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**LIMITE**

**CLIMA**

**ENV**

**TRANS**

**MI**

**CODEC**

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## **MEETING DOCUMENT**

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From:	General Secretariat of the Council
To:	Working Party on the Environment
Subject:	Fit for 55 package (CO2 cars): WPE meeting on 15 July 2022 – Overview of EP amendments

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With a view to the WPE meeting on 15 July 2022, delegations will find attached an overview of the EP amendments to facilitate discussions.

**Proposal for a Regulation of the European Parliament and of the Council amending Regulation (EU) 2019/631 as regards strengthening the CO2 emission performance standards for new passenger cars and new light commercial vehicles in line with the Union’s increased climate ambition: Examination of EP amendments on the WPE meeting on 15 July 2022 (am)**

The goal of the meeting is to examine the amendments adopted at the plenary session of the European Parliament on 8<sup>th</sup> June 2022 (available at: [https://www.europarl.europa.eu/doceo/document/TA-9-2022-0234\\_EN.html](https://www.europarl.europa.eu/doceo/document/TA-9-2022-0234_EN.html)). Delegations will be invited to express their positions/initial reactions on all amendments. To facilitate the debate, the amendments have been grouped in clusters (Table 1) and briefly summarised (Tables 2 and 3) below.

**Table 1: Clusters**

<b>Main Issues</b>	CO2 emission targets	Recitals: AM 15, 24, 30; Articles: AM 35, 74, 78, 79	
	ZLEV mechanism	Recitals: AM 25; Articles: AM 36, 60, 69	
	Small volume or niche manufacturers’ derogation	Recitals: AM 121; Articles: AM 44, 122	
	Eco-innovations	Recitals: AM 26; Articles: AM 45	
	Real world emissions	Recitals: AM 28; Articles: AM 47	
	Progress report and review	Recitals: AM 19, 31; Articles: AM 50, 55, 56	
	Funding the transition	Recitals: 33; Articles: 43	
	LCA	Recitals: AM 32; Articles: AM 41, 42, 56	
	<b>Other Issues</b>	UNFCCC, PA, Glasgow Pact, contribution to EU climate targets	Recitals: AM 1, 2, 3, 4, 5, 7
		Social impacts	Recitals: AM 3, 6, 7, 9, 10, 11, 17, 18, 19, Articles: AM 51
Economic impacts, strategic autonomy		Recitals: AM 8, 12	
Support to innovation, competitiveness		Recitals: AM 14, 16, 27	
Link to other legislation, including tackling emissions from the current fleet		Recitals: AM 10, 12, 19, 20, 21, 22, 23, ; Articles: AM 37, 38, 46, 48, 53, 54, 57, 80	

**Table 2: Recitals**

Cluster/subject	AM no.	New? Yes/No	Recital no.	Summary
UNFCCC, PA..	1	N	1	Reference to the Glasgow Pact; commitment to strengthen the 2030 targets
UNFCCC, PA..	2	N	2	Reference to the EP resolution on the European Green Deal
UNFCCC, PA..	3	N	3	Reference to the Green Deal; 8 <sup>th</sup> Environmental Action Programme; Social and regional impacts
UNFCCC, PA..	4	N	5	Strengthened reference to the European Climate Law, emission reduction in 2050
UNFCCC, PA..	5	N	6	Reference to rising CO2 emissions from transport
Social impacts	6	Y	6a	Reference to social impacts, access to individual mobility
UNFCCC, PA..	7	Y	6b	Reference to the Glasgow Pact/COP26; Just transition of the workforce, quality jobs
Economic impacts, strategic autonomy	8	N	7	Reference to dependence on import of fossil fuels and urgency to secure the supply chain in the strategic materials and rare earths needed for zero- and low-carbon technologies
Social impacts	9	Y	7a	Reference to ensure employment and accessible mobility for all
Social impacts / Link to other legislation..	10	N	8	Reference to rising CO2 emissions from transport; Reference to RED and importance of deployment of renewable energy; Social dimension of digital and green transition, access to mobility and ensuring of employment
Social impacts	11	Y	8a	Reference to reduction of total cost of ownership of electric cars, affordability for consumers
Economic impacts / Link to other legislation,	12	N	9	Reference to strengthening energy security and efficiency; Monitoring of real emissions from vehicles
Support to innovation, competitiveness	14	Y	10a	Support to technological innovation, promoting synergies of EU initiatives (European Battery Alliance) and long-term sustainability and competitiveness of industrial base
CO2 emission targets	15	Y	10b	Reference to different ambitions of Member states in phasing-out CO2-emitting new PCs and LDVs, the EC should find options how to facilitate it
Support to innovation, competitiveness	16	Y	10c	Need of having clear regulatory signals
Social impacts	17	Y	10d	Reference to strengthening social dialog in automotive sector, transformation of labour force reflecting region's possibilities

Social impacts	18	N	11	Support for restructuring of the automotive industry to reduce the negative impact on employment, special attention to SMEs and micro-enterprises
Social impacts / Link to other legislation	19	N	12	Transition of the automotive value chain in consultation with stakeholders, social dialogue, environmentally sound socially-just phase-out of older vehicles; Considering revision of Directive (EU) 2019/1161; Yearly reporting by the Commission + considering impacts on consumers, development of share of renewable energy , progress in technologies
Link to other legislation	20	Y	12a	The Commission should propose legislation enabling retrofitting of older vehicles, promote low-carbon fuels, use of public transport etc. to tackle the problem of current (and ageing) fleet and emissions thereof.
Link to other legislation	21	Y	12b	Proposal for updating Directive 2009/33/EC to extend its scope to vehicles owned or leased by a private company from a certain fleet size to encourage increased demand for zero emission vehicles
Link to other legislation	22	N	13	Reference to AFIR and EPBD, call for ambitious mandatory targets for EU MS
Link to other legislation	23	Y	13a	Conversion of ICE vehicles to electric vehicles as a complementary solution, circular economy
CO2 emission targets	24	N	14	Deleting the five-year steps for setting CO2 emission targets, need to provide a clear trajectory, ensuring contribution of the road transport to the EU 2030 climate target
ZLEV mechanism	25	N	15	Removing completely the ZLEV incentive mechanism
Eco-innovations	26	Y	15a	The eco-innovation cap should be adjusted downwards in line with the stricter targets
Support to innovation, competitiveness	27	Y	15b	Importance of supporting innovation, list of available funds
Real world emissions emissions	28	Y	16a	Call for revising utility factors of PHEVs established by Commission Regulation (EU) 2017/1151 as of 2025 with help if monitoring according to article 12(2) of Regulation (EU) 2019/631
CO2 emission targets	30	N	18	Deleting the two limit value curves for lighter and heavier vans
Small volume or niche manufacturers' derogation	121	N	21	Prolongation of small manufacturers' derogation until 2035
Progress report and review	31	N	23	Review moved to 2027, yearly reporting

LCA	32	Y	23a	Importance of full life-cycle emissions, the Commission should develop a methodology by end of 2023, adopt follow-up measures, including legislative proposals
Funding the transition	33	N	24	Using the revenue from excess emission premiums for supporting just transition, mitigating employment impacts, possibility to establish a funding instrument

**Table 3: Articles**

Cluster/Subject	AM no.	New? Y/N	Article no.	Reg.(EU) 2019/631 Art. no.	Summary
CO2 emission targets	74	Y	Art.1 (1) (1a)	Art. 1 (4a)	Confirming the current 2025 emission target for passenger cars, adding reference to Regulation (EU) 2019/631 and text “to respect production cycles”
CO2 emission targets	35	Y	Art. 1 (1) (1aa)	Art.1 (4b)	Confirming the current 2025 emission target for vans, adding reference to Regulation (EU) 2019/631
ZLEV mechanism	36	N	Art. 1 (1) (1c)	Art.1 (6)	Removing completely the ZLEV incentive mechanism
Link to other legislation	37	Y	Art. 1 (1) (3aa)	Art.3 (1aa)	Inserting definition of “plug-in hybrid electric vehicle” or “PHEV”
Link to other legislation	38	Y	Art. 1 (1) (3ba)	Art.3 (1ba)	Inserting definition of “corporate vehicle”
LCA	41	Y	Art. 1 (1) (5aa)	Art.7 (10)	The Commission shall publish a report with methodology for the assessment of full life-cycle CO <sub>2</sub> emissions of vehicles and fuels
LCA	42	Y	Art. 1 (1) (5ab)	Art.7 (10a)	Reporting the life cycle of life cycle CO <sub>2</sub> emissions data, voluntary for producers, submitting by EU MS to the Commission
Funding the transition	43	Y	Art. 1 (1) (5a)	Art.8 (4)	By end of 2023, the Commission shall present a report setting out the need for targeted funding to ensure a just transition in the automotive sector. To be accompanied, if appropriate by a proposal for a funding instrument (to support restructuring, training, reskilling and upskilling of workers); excess emission premiums shall be allocated for that purpose
Small volume or niche manufacturers’ derogation	122	N	Art. 1 (1) (6)	Art.10 (2)	Derogation for small volume manufacturers (with fewer than 10 000 new passenger cars or 22 000 new light commercial vehicles) extended until 2035
Small volume or niche manufacturers’ derogation	44	Y	Art. 1 (1) (6a)	Art.10 (4) (1)	A derogation for niche manufacturers (from 10 000 to 300 000 passenger cars) confirmed to end in 2028
Eco-innovations	45	Y	Art. 1 (1) (6b)	Art.11 (1)	The total contribution of innovative technologies will decrease from 7 g CO <sub>2</sub> /km in 2024 to 2 g CO <sub>2</sub> /km in 2030 until 2034

Link to other legislation	46	Y	Art. 1 (1) (6c)	Art.11a	By end of 2023, the Commission shall set minimum ecodesign requirements for all new passenger cars and light commercial vehicles
Real world emissions	47	Y	Art. 1 (1) (6d)	Art.12 (3)	Using real-world fuel and energy consumption data to ensure CO2 emission data remain representative – by end of 2026, the Commission shall submit a legislative proposal to close the gap; Revising utility factors of PHEVs
Link to other legislation	48	Y	Art. 1 (1) (6e)	Art.12 (4a)	By end of 2023, the Commission shall adopt delegated acts to establish a methodology for measuring the efficiency of zero and low emission vehicles; by end of 2024, the Commission shall propose legislation to set minimum energy efficiency thresholds for mentioned vehicles
Progress report	50	N	Art. 1 (1) (9)	Art.14a	Yearly reporting; the progress report shall include additional data, e.g. on affordability and energy efficiency of zero and low emission vehicles, the used vehicle market, the impact on consumers, potential contribution of e-fuels, life cycle CO2 emissions, amount of renewable energy, employment
Social impacts	51	Y	Art. 1 (1) (9)	Art.14a (2a)	EU MS to prepare Territorial Just Transition Plans for their automotive industry, structural change in a acceptable way
Link to other legislation	80	Y	Art. 1 (1) (9a)	Art.14aa	By end of 2023, the Commission shall present a legislative proposal to increase the share of zero-emission vehicles in public and corporate light-duty vehicle fleets – binding mandates
Link to other legislation	53	Y	Art. 1 (1) (9a)	Art.14b	Reference to recast of Energy Efficiency Directive Support, EU MS to consider energy efficiency first principle in deployment of recharging and refuelling infrastructure of alternative fuels
Link to other legislation	54	Y	Art. 1 (1) (9b)	Art.14ab	Commission shall adopt a delegated act to harmonize the type-approval rules for ICE vehicles converted to battery or fuel cell electric drive; the Commission shall assess the introduction of a rule for calculating the CO2 equivalents of those converted vehicles
Progress report and review	55	N	Art. 1 (1) (10a)	Art.15 (1)	Review in 2027, yearly reporting
Progress report and review / LCA	56	Y	Art. 1 (1) (10aa)	Art.15 (1a)	Commission shall also report on the life-cycle CO <sub>2</sub> emissions of new passenger cars and new light commercial vehicles; where appropriate, the Commission shall propose legislation
Link to other legislation	57	Y	Art. 1 (1) (10ba)	Art.15 (6)	The Commission shall revise Directive 1999/94/EC, considering also real-world fuel consumption and energy efficiency of cars

ZLEV mechanism	60	N	Annex 1 (1f)	Annex I Part A (6.3.1) (1-2)	Removing completely the ZLEV incentive mechanism for passenger cars
CO2 emission targets	78	N	Annex 1 (2d)	Annex I Part B (6.2.2)	Limit value curves for vans
CO2 emission targets	79	N	Annex 1 (2e)	Annex I Part B (6.2.3)	Limit value curves for vans
ZLEV mechanism	69	Y	Annex (1) 2) (ea)	Annex I (B) 6.3.1)	Removing completely the ZLEV incentive mechanism for vans