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MEETING DOCUMENT

From:	General Secretariat of the Council
To:	Working Party on the Environment
N° Cion doc.:	ST 17010/25 INIT + ADD 1-6
Subject:	CO2 in cars: WPE meeting on 9 February 2026: Presidency steering note

With a view to the above mentioned meeting, delegations will find attached a steering note prepared by the Presidency.

Working Party on the Environment (9 February 2026)

Presidency steering note on CO_2 in cars and vans – examination of Clusters 1,4,5

The proposal to amend the CO2 standards for cars and vans Regulation was adopted by the Commission on 16 December 2025 as part of the Automotive Package. The proposal along with the impact assessment was presented by Commission to the WPE on 13 January 2026. In a subsequent WPE on 26 January 2026, the proposal was further examined with the Commission replying to comments and questions from delegations.

The meeting on 9 February 2026 will start with the Commission replying to further written comments and questions from delegations on the proposal and the impact assessment.

Thereafter, as set out in WK 958/26, the Presidency proposes to start the detailed examination of the provisions of the proposal starting with the provisions listed in clusters 1,4 and 5 in the same WK. In order to steer discussions, the Presidency has prepared the **table set out in the Annex**, which includes some questions related to the main elements of the provisions falling under these clusters. Delegations are invited to focus their interventions on these key questions.

The meeting will be followed up by a call for comments (details to follow).

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ANNEX

Clusters 1, 4 and 5 – background with questions

Cluster	Background / Questions
Cluster 1: Scope and definitions	
• **Article 2(1)(b):** Category N ZEVs	**Commission Proposal** The proposal amends the scope to ensure that zero-emission vehicles of category N are counted as light commercial vehicles (vans) falling within the scope of this Regulation if their reference mass *minus the mass of the energy storage system* does not exceed 2840 kg. **Rationale of the Commission** This amendment aims to clarify the treatment of N2 zero-emission vans. ***Question:* Do you agree with the proposal to clarify the treatment of N2 zero-emission vans?**
• **Article 3 (l) & (n-r):** Definitions	**Commission Proposal** The proposal updates and adds several definitions: • **"Test mass" (point 1):** The definition is updated to refer to the test mass as defined in UN Regulation 154. • **"Zero-emission vehicle" (point n):** Defined as a passenger car or light commercial vehicle with tailpipe emissions of 0 g CO2/km, as determined in accordance with the applicable EU type-approval procedure.

Cluster	Background / Questions
	• **Labelling definitions (points o-r):** New definitions are added for "vehicle label", "point of sale", "promotional material", and "vehicle model" to support the new labelling provisions in the proposal. **<u>Rationale of the Commission</u>** The update to "test mass" ensures alignment with the relevant UN Regulation used for type approval. The term "zero-emission vehicle" is used in the proposal and a definition therefore needs to be introduced. The remaining definitions are necessary to operationalize the new vehicle labelling rules being incorporated into the Regulation. ***<u>Question:</u> Do you agree with the updated definition of "test mass" and the introduction of new definitions to support the implementation of the CO_2 standards and vehicle labelling?***
Cluster 4: Vehicle labelling	
• **Article 1(7):** Objectives (Recitals 15 and 20)	**<u>Commission Proposal</u>** The proposal repeals the existing Car Labelling Directive (1999/94/EC) and instead incorporates updated rules on vehicle labelling directly into this Regulation. A new paragraph 7 is added to Article 1, establishing that this Regulation now governs the availability of relevant information to potential buyers of passenger cars and light commercial vehicles. **<u>Rationale of the Commission</u>** The evaluation of the Car Labelling Directive concluded that the current rules are outdated and their implementation lacks harmonisation across Member States. By repealing the Directive and integrating updated requirements into this Regulation, the Commission aims to ensure harmonised application across the Union, removing the need for national implementation measures.

Cluster	Background / Questions
• **Article 2(5):** Scope (Recital 16)	**<u>Commission Proposal</u>** The proposal extends the scope of the labelling rules (Articles 15a and 15b) to cover all vehicles of categories M1 (passenger cars) and N1 (vans) that are type-approved under the WLTP (Worldwide harmonised Light vehicles Test Procedure). This extension explicitly includes light commercial vehicles and second-hand vehicles, which are not covered by the Car Labelling Directive. **<u>Rationale of the Commission</u>** The Commission identified that potential buyers of vans and second-hand vehicles are not required to be informed about CO_2 emissions and fuel consumption of the vehicles. Extending the label to these categories ensures that these buyers are also empowered to make informed purchase decisions. The limitation to WLTP-approved vehicles ensures comparability of the information provided across all vehicles in scope. ***<u>Questions:</u>*** ***a) Do you support extending the scope of the vehicle labelling requirements to include light commercial vehicles (vans)?*** ***b) Do you support extending the scope of the vehicle labelling requirements to second-hand vehicles type-approved under WLTP?***
• **Article 15a (1), (2), (5), (6):** Label Display and Promotional Requirements • **Annex IIIa (Parts 1 & 2)** (Recitals 17 & 19)	**<u>Commission Proposal</u>** The proposal establishes specific obligations for the display and content of the vehicle label: • **Point of Sale:** Distributors must attach or display the label in a clearly visible manner near each vehicle offered for sale or lease. • **Battery State of Health:** For second-hand zero-emission or plug-in hybrid vehicles, distributors must inform buyers of the current "traction battery state of health" based on vehicle display data as required under the Euro 7 Regulation.

Cluster	Background / Questions
	• **Promotional Material:** All promotional material, including online ads and configurators, must show the label or specific technical parameters. Vehicle configurators shall demonstrate how features affect the technical parameters. Online marketplaces must enable the display of this label. • **Prohibition on Misleading Labels:** Labels that mimic the official label or are likely to confuse end-users are prohibited. • **Label Content:** Annex IIIa, Parts 1 and 2, define the specific format and content, including a CO_2 emissions grading system. **<u>Rationale of the Commission</u>** These measures ensure that consumers receive relevant information in the form of a label or technical parameters. Extending these rules to online platforms and promotional materials reflects the shift towards digital purchasing and ensures consumers are informed early in the decision-making process. For used EVs, informing consumers on the state of health of their battery is critical for building trust in the second-hand market. ***<u>Questions:</u>*** ***a) Do you agree with the specific obligations regarding information to be provided, and more specifically do you agree with the label design and the specific information to be displayed on the label?*** ***b) Specifically on second hand EVs, can you agree to the requirement to provide battery state of health information?***
• **Article 15a (3), (4), (7):** Product Database and Data Reporting	**<u>Commission proposal</u>** The proposal establishes the digital infrastructure for the new labelling regime: • **Product Database:** The Commission must set up a publicly accessible product database within 12 months of the Regulation's entry into force.

Cluster	Background / Questions
• **Annex IIIa (Part 3)** (Recitals 18, 21)	• **Manufacturer Obligations:** Manufacturers are required to enter correct and accurate information for each vehicle model (as listed in Annex IIIa, Part 3) into this database without undue delay. • **Delegated Acts (product database):** The Commission is empowered to adopt delegated acts to update data requirements and data parameters, and to specify the methodology for determining the optional "made in the EU" parameter. **<u>Rationale of the Commission</u>** Recognizing that vehicle buyers increasingly rely on digital tools, the database aims to allow consumers to easily compare different vehicle models from different manufacturers. This would follow the approach of the European Product Registry for Energy Labelling. The empowerment for delegated acts allows the Commission to adapt the data requirements and data parameters to include additional relevant information. ***<u>Question:</u> Do you support the creation of a centralized EU product database and the content of empowerment?***
• **Article 15b:** Obligations of Member States • **Article 2 (of amending Regulation):** Repeal	**<u>Commission Proposal</u>** The proposal sets out the enforcement framework for the new labelling rules: • **Market Surveillance Authority:** Member States must designate a market surveillance authority in accordance with Regulation (EU) 2019/1020 responsible for ensuring compliance with the labelling obligations. These authorities may recover the costs of document inspection in cases of non-compliance. • **Penalties:** Member States must establish effective, proportionate, and dissuasive penalties and enforcement mechanisms for infringements. These rules must be notified to the Commission within 12 months of the Regulation's entry into force.

Cluster	Background / Questions
	<u>Rationale of the Commission</u> To ensure the uniform and effective application of the new harmonised labelling rules across the EU, it is necessary to rely on national market surveillance authorities for enforcement and to establish a clear legal basis for penalties in case of non-compliance. This should be done in accordance with Regulation (EU) 2019/1020 on market surveillance and compliance of products, similar to the approach taken for the Energy Labelling framework. ***<u>Question:</u> Do you agree with the requirement to designate a market surveillance authority for vehicle labelling and the proposed 12-month timeline for notifying penalty rules?***
Cluster 5: Horizontal and Other provisions	
• **Recitals 1-4:** General context	**<u>Commission proposal</u>** These recitals frame the proposal within the broader EU climate and industrial strategy: • **Climate Neutrality**: References the binding objective of economy-wide climate neutrality by 2050 and the 2030 intermediate target enshrined in the European Climate Law. • **Competitiveness & Just Transition**: Emphasizes the need to support industry competitiveness, ensure a just transition, and fair competition. • **Clean Industrial Deal**: Links the proposal to the Clean Industrial Deal and the Industrial Action Plan for the automotive sector, highlighting support mechanisms like European content requirements and access to finance. • **Sector Transformation**: Acknowledges the critical turning point for the automotive sector facing global competition and structural transformation.

Cluster	Background / Questions
	<u>Rationale of the Commission</u> The recitals provide the political and legal context, justifying the amendment as part of a comprehensive approach that combines CO2 reduction with industrial competitiveness and social fairness. ***<u>Question:</u> Do you agree with the general context and objectives outlined in Recitals 1-4?***
• **Article 7(5) & 7(6b):** Monitoring and Reporting *(OEMs responsible for fewer than 1000 vehicles registered & Contact Point)*	**<u>Commission proposal</u>** The proposal introduces two amendments to Article 7 regarding monitoring and reporting: • **Connected Undertakings (Art. 7(5)):** Manufacturers responsible for fewer than 1,000 new passenger cars or vans registered in the Union in the previous calendar year must provide the Commission with complete information on any of their connected undertakings, unless previously notified and unchanged. • **Contact Point (Art. 7(6b)):** A new obligation requires *each* manufacturer to appoint a specific contact point for the purpose of any correspondence related to monitoring and reporting. **<u>Rationale of the proposal</u>** The requirement for manufacturers responsible for fewer than 1000 vehicles registered to report their connected undertakings aims to improve transparency and monitoring of their eligibility for exemption. The appointment of a dedicated contact point is intended to streamline communication between the Commission and manufacturers, ensuring efficient exchange of information regarding compliance. ***<u>Question:</u> Do you agree with the new obligation for manufacturers that may be eligible for an exemption to report connected undertakings and for all manufacturers to appoint a dedicated contact point?***

Cluster	Background / Questions
• **Article 15(1):** Review clause (Recital 11)	**<u>Commission Proposal</u>** The proposal updates the review mechanism. In **2035** and every five years thereafter, the Commission shall assess the effectiveness of the Regulation in achieving zero-emission mobility. Specific elements of this review include: • Assessing the impact, feasibility, and appropriateness of including **local content requirements**. • Reviewing and amending the Regulation to maintain alignment with the **2050 climate neutrality binding objective**. **<u>Rationale of the Commission</u>** The review timeline is set to monitor the long-term transition toward the 2050 climate neutrality goal established in the Climate Law. The inclusion of "local content requirements" in the assessment reflects the broader industrial strategy to strengthen the EU automotive ecosystem and competitiveness. ***<u>Question:</u> Do you agree with the proposed timing of the review (starting in 2035) and the inclusion of an assessment regarding local content requirements?***
• **Article 3 (of amending Regulation):** Entry into force and application	**<u>Commission proposal</u>** The Regulation enters into force on the 20th day following its publication. However, specific application dates apply for certain provisions: • **Super-credits for small ZEVs (Art. 1(5)):** These provisions will apply from **1 January of the year following the date of application of the automotive Omnibus**. • **Vehicle Labelling and Repeal of Car Labelling Directive (Art. 1(11) & Art. 2):** These provisions will apply **12 months** after the entry into force of this Regulation.

Cluster	Background / Questions
	<u>Rationale of the Commission</u> The staggered application dates are necessary to ensure practical implementation. The 12-month delay for labelling and the repeal of the Directive provides a necessary transition period for setting up the product database and for Member States to adapt national rules. The application of super-credits to small ZEV is linked to the "automotive Omnibus" which defines these vehicles. ***<u>Question:</u> Do you agree with the staggered application dates, specifically the link to the "automotive Omnibus" for the application of super-credits and the 12-month transition period for labelling?***