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From:	General Secretariat of the Council
To:	Permanent Representative Committee/Council
Subject:	Draft REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Regulation (EU) 2019/1242 as regards strengthening the CO_2 emission performance standards for new heavy-duty vehicles and integrating reporting obligations, amending Regulation (EU) 2018/858 and repealing Regulation (EU) 2018/956 **(first reading)** - Adoption of the legislative act = Statements

Statement by Poland

On the whole, Poland supports the overall objectives of the Commission proposal and the general trend of stimulating reduction efforts by increasing existing standards or formulating new ones.

The Polish government agrees on the need to take action to reduce CO_2 emissions from the transport sector.

However, in Poland's view, the reduction of vehicle exhaust emissions should be carried out in a balanced manner, taking into account market capabilities, having regard to both the technological conditions of vehicle and vehicle equipment manufacturers and the economic dimension concerning the financial capacities of vehicle purchasers and users and the country's citizens.

At the same time, Poland notes that the proposed rules could pose a significant challenge and burden for manufacturers and local authorities. For semi-trailer manufacturers, given the available technology, the proposed rules may even be impossible to implement.

Compared to the position adopted in the Council's general approach, Poland notes in particular the unfavourable development towards stricter reduction requirements for semi-trailers and urban buses. Poland therefore opposes the adoption of the Regulation.

Statement by Slovakia

Slovakia is aware of the need to decarbonise road transport in the European Union and its Member States. However, the final agreement reached between the Council and the Parliament on the proposed Regulation is still overly ambitious in terms of targets and the deadlines for meeting them.

We consider it important to draw attention to the following points, which, in our view, have been omitted from the final agreement:

Firstly, the principle of technological neutrality has not been taken into account in the Regulation. Relying exclusively on electric and hydrogen heavy-duty vehicles that are not available on a large scale could be a double-edged sword due to legitimate concerns as to whether these are the most appropriate technologies. This problem is accentuated by the lack of recharging points for the heavy-duty vehicle segment, which appears to be a significant obstacle both now and in the near future, and other practical implications are questionable.

Secondly, the assessment of the measures supported by Slovakia, particularly the potential and role of renewable CO_2-neutral fuels, the introduction of a carbon correction factor and the assessment of CO_2 emissions throughout the entire life cycle of new heavy-duty vehicles only in the review clause, seems to us to be insufficient. From our perspective, addressing all the above elements at a later stage creates a disadvantage for other alternative fuels with decarbonisation potential in the road transport sector.

Despite discussions on what for Slovakia are essential elements, the final wording of the Regulation has, from our perspective, not improved. We are therefore unable to support the final text agreed in the Regulation amending Regulation (EU) 2019/1242 as regards strengthening the CO2 emission performance standards for new heavy-duty vehicles and integrating reporting obligations, amending Regulation (EU) 2018/858 and repealing Regulation (EU) 2018/956.