



Council of the  
European Union

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**'I/A' ITEM NOTE**

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From: General Secretariat of the Council  
To: Permanent Representatives Committee/Council

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Subject: Draft REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL setting CO2 emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (recast) **(first reading)**

- Adoption of the legislative act
- Statements

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**Statement by the Commission**

During the review provided for in Article 15 and when proposing, if appropriate, a legislative amendment to this Regulation, the Commission will carry out the relevant consultations in accordance with the Treaties. It will, in particular, consult the European Parliament and the Member States in that context.

As part of that review, the Commission will also examine the appropriateness of the cap of 5% specified in point 6.3 of Part A of Annex I in view of the need to accelerate the promotion of zero- and low-emission vehicles in the concerned Member States.

## **Joint statement by Luxembourg and Belgium**

Luxembourg and Belgium welcome the fact that the co-legislators have reached an agreement before the end of the current parliamentary term on the proposal for a Regulation setting emission performance standards for passenger cars and light commercial vehicles, thus providing for continuity in the EU's legislation in a key emitting sector and ensuring clarity for investors, vehicle manufacturers, public authorities and citizens.

Nevertheless, we regret that the agreed level of ambition has been set well below the level needed to bring CO<sub>2</sub> emissions from road transport in the EU into line with the objectives set by the Paris Agreement or to enable Member States to meet the national emission reduction targets for CO<sub>2</sub> laid down in the Effort Sharing Regulation, despite the fact that a higher level of ambition would have been technically feasible and could have brought many benefits to the EU's economy, to its industrial policy and to the environmental integrity of its policies.

We also regret that some of the provisions agreed as part of the incentive mechanism for zero- and low-emission vehicles (ZLEVs) will lessen the actual reduction in CO<sub>2</sub> emissions achieved through this Regulation, and we are concerned that manufacturers may exploit them in a manner that could distort the internal market.

We therefore call on the Commission and the co-legislators to put in place additional European measures and instruments, and particularly funding, to promote the swiftest possible transition to zero-emission vehicles in the EU. We also call on the Commission to monitor closely how manufacturers comply with the new Regulation and to take steps to address any instances of abuse.

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