Council of the European Union

Brussels, 23 October 2026
(OR. en)

14725/26

Interinstitutional Files:
2025/0420 (COD)
2025/0421 (COD)
2025/0422 (COD)
2025/0423 (COD)
2025/0424 (COD)

SIMPL 233
ANTICI 232
MI 1051
TRANS 635
ENV 1264
ENT 279
SOC 676
CLIMA 567
AVIATION 164
MAR 169
COMPET 1229
ENER 674
ECOFIN 1343
IND 627
CODEC 1942

COVER NOTE

From:	General Secretariat of the Council
To:	Delegations
Subject:	Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Regulation (EU) 2019/631 as regards CO2 emission performance standards for new light duty vehicles and vehicle labelling and repealing Directive 1999/94/EC Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on clean corporate vehicles Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Regulations (EC) No 561/2006, (EU) 2018/858, (EU) 2019/2144 and (EU) 2024/1257 of the European Parliament and of the Council as regards the simplification of technical requirements and testing procedures for motor vehicles and repealing Council Directive 70/157/EEC and Regulation No 540/2014 of the European Parliament and of the Council Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Regulation (EU) 2019/1242 as regards the calculation of emission credits for heavy-duty vehicles for the reporting periods of the years 2025 to 2029 Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 92/6/EEC to exempt certain N2

	electric vehicles from the requirement to install and use a speed limitation device - Opinion of the European Committee of the Regions

Delegations will find enclosed the opinion of the European Committee of the Regions on the above.

European Committee of the Regions

COTER-VIII/013

173rd plenary session, 12-14 October 2026

OPINION

Automotive Package

THE EUROPEAN COMMITTEE OF THE REGIONS (CoR)

- stresses that the automotive package represents a positive step towards aligning the decarbonisation strategies with market realities and industrial competitiveness;
- reaffirms the importance of CO_2 emission performance standards as a key driver of decarbonisation and of industrial transformation;
- insists that […] all temporary regulatory adjustments in relation to the 2035 objective should preserve a clear and stable trajectory towards climate neutrality by 2050; calls for the regular monitoring of the impacts on local areas and employment;
- reiterates that while the EU's approach should remain technology-neutral, the only viable way to preserve Europe's competitiveness and jobs in our regions is to speed up the electrification of the automotive industry, while strengthening our strategic autonomy;
- welcomes initiatives such as the Battery Booster package, the Regulation on Clean Corporate Vehicles and incentives for zero-emission vehicles made in the EU, including additional targeted support for small and affordable electric vehicles;
- emphasises that the implementation of the 'made in the EU' criteria should be proportionate and carefully calibrated;
- supports the Industrial Accelerator Act (IAA); urges the Commission to establish criteria for designating industrial acceleration areas that take account of territorial cohesion and to ensure adequate support for regional ecosystems;
- stresses that the objectives of the just transition should be fully integrated into a strengthened cohesion policy, with a place-based approach and regions at the heart of its implementation;
- reiterates that it is absolutely essential for women to be better integrated into careers in technology and industry in order to improve the competitiveness of the automotive sector;
- stresses that social acceptance of the automotive transition depends on secure, high-quality jobs, fair wages and working conditions, effective worker participation and social dialogue, affordable access to zero-emission mobility and credible and consistent climate action.

Rapporteur:

María Victoria Chivite Navascués (ES/PES), President of the Autonomous Community of Navarre

Reference documents:

COM(2025) 784 final – Proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2019/1242 as regards the calculation of emission credits for heavy-duty vehicles for the reporting periods of the years 2025 to 2029
COM(2025) 995 final – Proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2019/631 as regards CO_2 emission performance standards for new light duty vehicles and vehicle labelling and repealing Directive 1999/94/EC
COM(2025) 993 final – Proposal for a regulation of the European Parliament and of the Council amending Regulations (EC) No 561/2006, (EU) 2018/858, (EU) 2019/2144 and (EU) 2024/1257 of the European Parliament and of the Council as regards the simplification of technical requirements and testing procedures for motor vehicles and repealing Council Directive 70/157/EEC and Regulation No 540/2014 of the European Parliament and of the Council (SWD(2025) 1056 final)
COM(2025) 999 final – Proposal for a directive of the European Parliament and of the Council amending Directive 92/6/EEC to exempt certain N2 electric vehicles from the requirement to install and use a speed limitation device
C(2025) 8950 final – Communication from the Commission – Battery booster strategy
COM(2025) 994 final – Proposal for a regulation of the European Parliament and of the Council on clean corporate vehicles

Opinion of the European Committee of the Regions – Automotive Package

I. RECOMMENDATIONS FOR AMENDMENTS

Amendments to Regulation (EU) 2019/631 – COM/2025/995 final (Regulation on light duty vehicle CO_2 standards)

Recommendation for amendment 1

Amend recital 10.

Text proposed by the European Commission	*CoR 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 climate neutrality objective.	10. The use of low-carbon steel credits and sustainable renewable fuel credits should be capped ***and monitored*** in order to preserve investments in the zero-emission value-chain ***and legal certainty for industry operations and for market incentives***. By allowing to ***temporarily*** 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, ***do not undermine*** the overall climate neutrality objective ***or the trend towards industrial transition***.

Reason
To ensure the effective implementation and enforcement of these measures. Amendment linked to amendments 3, 4 and 5.

Recommendation for amendment 2

New recital 11a.

Text proposed by the European Commission	*CoR amendment*
	The Commission proposal refers to biofuels and e-fuels and confines their role to a capped, post-2035 compensatory mechanism. The flexibility provided for should be temporary, limited, monitored and revisable. The goal of this flexibility should be to manage challenges in the short term, and not to alter the strategic transition towards zero-emission mobility.

Reason
E-fuels and biofuels continue to play an important role in the decarbonisation of transport. The creation of a dedicated vehicle category, in line with technology neutrality, would support their greater development and uptake, ensuring competitive decarbonisation.

Recommendation for amendment 3

Article 1, paragraph 4, point (a).

Text proposed by the European Commission	*CoR amendment*
Article 1 Amendments to Regulation (EU) 2019/631 Regulation (EU) 2019/631 is amended as follows: (4) Article 4 is amended as follows: (a) in paragraph 1 point (c), the following text is added: "In addition, starting from 2035, the manufacturer shall also ensure that its average specific emissions of CO_2 do not exceed the sum of its fuel credits as referred to in Article 5a, and its low-carbon steel credits as referred to in with Article 5b.";	Article 1 Amendments to Regulation (EU) 2019/631 Regulation (EU) 2019/631 is amended as follows: (4) Article 4 is amended as follows: (a) in paragraph 1 point (c), the following text is added: "In addition, starting from 2035, ***and until this temporary flexibility is reviewed in accordance with Article 15,*** the manufacturer shall also ensure that its average specific emissions of CO_2 do not exceed the sum of its fuel credits as referred to in Article 5a, and its low-carbon steel credits as referred to in with Article 5b.";

Recommendation for amendment 4

Article 1, paragraph 4 – Add a new point (c).

Text proposed by the European Commission	*CoR amendment*
	(c) a new paragraph 4 is added as follows: ***"4. Member States shall ensure that the fulfilment of the objectives set out in points (a) and (b) is subject to monitoring by market surveillance authorities."***

Reason
To ensure objectives are implemented effectively by linking implementation to market surveillance activities.

Recommendation for amendment 5

Amend Article 1, paragraph 5.

Text proposed by the European Commission	*CoR amendment*
1. Until 2034, for the purpose of calculating a manufacturer's average specific emissions of CO2, 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. 2. For each calendar year, each Member State shall record and transmit to the Commission, as part of	1. Until 2034, for the purpose of calculating a manufacturer's average specific emissions of CO2, 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. 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 compliance. 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.*** 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.	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 compliance. 3. ***Member States shall ensure that the data and information used to calculate fuel credits are verified by market surveillance authorities and are part of the mandatory emission-related tests referred to in Article 8(3) of Regulation (EU) 2018/858.*** ***4. The information communicated by each Member State to the Commission shall include the aggregate amount of all public financial support measures, both supply-side and demand-side, such as grants, loans, credits and support for R&D on batteries and components, that have been granted throughout the Member State to incentivise the production and purchase of category M1 zero-emission vehicles, and the specific amount corresponding to small electric vehicles. It shall also include statistics on the selling price of category M1 vehicles and small electric vehicles.*** ***5. The definition and its related methodology for determining the criteria for a vehicle to be considered 'made in the EU' are defined in the proposal for a Regulation establishing a framework of measures for the acceleration of industrial capacity and decarbonisation in strategic sectors (COM(2026) 100 final).*** ***6. The Commission shall explore further financial support measures financed by the EU budget, channelled through the regions, such as social leasing, a European voucher for recycling and replacing combustion vehicles, funds for the conversion and robotisation of production plants, EIB guarantees for battery recycling, cell production and recharging networks, with the aim of incentivising the production and purchase of small electric vehicles for segments of the population with lower market purchasing power.*** ***7.*** 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.

Reason
Proposing to align the definition of 'made in EU' with the Industrial Accelerator Act, to ensure legal certainty and coherence.

Recommendation for amendment 6

Article 1, paragraph 6 – Add a new paragraph 5 (to Article 5a).

Text proposed by the European Commission	***CoR amendment***
	5. The Commission shall regularly assess the impact of the credit calculation system for sustainable renewable fuels on incentives for industrial investment in electric and zero-emission vehicles and the production of electric and zero-emission vehicles.

Reason
To ensure the transparent assessment of the impact of these measures and the calculation of credits on investment and production incentives for electric and zero-emission vehicles.

Recommendation for amendment 7

Article 1 – Add a new point (9a).

Text proposed by the European Commission	***CoR amendment***
	(9a) in Article 14a, the following points (m) and (n) are added: ***(m) the deployment of temporary measures referred to in Articles 5a and 5b, including an assessment by 2035 of their relevance and effectiveness in contributing to the Union's industrial transition objectives.*** ***(n) the revision and amendment of temporary measures referred to in Articles 5a and 5b, including their termination, where an assessment determines that their implementation has proved ineffective in achieving the climate and competitive industrial transition objectives and market incentives associated with speeding up this transition.***

Reason
To ensure a timely assessment of the relevance and effectiveness of credit mechanisms, including before 2035. To explicitly lay down the possibility to revise and amend these measures, before or after 2035,

ensuring predictability, where these mechanisms cease to be effective or necessary with regard to their effects on the market and to the climate and industrial transition objectives.

Recommendation for amendment 8

Amend Article 1, paragraph 10.

Text proposed by the European Commission	*CoR amendment*
in Article 15, paragraph 1 is replaced by the following: "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."	in Article 15, paragraph 1 is replaced by the following: "1. In 2035 and every five years thereafter, the Commission shall assess the effectiveness of the Regulation to achieve zero-emission mobility ***and the competitiveness of Europe's automotive manufacturing.*** The Commission shall also assess the impact, feasibility and appropriateness of including local content requirements, notably based on the implementation of relevant EU legislation ***and the overall economic context***. ***This assessment shall include the impact on investment in the electrification of the sector, on employment, on affordability, on access to zero-emission mobility and on the generation of local value.*** 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."

Reason
To ensure that the assessment includes criteria on the competitiveness of Europe's automotive manufacturing, impact on investment in electrification of the sector, on employment, on affordability, on access to zero-emission mobility and on the generation of local value.

Amendments to Regulation (EU) 2018/858 – COM(2025) 993 final (Omnibus)

Recommendation for amendment 9

Article 2 – Amend paragraph 1.

Text proposed by the European Commission	*CoR amendment*
Article 2 Amendments to Regulation (EU) 2018/858 Regulation (EU) 2018/858 is amended as follows:	Article 2 Amendments to Regulation (EU) 2018/858 Regulation (EU) 2018/858 is amended as follows:

(1) in Article 5, the following paragraph 4 is inserted: '4. The Commission is empowered to adopt delegated acts in accordance with Article 82 supplementing this Regulation by laying down technical requirements as regards the communication and hardware interface of pure electric vehicles (PEV) and off-vehicle charging hybrid electric vehicles (OVC-HEV) with the recharging infrastructure, the electricity grid and the stationary power systems capable of supporting smart and bidirectional charging functionalities.	(1) in Article 5, the following paragraph 4 is inserted: '4. The Commission is empowered to adopt delegated acts in accordance with Article 82 supplementing this Regulation by laying down technical requirements as regards the communication and hardware interface of pure electric vehicles (PEV) and off-vehicle charging hybrid electric vehicles (OVC-HEV) with the recharging infrastructure, the electricity grid and the stationary power systems capable of supporting smart and bidirectional charging functionalities. ***The Commission shall also encourage Member States and regions to speed up the installation and modernisation of the necessary public infrastructure (electricity grid, recharging points and distribution) and shall earmark EU funding for this purpose, while promoting the development of a competitive European value chain for recharging infrastructure, charging equipment and their key components. The Commission shall adopt the first delegated act by [one year after the date of entry into force of this Regulation].***'

Reason
The accelerated deployment of charging infrastructure should not only support the uptake of electric mobility but also contribute to strengthening Europe's industrial and technological capabilities. Given the strategic role of charging infrastructure in the electric mobility ecosystem, EU support for its deployment should promote a competitive European value chain for charging equipment and its key components, including power electronics, hardware and software. This would ensure that the transition towards zero-emission mobility generates industrial value, investment and technological capabilities in Europe, while strengthening the resilience and competitiveness of the European automotive and mobility ecosystem.

Amendments to the proposal on clean corporate vehicles – COM(2025) 994 final

Recommendation for amendment 10

Article 1 – Amend paragraph 1.

Text proposed by the European Commission	***CoR amendment***
This Regulation establishes a framework for increasing the uptake of zero-and low-emission vehicles within the Union. It sets targets for the share of zero- and low emission vehicles in new corporate cars and vans registered by large	This Regulation establishes a framework for increasing the uptake of zero-and low-emission vehicles within the Union ***and for improving the availability and affordability of these vehicles on the second-hand market***. It sets targets for the

undertakings in each Member State. This Regulation does not prevent any Member State from setting more ambitious targets.	share of zero- and low emission vehicles in new corporate cars and vans registered by large undertakings in each Member State. This Regulation does not prevent any Member State from setting more ambitious targets***, provided that the specific characteristics of the outermost regions and sectors with high fleet turnover are taken into account***.

Reason
This proposal has the additional objective of making zero- and low-emission vehicles more accessible to a wider range of users and households.

Recommendation for amendment 11

Article 3, paragraph 1 – Add a new point (c).

Text proposed by the European Commission	***CoR amendment***
Article 3 1. Member States shall ensure that from 1 January 2030: (a) the combined share of zero- and low-emission cars and vans in the total number of new corporate vehicles registered by large undertakings in their territory in each calendar year is at least equal to the combined targets for zero- and low-emission vehicles set in tables 1 and 2 in the Annex. (b) the share of zero- emission cars and vans in the total number of new corporate vehicles registered by large undertakings in their territory in each calendar year is at least equal to the minimum targets for zero-emission vehicles set in tables 1 and 2 in the Annex.	Article 3 1. Member States shall ensure that from 1 January 2030: (a) the combined share of zero- and low-emission cars and vans in the total number of new corporate vehicles registered by large undertakings in their territory in each calendar year is at least equal to the combined targets for zero- and low-emission vehicles set in tables 1 and 2 in the Annex. (b) the share of zero- emission cars and vans in the total number of new corporate vehicles registered by large undertakings in their territory in each calendar year is at least equal to the minimum targets for zero-emission vehicles set in tables 1 and 2 in the Annex. ***(c) the implementation of points (a) and (b) takes into account geographic specificities, including differences between urban, rural, remote, island, mountain and sparsely populated areas, and disparities in access to recharging and refuelling infrastructure, including targeted economic and regulatory measures to promote a balanced uptake of zero- and low-emission vehicles across their territories.***

Reason
Concerns the proposed national targets for clean corporate vehicles: the draft already requires implementation to reflect geographical differences and uneven access to charging/refuelling infrastructures, but it currently mentions only urban, rural and remote areas.

Recommendation for amendment 12

Article 3 – Add a new article after Article 3.

Text proposed by the European Commission	*CoR amendment*
	Financial support for the second-hand market ***1. From ... [two years before the date referred to in Article 3(1)], Member States shall adopt specific measures to support the development of a competitive, transparent and accessible second-hand market for zero- and low-emission vehicles, including, where appropriate:*** ***(a) higher tax-deductible depreciation ceilings and accelerated depreciation timelines for zero-emission vehicles placed on the market by large undertakings on their territory;*** ***(b) targeted incentives, bonuses or support schemes for the retrofitting of high-mileage vehicles and the repurposing of batteries, aimed at improving affordability and access to zero-emission mobility for vulnerable households and communities.*** ***2. Member States shall ensure that measures adopted pursuant to this Article are designed and implemented in a non-discriminatory manner so as to foster the development of an inclusive, well-functioning second-hand market for zero-emission vehicles that is accessible to all consumer segments, paying particular attention to regions with lower purchasing power and the outermost regions, where the second-hand market is the most realistic pathway to clean mobility.***

Reason
In line with the additional objectives of the above-mentioned Regulation, Member States should support the development of a functioning market for zero-emission second-hand vehicles.

Recommendation for amendment 13

Amend Article 4.

Text proposed by the European Commission	*CoR amendment*
As from two years before the date referred to in Article 3(1), Member States shall not provide any financial support for the purchase, lease, rent, hire-purchase, or operation of corporate cars and vans other than zero- or low- emission vehicles. Without prejudice to Article 107 and 108 of the Treaty, as from two years before the date referred to in Article 3(1) Member States shall provide financial support for the uptake of corporate cars and vans only if the cars and vans are 'made in the European Union.' The ***Commission shall be empowered to adopt delegated acts in accordance with Article 5 to supplement this Regulation by setting up a*** methodology for determining the criteria for a car or van to be considered 'made in the European Union'.	As from two years before the date referred to in Article 3(1), Member States shall not provide any financial support for the purchase, lease, rent, hire-purchase, or operation of corporate cars and vans other than zero- or low- emission vehicles. Without prejudice to Article 107 and 108 of the Treaty, as from two years before the date referred to in Article 3(1) Member States shall provide financial support for the uptake of corporate cars and vans only if the cars and vans are 'made in the European Union.' The ***definition and its related*** methodology for determining the criteria for a car or van to be considered 'made in the EU' ***are defined in the proposal for a Regulation establishing a framework of measures for the acceleration of industrial capacity and decarbonisation in strategic sectors (COM(2026) 100 final).***

Reason
Aligning the definition of 'made in the EU' with the Industrial Accelerator Act, to ensure legal certainty and coherence.

Recommendation for amendment 14

Amend Article 6.

Text proposed by the European Commission	*CoR amendment*
Article 6 By 28 February 2028, and every two years thereafter, each Member State shall submit to the Commission a national plan describing the measures it has in place and the measures that it plans to implement in order to achieve the national targets set out in the Annex of this Regulation. By 28 February 2031, and every year thereafter, each Member State shall determine and transmit to the Commission the total number of new corporate vehicles registered by large undertakings in its territory during the preceding calendar year, split into cars and vans, and the share of zero- and low-emission vehicles in each of those categories.	Article 6 By 28 February 2028, and every two years thereafter, each Member State shall submit to the Commission a national plan describing the measures it has in place and the measures that it plans to implement in order to achieve the national targets set out in the Annex of this Regulation. ***The national plan shall include, as a minimum:*** ***(a) measures to support the uptake of zero-emission vehicles in corporate fleets, including economic incentives and the total value (of the incentives) and regulatory frameworks;*** ***(b) indicative milestones for the rollout of recharging and refuelling infrastructure, including depot, workplace and public***

	recharging, with a territorial assessment of infrastructure gaps; ***(c) targeted measures to address regional disparities, in particular in rural, remote and less developed areas;*** ***(d) measures to support high-use vehicle fleet segments, including light commercial vehicles and urban logistics, including taxis, the identification of gaps in publicly accessible recharging infrastructure suitable for electric vans and cooperation with local authorities;*** ***(e) a description of the involvement of local and regional authorities in the design and implementation of the plan.*** By 28 February 2031, and every year thereafter, each Member State shall determine and transmit to the Commission the total number of new corporate vehicles registered by large undertakings in its territory during the preceding calendar year, split into cars and vans, and the share of zero- and low-emission vehicles in each of those categories.

Reason
To ensure that national plans promote the effective and geographically balanced electrification of corporate fleets, combining infrastructure planning, targeted regional measures and the involvement of local and regional authorities.

Regulation (EU) 2019/1242 – COM(2025) 784 final

Recommendation for amendment 15

Article 1, paragraph 1 – Add a new point (b).

Text proposed by the European Commission	***CoR amendment***
(1) In Article 7(1), point (a) is amended as follows: "(a) the difference between the CO_2 emissions reduction trajectory as referred to in paragraph 2 for the reporting period of the year 2025 and the average specific CO_2 emissions of that manufacturer for the reporting periods of the years from 2025 to 2029; and the difference between the CO_2 emissions reduction trajectory for reporting periods of years other than from 2025 to 2029 and the average specific CO_2 emissions of that manufacturer for the same reporting period; if that difference is positive ('emission credits'); or"	(1) In Article 7(1), point (a) is amended as follows: "(a) the difference between the CO_2 emissions reduction trajectory as referred to in paragraph 2 for the reporting period of the year 2025 and the average specific CO_2 emissions of that manufacturer for the reporting periods of the years from 2025 to 2029; and the difference between the CO_2 emissions reduction trajectory for reporting periods of years other than from 2025 to 2029 and the average specific CO_2 emissions of that manufacturer for the same

	reporting period; if that difference is positive ('emission credits'); or" ***(b) the Commission shall assess, before 31 December 2028, whether the flexibility applicable to the reporting periods from 2025 to 2029 has effectively helped manufacturers to reach their CO_2 emission reduction objectives and the regulatory objectives as a whole. Where this flexibility has not proved to be effective, the Commission shall propose that it be amended or terminated;***"

Reason
This assessment would provide the possibility, if needed, for further flexibilities for heavy-duty vehicle manufacturers to meet their emission targets, ensuring the competitiveness of European production.

II. POLICY RECOMMENDATIONS

THE EUROPEAN COMMITTEE OF THE REGIONS (CoR)

1. stresses that the automotive package represents a positive step towards aligning the decarbonisation strategies with market realities and industrial competitiveness, and towards turning the current global context, the economic situation facing the sector and the need for energy autonomy into a European socio-economic transformation; welcomes the proposed temporary flexibility measures as a useful means of supporting the efforts of automotive manufacturers towards the transition;

2. reiterates that while the EU's approach should remain technology-neutral, the only viable way to preserve Europe's competitiveness and jobs in our regions is to speed up the electrification of the automotive industry, while strengthening our strategic autonomy;

3. insists that electrification is the key route forward, but that its success depends on affordability and access to zero-emission mobility. Regulatory predictability is essential for guiding investment, innovation, production and sales in the long term, without compromising European competitiveness. All temporary regulatory adjustments in relation to the 2035 objective should preserve a clear and stable trajectory towards climate neutrality by 2050. Public financial support, through all available instruments, is essential for helping automotive manufacturers meet emission reduction targets and for making this transition an opportunity for economic growth for the sector and for European society as a whole;

4. recalls that, as set out in the Commission's 2025 Industrial Action Plan for the Automotive Sector, the development of autonomous driving will also be decisive for the socio-economic transformation of the automotive sector over the medium- to long-term; urges the Commission to move forward towards the announced initiatives to increase single market integration of European

autonomous driving and to ensure a framework for effective cooperation with LRAs in this context to ensure an active subsidiarity approach;

Predictability and legal certainty of the transition

5. reaffirms the importance of CO_2 emission performance standards as a key driver of decarbonisation and of industrial transformation;

6. stresses that the revised framework may provide short-term relief, but should not delay zero-emission mobility or discourage investments, innovation or market strategies aimed at turning decarbonisation into an opportunity for competitive industrial transition and strategic autonomy; calls for the regular monitoring of the impacts on local areas and employment;

7. points to the importance, in parallel, of working towards a clearer and more harmonised regulatory framework for the deployment of automated and autonomous vehicles in the EU, taking full account of the diversity of deployment contexts across the EU's territories;

Electrification, affordability and market uptake

8. recognises electrification as a route towards decarbonising road transport as well as the need to address its social and market constraints;

9. emphasises that market access to affordable supply is key, and calls for measures to ensure access to electric mobility for all citizens and regions;

10. emphasises the need to deploy – using European, national and regional funding – adequate and accessible recharging infrastructure in all regions, paying particular attention to areas with limited charging coverage, while promoting the development of a competitive European value chain for recharging infrastructure, charging equipment and their key components;

11. calls for targeted support to boost demand in lower income regions and for clear and transparent information for consumers, including labelling measures;

Turning industrial transition into a competitive opportunity

12. welcomes the intention to strengthen the competitiveness of the European automotive sector through 'made in the EU' criteria aimed at supporting the establishment of value-generating production and industrial capacity within the EU; emphasises that the implementation of the 'made in the EU' criteria should be proportionate and carefully calibrated, ensuring legal certainty and avoiding undue burdens and red tape on manufacturers and suppliers, in particular small and medium-sized enterprises (SMEs) and regional supply chains, while allowing for a predictable and orderly adaptation of existing production systems and respecting trade and industrial partnerships with the EU's closest allies;

13. calls on the Commission and Member States to ensure that publicly supported schemes for second-hand zero-emission vehicles, including social leasing, provide buyers and lessees with

reliable and understandable information on battery condition and remaining warranty, building on existing Union battery legislation and avoiding duplicative certification requirements;

14. supports the Industrial Accelerator Act (IAA) as a key instrument for strengthening the industrial dimension of the transition, reducing strategic dependencies and supporting regional automotive ecosystems, including technology- and product-related regional value-added clusters that pool competences ranging from research and training to industrial production and support suppliers in the development of higher-quality components, modules and systems; urges the Commission to establish criteria for designating industrial acceleration areas that take account of territorial cohesion and to ensure adequate support for regional ecosystems that do not qualify but have the potential to contribute to the long-term conversion of the sector;

15. stresses the need to ensure full coherence between regulatory and industrial measures so that they reinforce one another and strengthen the entire automotive value chain; calls for a standard set of criteria for defining a 'vehicle with European added value'; encourages the Commission to adopt a delegated act setting out common criteria for European value generation in the electric automotive chain. This definition would make it possible to apply the 'made in the EU' concept and the general criteria set out in the IAA to the electric vehicle chain and would serve as a reference standard for public procurement, State aid and the assessment of strategic investments in the sector. This definition could incorporate parameters such as investment in R&D in the Union, value-added production in European regions, the involvement of European suppliers, the creation of quality jobs, training (with a particular focus on gender equality) and the transfer of technological skills. It would also complement coordination between national authorities and the Commission in relation to the rules, incentives and screening of foreign direct investment, ensuring that investments in electric vehicles effectively contribute to strengthening the European industrial base;

16. calls on the European Commission to encourage the automotive sector to develop an EU Inc. framework for setting up businesses in the electric vehicle value chains. The 28th regime or EU Inc. could be applied, as a pilot measure, to all electric vehicle value chains. Once the EU Inc. Regulation has been adopted, the European Commission should support strategic projects in these value chains (gigafactories, assembly, recycling, mobility software, batteries, fuel cells, alternative drive systems and critical components) and facilitate the establishment and operation of these projects under a single European corporate framework. This option would help to reduce start-up costs, simplify cross-border activities, facilitate European joint ventures, attract capital and accelerate industrial scaling in these value chains that currently depend on coordination between various Member States;

Financing and the just transition

17. welcomes initiatives such as the Battery Booster package, the Regulation on Clean Corporate Vehicles and incentives for zero-emission vehicles made in the EU, including additional targeted support for small and affordable electric vehicles; points out, however, that the effectiveness of these initiatives will depend on EU and Member State public financing instruments aimed at incentivising demand while facilitating the conversion and scaling of existing regional production capacities;

18. stresses that the objectives of the just transition should be fully integrated into a strengthened cohesion policy, with a place-based approach and regions at the heart of its implementation, thus ensuring that the most affected regions receive adequate and targeted support; recalls that the place-based approach is a key enabler of the principles of subsidiarity and proportionality and of the application of coordinated, multilevel governance;

Jobs-related transition and social acceptance

19. stresses that social acceptance of the automotive transition depends on secure, high-quality jobs, fair wages and working conditions, effective worker participation and social dialogue, affordable access to zero-emission mobility, and credible and consistent climate action that provides a clear long-term direction for workers, consumers, businesses and regions; points out that vocational training and retraining programmes and incentives to respond to industrial needs are best defined and implemented at regional level, in close cooperation with social partners;

20. reiterates that it is absolutely essential for women to be better integrated into careers in technology and industry in order to improve the competitiveness of the automotive sector;

21. calls for part of the EU's financial instruments and of the EU Competitiveness Fund to be used at local level for programmes for retraining workers in technological and industrial skills; calls on the Commission to include criteria relating to local job creation, competitive working conditions, specialised training, equal access for men and women and retraining for the European automotive sector workforce as necessary conditions for public procurement, State aid and foreign investment in order to boost the socioeconomic opportunities of industrial conversion in Europe.

Brussels,

The President
of the European Committee of the Regions

Kata Tüttő

The Secretary-General
of the European Committee of the Regions

Petr Blížkovský

III. PROCEDURE

Title	Automotive Package
Reference documents	COM(2025) 784 final – Proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2019/1242 as regards the calculation of emission credits for heavy-duty vehicles for the reporting periods of the years 2025 to 2029 COM(2025) 995 final – Proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2019/631 as regards CO_2 emission performance standards for new light duty vehicles and vehicle labelling and repealing Directive 1999/94/EC COM(2025) 993 final – Proposal for a regulation of the European Parliament and of the Council amending Regulations (EC) No 561/2006, (EU) 2018/858, (EU) 2019/2144 and (EU) 2024/1257 of the European Parliament and of the Council as regards the simplification of technical requirements and testing procedures for motor vehicles and repealing Council Directive 70/157/EEC and Regulation No 540/2014 of the European Parliament and of the Council (SWD(2025) 1056 final) COM(2025) 999 final – Proposal for a directive of the European Parliament and of the Council amending Directive 92/6/EEC to exempt certain N2 electric vehicles from the requirement to install and use a speed limitation device C(2025) 8950 final – Communication from the Commission – Battery booster strategy COM(2025) 994 final – Proposal for a regulation of the European Parliament and of the Council on clean corporate vehicles
Legal basis	Article 307 TFEU
Procedural basis	Rule 41(a) of the Rules of Procedure
Date of Council/EP referral/Date of Commission letter	
Date of President's/Bureau decision	
Commission responsible	Commission for Territorial Cohesion Policy and EU Budget
Rapporteur	María Victoria Chivite Navascués (ES/PES), President of the Autonomous Community of Navarre
Discussed in commission	27 April 2026
Date adopted by commission	25 June 2026
Result of the vote in commission (majority/unanimity)	Majority
Date adopted in plenary	14 October 2026
Previous Committee opinions	
Subsidiarity reference	