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From:	General Secretariat of the Council
To:	Permanent Representatives Committee/Council
Subject:	Draft REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Regulation (EU) 2019/631 to include an additional flexibility as regards the calculation of manufacturers' compliance with CO ₂ emission performance standards for new passenger cars and new light commercial vehicles for the calendar years 2025 to 2027 (first reading) - Adoption of the legislative act - Decision to derogate from the eight-week period provided for in Article 4 of Protocol 1 on the role of national Parliaments in the EU = Statements

Statement by Malta

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

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

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

Statement by Sweden

Sweden reiterates that the amendments to Regulation on CO₂ emission performance standards for cars and vans ((EU) 2019/631) unjustly penalize early adopters retroactively. The amendments fail to specify that the values from existing pooling agreements, which are to be carried forward during the three-year period, should be allocated among the pool members based on their contributions. Instead, the allocation will be based on the number of newly registered vehicles for each pool member. Consequently, the values carried forward will not accurately reflect the average CO₂ emissions of all new vehicles. This will distort the incentive structure, undermine the credibility and effectiveness of the EU fleet-wide targets, and ultimately weaken the competitiveness of the European automotive industry. Therefore, Sweden cannot support the amendments.
