a

Text proposed by the Commission	*Amendment*
	8. If applicable, for pure electric vehicle: electric range ***at +23°C*** in km for OVC-HEV: equivalent all electric range ***at +23°C*** in km ***If applicable,*** ***for pure electric vehicle: electric range at -7°C in km*** ***for OVC-HEV: equivalent all electric range at -7°C in km***

Amendment 62

Proposal for a regulation
Annex I – paragraph 3
Regulation (EU) 2019/631
Annex IIIa – part 3

Text proposed by the Commission

1	Make (trade name of the manufacturer)
2	Category of vehicle (M1 or N1)
3	Commercial name(s)
4	Vehicle model identifier: Type, Variant, Version
5	Combined CO_2 emissions in g CO_2/km for OVC-HEV: weighted combined CO_2 emissions in g CO_2/km
6	If applicable, combined fuel consumption in L/100km for OVC-HEV: CS combined fuel consumption in L/100km
7	If applicable, combined electric consumption in kWh/100km for OVC-HEV: CD combined electric consumption in kWh/100km, calculated as follows: CD combined electric consumption = weighted combined electric consumption * (CS combined CO_2 emissions - CD combined CO_2 emissions) / (CS combined CO_2 emissions - weighted combined CO_2 emissions)
8	If applicable, for pure electric vehicle: electric range in km for OVC-HEV: equivalent all electric range in km
9	Test mass in kg
10	Declared maximum for complete RDE trip: NOx in mg/km and Particles (number)
11	If applicable, Class of hybrid (electric) vehicle
12	If applicable, Fuel
13	Date of end of production of the vehicle model (once known)

In addition, the manufacturer may enter the following optional information elements:

14	Life-cycle CO2 emissions of the vehicle, as calculated and reported according to the methodology mentioned in Article 7a(2), and once this methodology has been established
15	’Made in the EU ’ (yes/no), according to the delegated act referred to in Article 15a paragraph 7
16	Small electric vehicle as identified in line with point 2.4 of Part A of Annex I to Regulation (EU) 2018/858

Amendment

1	Make (trade name of the manufacturer)
2	Category of vehicle (M1 or N1)
3	Commercial name(s)

4	Vehicle model identifier: Type, Variant, Version
5	Combined CO_2 emissions in g CO_2/km for OVC-HEV: weighted combined CO_2 emissions in g CO_2/km
6	If applicable, combined fuel consumption in L/100km for OVC-HEV: CS combined fuel consumption in L/100km
7	If applicable, combined electric consumption in kWh/100km for OVC-HEV: CD combined electric consumption in kWh/100km, calculated as follows: CD combined electric consumption = weighted combined electric consumption * (CS combined CO_2 emissions - CD combined CO_2 emissions) / (CS combined CO_2 emissions - weighted combined CO_2 emissions)
8	If applicable, for pure electric vehicle: electric range in km ***at +23, -7 °C*** for OVC-HEV: equivalent all electric range in km ***at +23, -7 °C***
9	Test mass in kg
10	Declared maximum for complete RDE trip: NOx in mg/km and Particles (number)
11	If applicable, Class of hybrid (electric) vehicle
12	If applicable, Fuel
13	Date of end of production of the vehicle model (once known)

In addition, the manufacturer may enter the following optional information elements:

14	Life-cycle CO2 emissions of the vehicle, as calculated and reported according to the methodology mentioned in Article 7a(2), and once this methodology has been established
15	'Made in the EU ' (yes/no), according to the delegated act referred to in Article 15a paragraph 7
16	Small electric vehicle as identified in line with point 2.4 of Part A of Annex I to Regulation (EU) 2018/858

Amendment 63

Proposal for a regulation
Annex I – paragraph 3 a (new)
Regulation (EU) 2019/631
Annex IIIb – part 3

Text proposed by the Commission	*Amendment*
	The following Annex is added:
	"Annex IIIb
	Part A. Feedstocks for the production of

biogas for transport and advanced biofuels:

(a) algae if cultivated on land in ponds or photobioreactors;

(b) biomass fraction of mixed municipal waste, but not separated household waste subject to recycling targets under point (a) of Article 11(2) of Directive 2008/98/EC;

(c) biowaste as defined in point (4) of Article 3 of Directive 2008/98/EC from private households subject to separate collection as defined in point (11) of Article 3 of that Directive;

(d) biomass fraction of industrial waste not fit for use in the food or feed chain, including material from retail and wholesale and the agro-food and fish and aquaculture industry, and excluding feedstocks listed in part B of this Annex;

(e) straw;

(f) animal manure and sewage sludge;

(g) palm oil mill effluent and empty palm fruit bunches;

(h) tall oil pitch;

(i) crude glycerine;

(j) bagasse;

(k) grape marcs and wine lees;

(l) nut shells;

(m) husks;

(n) cobs cleaned of kernels of corn;

(o) biomass fraction of wastes and residues from forestry and forest-based industries, namely, bark, branches, pre-commercial thinnings, leaves, needles, tree tops, saw dust, cutter shavings, black liquor, brown liquor, fibre sludge, lignin and tall oil;

(p) other non-food cellulosic material;

(q) other ligno-cellulosic material except saw logs and veneer logs;

(r) fusel oils from alcoholic distillation;

(s) raw methanol from kraft pulping stemming from the production of wood pulp;

(t) intermediate crops, such as catch crops and cover crops that are grown in areas where due to a short vegetation period the production of food and feed crops is limited to one harvest and provided their use does not trigger demand for additional land, and provided the soil organic matter content is maintained, where used for the production of biofuel for the aviation sector;

(u) crops grown on severely degraded land, except food and feed crops, where used for the production of biofuel for the aviation sector;

(v) cyanobacteria.

Part B. Feedstocks for the production of biofuels and biogas for transport, the contribution of which towards the targets referred to in Article 25(1), first subparagraph, point (a), shall be limited:

(a) used cooking oil;

(b) animal fats classified as categories 1 and 2 in accordance with Regulation (EC) No 1069/2009;

(c) damaged crops that are not fit for use in the food or feed chain, excluding substances that have been intentionally modified or contaminated in order to meet this definition;

(d) municipal wastewater and derivatives other than sewage sludge;

(e) crops grown on severely degraded land excluding food and feed crops and feedstocks listed in Part A of this Annex, where not used for the production of biofuel for the aviation sector;

(f) intermediate crops, such as catch crops and cover crops, and excluding feedstocks listed in Part A of this Annex, that are grown in areas where due to a short

vegetation period the production of food and feed crops is limited to one harvest and provided their use does not trigger demand for additional land and provided the soil organic matter content is maintained, where not used for the production of biofuel for the aviation sector."

ANNEX: DECLARATION OF INPUT

Pursuant to Article 8 of Annex I to the Rules of Procedure, the rapporteur for opinion declares that he included in his draft opinion input on matters pertaining to the subject of the file that he received, in the preparation of the draft opinion, from the following interest representatives falling within the scope of the Interinstitutional Agreement on a mandatory transparency register[1], or from the following representatives of public authorities of third countries, including their diplomatic missions and embassies:

1. Interest representatives falling within the scope of the Interinstitutional Agreement on a mandatory transparency register
AECC
Alliance of European Car Dealers and Repairers ASBL (AECDR)
Association des Constructeurs Européens d'Automobiles (ACEA)
Association for Emissions Control and Climate (AECC)
Associazione Nazionale Filiera Industria Automobilistica (ANFIA)
Bayerische Motoren Werke Aktiengesellschaft (BMW)
Bund für Umwelt und Naturschutz Deutschland e.V.
Bundesverband der deutschen Industrie e.V. (BDI)
Bureau Européen des Unions de Consommateurs (BEUC)
Caravaning Industrie Verband
CEMA – European Agricultural Machinery Industry Association
Contemporary Amperex Technology Thuringia
Continental AG
DENSO International Europe
Deutsche Umwelthilfe e.V.
Eaton Corporation
eFuel Alliance
E-MOBILITY EUROPE
Eni S.p.A.
Enterprise Rent-A-Car UK Limited
European Association Automotive Suppliers (CLEPA)
European Producers Union of Renewable Ethanol (ePURE)
European Small Volume Car Manufacturers Alliance
European Steel Association
ExxonMobil Petroleum & Chemical
Fédération Internationale de l'Automobile (FIA)
FIPRA International SRL
Ford Motor Company
Formula 1
FuelsEurope
Glass for Europe

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

HOCHSCHULE FÜR ANGEWANDTE WISSENSCHAFTEN HAMBURG
Horse Powertrain
Hydro
Hyundai Motor Company Brussels Office
International Road Transport Union Permanent Delegation to the EU
Mahle International GmbH
MAN Truck & Bus SE
Mazda Motor Logistics Europe N.V.
Mercedes-Benz Group AG
Naturschutzbund Deutschland e.V. (NABU)
Phinia
Régie Autonome des Transports Parisiens
Repsol, S.A.
RENAULT
REWE Group
Robert Bosch GmbH
Salzgitter AG
Stellantis
Swiss Power-to-X Collaborative Innovation Network (SPIN)
TEREOS
Transport & Environment (T&E)
TOYOTA MOTOR EUROPE
trisolar mobility GmbH
Tyres Europe
UNITI Bundesverband EnergieMittelstand e.V.
Verband der Automobilhändler Deutschlands
Verband der Automobilindustrie (VDA)
Volkswagen Aktiengesellschaft
Volkswagen USA
Waymo
Wecon
Wielton
Wirtschaftsrat der CDU e.V.
Wirtschaftsverband Fuels und Energie e. V. (En2x)
Wirtschaftsvereinigung Stahl
ZF Friedrichshafen AG
2. Representatives of public authorities of third countries, including their diplomatic missions and embassies
None

The list above is drawn up under the exclusive responsibility of the rapporteur for opinion.

Where natural persons are identified in the list by their name, by their function or by both, the rapporteur for opinion declares that he has submitted to the natural persons concerned the European Parliament's Data Protection Notice No 484 (https://www.europarl.europa.eu/data-protect/index.do), which sets out the conditions applicable to the processing of their personal data and the rights linked to that processing.

PROCEDURE – COMMITTEE ASKED FOR OPINION

Title	Amending Regulation (EU) 2019/631 as regards CO2 emission performance standards for new light duty vehicles and vehicle labelling and repealing Directive 1999/94/EC
References	COM(2025)0995 – C10-0355/2025 – 2025/0420(COD)
Committee(s) responsible Date announced in plenary	ENVI 9.2.2026
Opinion by Date announced in plenary	TRAN 9.2.2026
Rapporteur for opinion Date appointed	Jens Gieseke 26.3.2026
Discussed in committee	3.6.2026 15.7.2026
Date adopted	22.10.2026
Result of final vote	+: 27 –: 18 0: 1

FINAL VOTE BY ROLL CALL
BY THE COMMITTEE ASKED FOR OPINION

27	+
PPE	Nina Carberry, Gheorghe Falcă, Jens Gieseke, Borja Giménez Larraz, Sérgio Humberto, Dariusz Joński, Martine Kemp, Sophia Kircher, Willemien Koning, Isabelle Le Callennec, Matej Tonin, Andrea Wechsler
Renew	Oihane Agirregoitia Martínez, Benoit Cassart, Asger Christensen, Valérie Devaux, Jan-Christoph Oetjen
S&D	Daniel Attard, Vivien Costanzo, Johan Danielsson, Sérgio Gonçalves, François Kalfon, Bernd Lange, Ștefan Mușoiu, Matteo Ricci, Günther Sidl
The Left	Merja Kyllönen

18	-
ECR	Adrian-George Axinia, Georgiana Teodorescu, Maciej Wąsik, Roberts Zīle, Kosma Złotowski
ESN	Milan Mazurek, Volker Schnurrbusch, Stanislav Stoyanov
NI	Luis-Vicențiu Lazarus
PfE	Paolo Borchia, Elisabeth Dieringer, Roman Haider, Julien Leonardelli, Philippe Olivier
The Left	Rudi Kennes, Arash Saeidi
Verts/ALE	Tilly Metz, Kai Tegethoff

1	0
Verts/ALE	Virginijus Sinkevičius

Key to symbols:
+ : in favour
- : against
0 : abstention