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CONTRIBUTION

From:	General Secretariat of the Council
To:	Working Party on the Environment
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Subject:	CO2 in cars: Follow-up of the WPE meeting on 26 January 2026: Comments from delegations

Following the call for comments on the above set out in WK 1294/26 of 27 January 2026, delegations will find attached comments from CZ, DE (accompanied by a courtesy translation) and NL.

CZECH REPUBLIC

Additional written comments and questions on the Proposal amending Regulation (EU) 2019/631 as regards CO_2 emission performance standards for new light duty vehicles and vehicle labelling and repealing Directive 1999/94/EC

(30 January 2026)

Public consultation x flexibility instruments

- Why other flexibility instruments previously used under the CO_2 framework (such as ZLEV benchmarks, eco-innovations, broader super-credits or phase-in mechanisms) were not retained in the proposal, despite strong support for additional flexibilities expressed in the public consultation by industry, SMEs and citizens?
- How did the Commission reflect the results of the public consultation showing majority support for five-year averaging (2030–2034) in its decision-making process?

Eco-innovations

- Why does the proposal neither strengthen nor expand the role of eco-innovations as a compliance tool, despite their previous use in the CO_2 framework and their potential to deliver cost-effective emission reductions across different technologies?

ZLEV benchmarks

- Why were Zero- and Low-Emission Vehicle (ZLEV) benchmarks entirely removed from the regulatory framework, despite having previously provided an incentive-based and technology-neutral pathway for manufacturers to over-comply with CO_2 targets?
- How does the Commission assess the impact of removing ZLEV benchmarks on smaller manufacturers with limited capacity for rapid scaling-up of battery electric vehicle (BEV) production?

Phase-in mechanisms and steep target tightening

- Why did the Commission not consider introducing a dedicated phase-in mechanism for the 2030 CO_2 target, as a complement or alternative to averaging, given the particularly steep year-on-year tightening between 2029 and 2030?

Cumulative impact of multiple regulatory initiatives

- How does the Commission assess the cumulative compliance burden resulting from the combined effect of the CO_2 Regulation, the tightening of the Utility Factor and the proposed Greening Corporate Fleets initiative, in particular for manufacturers with diversified powertrain portfolios?

Vehicle affordability and market accessibility

- How does the Commission assess the impact of the proposed compliance pathways on vehicle affordability for end-users, in particular in lower-income Member States?
- How does the proposal ensure that the transition towards zero-emission mobility does not disproportionately affect SMEs and self-employed users relying on light commercial vehicles, given the limited availability and higher upfront costs of zero-emission alternatives?

Timing of delegated acts and regulatory predictability

- How does the Commission ensure regulatory predictability at system level when several key compliance elements (such as super-credits, green steel) are deferred to future delegated acts, whose timing and content remain uncertain?

GERMANY

Weitere Fragen an KOM zum Änderungsvorschlag der Verordnung zu CO_2-Flottenzielen Pkw und leichte Nutzfahrzeuge für RAG am 9.2.

Fragen zu wirtschaftlichen Auswirkungen

- Nach IA (Pkt. 6.2.3.1.) belaufen sich bei Nutzung der low-emission steel credits die zusätzlichen Kosten pro Fahrzeug (für die gesamte Neufahrzeugflotte) auf etwa 40 EUR. Welcher Grünstahl-Preis wurde zu Grunde gelegt? Da KOM einen Leitmarkt schaffen will, warum werden die low-emission steel credits nicht schon früher eingeführt?
- Wurden die sozioökonomischen Folgen für KMU (z. B. Schließungen von Zulieferbetrieben) berücksichtigt und wie werden diese bewertet? Wurden mögliche Jobverluste in der Zuliefererkette lokal analysiert und welche Schlüsse für weitere Maßnahmen auf europäischer Ebene werden daraus abgeleitet?

Fragen zum Pkw-Label

- Könnte die Europäische Kommission näher auf den Verwaltungsaufwand eingehen, der den Herstellern je Modell bzw. Variante durch die Aktualisierung der digitalen Produktdatenbank entsteht? Welche Überlegungen hat die KOM mit Blick auf die institutionelle Einrichtung und Betreuung der Datenbank, wie viele Datenpunkte je Modell bzw. Variante und welche müssten OEM in welchem Turnus jedes Jahr melden?
- Aufgrund der KOM-Antwort in der RAG Umwelt vom 26.1. nochmal präzisiert nachgefragt: Warum sieht KOM im Unterschied zu gängigen Haushaltsgeräten im Rahmen des Labels **keine Bewertung des Stromverbrauchs** von Elektrofahrzeugen (z.B. nach gängigem A-G-Schema) vor, obwohl diese absehbar zum gesamten EU-Stromverbrauch nennenswert beitragen werden? Der Vorschlag sieht (wie bisher in den Mitgliedstaaten üblich) nur die Angabe des numerischen Verbrauchswertes vor. Dabei ist ein Ziel der Neuregelung, „potenzielle Käufer von emissionsfreien Fahrzeugen mit adäquateren Informationen zu versorgen“ (S. 6 vom IA)
- Auf der letzten Sitzung der RAG Umwelt am 26. Januar erklärte KOM in Bezug auf die Ausweitung auf Gebrauchtfahrzeuge, dass der Nutzen, mehr Fahrzeugkäufer zu erreichen, die zusätzlichen Kosten überwiege. Wir halten die Compliance Kosten für Unternehmen mit 437 Mio. EUR und die zusätzlichen Kosten für die Durchsetzung für nationale Behörden von 7,5 Mio. für durchaus relevant (Folgenabschätzung, Teil 1, S. 48). Auf welchen Äquivalenzbetrag schätzt die KOM die erwarteten Nutzen und welche Grundlage hat sie dafür herangezogen?
    - Wie hat die Europäische Kommission ermittelt, dass die Kosten nicht mehr als 3 EUR pro verkauftem Neufahrzeug betragen, und betrifft die Ausweitung des Anwendungsbereichs nicht Gebrauchtfahrzeuge statt Neufahrzeuge? (Folgenabschätzung Teil 1, S. 48). In welcher Weise wurde die zusätzliche Kostenbelastung für herstellerungebundene Gebrauchtwagenhändler

abgeschätzt, die oftmals KMU sind; wir bitten die KOM um eine diesbezügliche Kostenabschätzung.
    - Umfasst diese Zahl auch die Schulung ausgewählter Mitarbeiter von Gebrauchtwagenhändlern? (Folgenabschätzung Teil 1, S. 52)
    - Wie erklärt sich die Europäische Kommission die abweichenden Ergebnisse bei der Konsultation der Interessengruppen? Erstens, hielt es die Mehrheit der Befragten für wichtig, den Anwendungsbereich der Richtlinie auf neue Personenkraftwagen zu beschränken. Zweitens, hielt keine Mehrheit einer Interessengruppe eine Ausweitung auf alle gebrauchten Personenkraftwagen für wichtig (Folgenabschätzung Teil 2, S. 13, 14).
- Hat die Europäische Kommission bei der Ausweitung der Kennzeichnungsvorschriften auf neue Transporter berücksichtigt, dass die meisten Käufer von Transportern gewerbliche Akteure sind, die in der Regel gut informiert sind und über die Konformitätsbescheinigung bereits Zugang zu den gleichen relevanten Informationen haben? Wie bewertet die Europäische Kommission hier das Kosten-Nutzen-Verhältnis?
- Hat die KOM erwogen, die Kennzeichnung von Gebrauchtwagen auf „junge“ Gebrauchtfahrzeuge zu begrenzen? Falls ja, welche Kriterien (Fahrzeugalter, Fahrleistung) wurden dabei zugrunde gelegt und aus welchen Gründen hat die KOM diese Überlegungen verworfen?
- Hat die KOM die Frage untersucht, ob den Verkäufern von Gebrauchtfahrzeugen aus der Kennzeichnung Risiken mit Blick auf die Gewährleistung entstehen könnten? Wie beurteilt die KOM diese Risiken bei zunehmendem Alter der Gebrauchtfahrzeuge, deren Wartungszustand und im Fall von durchgeführten Reparaturen?

Courtesy Translation of further questions of Germany to the Commission on the proposed amendment to the Regulation on CO2 standards for light duty vehicles (30.1.2026)

Questions on economic impact

- According to the impact assessment (point 6.2.3.1.), the additional costs per vehicle (for the entire new vehicle fleet) amount to around EUR 40 when using low-emission steel credits. What green steel price was used as a basis? Since the COM wants to create a lead market, why are low-emission steel credits not being introduced earlier?
- Have the socio-economic consequences for SMEs (e.g. closures of supplier companies) been taken into account and how are they assessed? Have possible job losses in the supply chain been analysed locally and what conclusions for further measures at European level have been drawn from this?

Questions on the car label

- Could the European Commission elaborate on the administrative burden incurred by manufacturers for each model or variant as a result of updating the digital product database? What are the COM's considerations with regard to the institutional establishment and maintenance of the database, how many data points per model or variant, and which ones would OEMs have to report each year and at what intervals?
- Based on the COM response in the WPE of 26 January, we would like to reframe the question: Why does the COM, unlike for common household appliances, not provide for an electricity consumption rating for electric vehicles (e.g. according to the common A-G scheme) within the framework of the label, even though EVs are set to contribute significantly to the total electricity consumption of the EU? The proposal only provides for the numerical consumption value to be stated (as is already common practice in Member States today). Yet one of the objectives of the new regulation was to ‘provide potential buyers of zero-emission vehicles with more adequate information’ (p. 6 of the IA).
- At the last meeting of the WPE on 26 January, the COM stated, with regard to the extension to used vehicles, that the benefits of reaching more vehicle buyers outweigh the additional costs. We consider the compliance costs for companies of EUR 437 million and the additional enforcement costs for national authorities of EUR 7.5 million to be quite relevant (impact assessment, part 1, p. 48). What is the equivalent amount at which the COM estimates the expected benefits, and what basis did it use for this?
    - How did the European Commission determine that the costs would not exceed EUR 3 per new vehicle sold, and does the extension of the scope not affect used vehicles instead of new vehicles? (Impact Assessment Part 1, p. 48). How was the additional cost burden for independent used car dealers assessed?
    - Does this figure also include training for selected employees of used car dealers? (Impact assessment, part 1, p. 52)
    - How does the European Commission explain the differing results of the stakeholder consultation? Firstly, the majority of respondents considered it important to limit the scope of the directive to new passenger cars. Secondly, no

majority of any stakeholder group considered it important to extend the scope to all used passenger cars (Impact Assessment Part 2, pp. 13, 14).

- When extending the labelling requirements to new vans, did the European Commission take into account that most buyers of vans are commercial operators who are generally well informed and already have access to the same relevant information via the certificate of conformity? How does the European Commission assess the cost-benefit ratio here?
- Did the COM consider limiting the labelling of used cars to 'young' used vehicles? If so, what criteria (vehicle age, mileage) were used as a basis for this and why did the COM reject these considerations?

Has the Commission examined whether the labelling could pose risks to sellers of used vehicles in terms of warranty? How does the Commission assess this risk in relation to the increasing age of used vehicles, their state of maintenance and in the case of repairs carried

NETHERLANDS

Written comments on revision CO2-emission standards for cars and vans – WPE 2/2

Since the Netherlands is still developing its final position, a scrutiny reservation remains in place.

1. "Made in the EU"-criteria

- Can the Commission provide an assessment of the expected impact of the "Made in the EU"-criteria on third countries? Which third countries would be affected most? Has the Commission consulted third countries' view during the design of this proposal?
- During the last WPE on 26/1, the Council Legal Service [redacted] the "Made in the EU"-criteria [redacted]. How does the Commission assess that analysis? How was DG Trade involved in the design of these criteria?

2. Car labelling

Increased workload for distributors

The increase in the number of labels to be applied significantly increases the workload for distributors. Currently, one in six new cars is labeled because it is displayed in a showroom. Car dealerships sell used cars to consumers an average of three times (B2C). Used cars resold to businesses (B2B) also need to be labeled if they are shown to consumers first. All of this increases the number of labels to be applied and therefore also the workload for distributors by a factor 20. Furthermore, displaying CS and CD values for consumption on the label brings additional workload for distributors for used plug in hybrid vehicles as these values can only be obtained via CoC's. Does the Commission share this assessment?

Limited effect on purchase choice

The effect of a label on consumer purchases is limited. Consumers search for a car within a certain class. Mandatory fuel consumption information doesn't suddenly prompt consumers to buy a completely different car. For vans, a slightly more favorable label does not suddenly lead to the purchase of a smaller van than needed. In its impact assessment, the EC itself indicates that the effect of the vehicle labels is hard to be disentangle as the consumers' decision may be influenced by many other factors than the specific information provided via a label – such as price and personal preferences. Imposing additional costs on the automotive sector for the large-scale dissemination of information with limited information on the effectiveness, should therefore be approached with caution. How does the EC view this?

A more distinctive label is possible

An alternative label is possible that offers greater differentiation within the search class. Like the label proposed by the EC, this label directs consumer choice towards electric cars. In addition, consumer choice is guided towards a more energy-efficient car within a certain class, so for example a more energy-efficient electric car, a more fuel-efficient convention passenger car or a more fuel-efficient van of a certain size. Within each class usually a choice of four different labels is available. The EC proposal often offers only one or sometimes two labels per class. For plug-in hybrid cars, this alternative provides a more realistic view of the energy efficiency as it takes also account of electricity consumption. How does the EC view a label that provides potential buyers with information to make a choice for an energy-efficient car within a certain class?

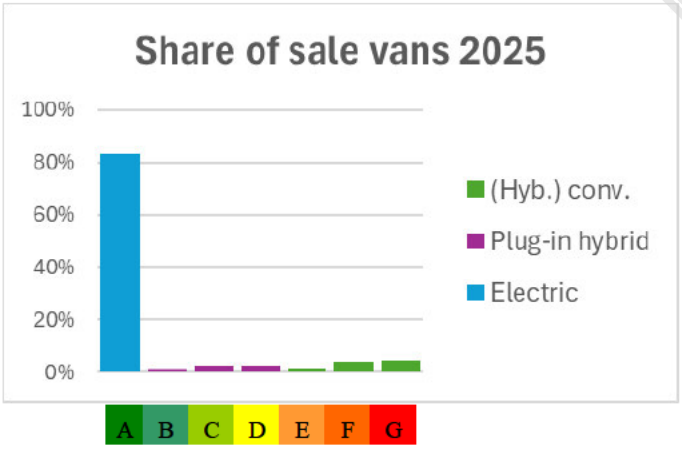
Battery state-of-health information for Euro-7

Only for Euro-7 the traction battery state of health can be read from the information available in the vehicle display. A separate test is required for Euro-6 cars, which is relatively expensive. Although useful for Euro-6 cars, the mandatory provision of information about the battery state-of-health for used cars would only be feasible for Euro-7, even though the scope of vehicle labels is WLTP-vehicles For providing battery state-of-health information, it is not stipulated that this

information must be provided in writing. If distributors are left to provide this information during the purchase conversation, this requirement can only be enforced through the use of mystery shoppers, which is difficult to implement in practice. How does the Commission view this?

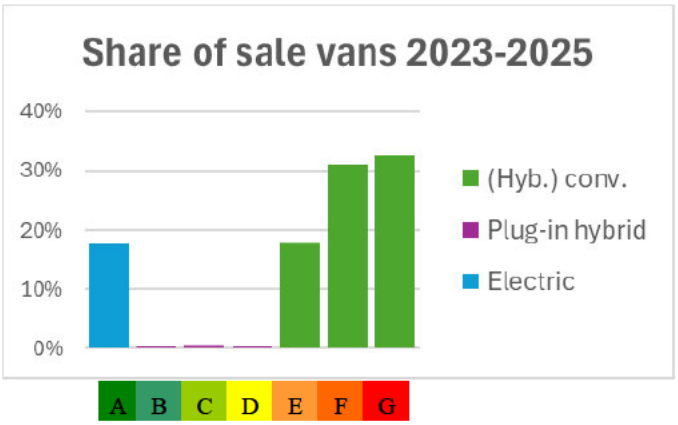
Elaboration of the label for vans

For the sale of new vans in the Netherlands in 2025, the distribution of labels according to the EC proposal is as follows:



Due to the introduction of a new purchase tax on diesel vans as of January 2025, only approximately 17,000 vans were sold in the Netherlands in 2025, of which over 14,000 were electric vans. This figure therefore mainly shows what a future distribution of labels will look like.

To gain an idea of the label distribution for more typical van sales, sales of new vans in the Netherlands between 2023 and 2025 were also examined. For the approximately 190,000 new vans sold, the label distribution is as follows:



All electric vans receive an A label, while conventional (mostly diesel) vans receive an E, F, or G label. This may seem like a reasonable choice of labels for conventional (diesel) vans.

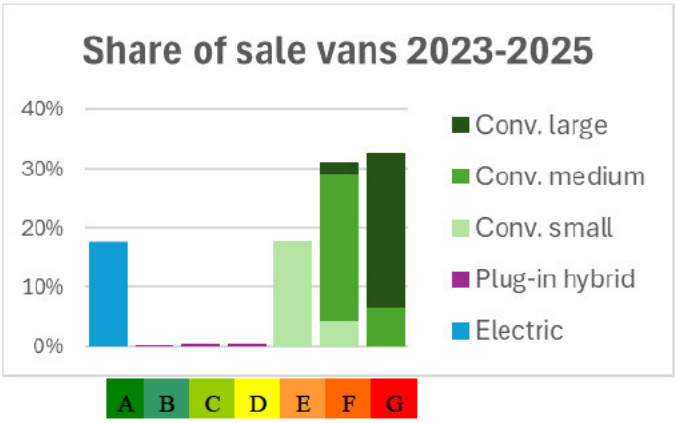
In practice, however, the choice of labels will be much more limited. This is because vans are offered in three different size classes:

Small

Medium

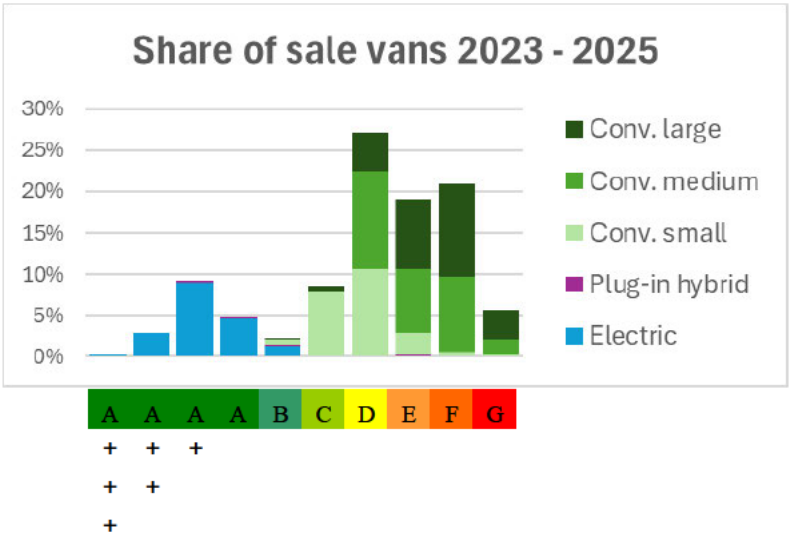
Large

If these size classes are also taken into account, the following distribution of labels is found for the sales of new vans in the Netherlands in the period 2023-2025:



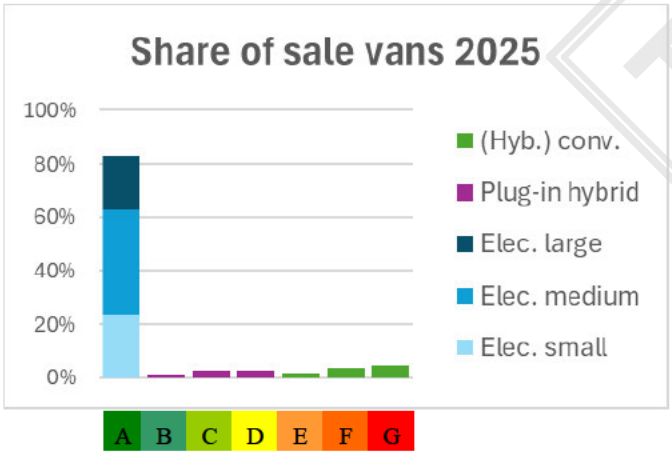
All electric vans receive an A label, almost all small (petrol and diesel) vans receive an E label, almost all medium-sized (diesel) vans receive an F label, and almost all large (diesel) vans receive a G label. As shown, the distinguishing power within a specific size class of the label is limited.

In the note of the Netherlands of 19 January 2026 an alternative method for determining the efficiency classes A to G for the label was presented. This method also takes the size of a vehicle into account. With this alternative approach, the distribution of labels is as follows:

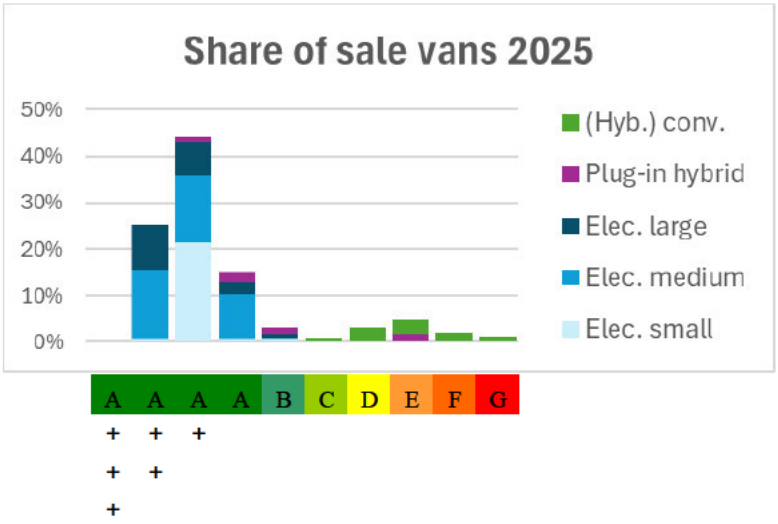


With the alternative approach, small (petrol and diesel) vans receive a C, D, or E label, medium-sized (diesel) vans receive a D, E, F, or G label, and large (diesel) vans also receive a D, E, F, or G label.

For the sales of new vans in 2025, the distribution of labels for the different size classes of electric vehicles is as follows:



With the alternative approach in which the size of a vehicle also determines the label that is assigned, the distribution of the label is as follows:



Here again, different labels are available within the various size classes of electric vans.

The figures above show that the label, as proposed by the EC, aims to encourage buyers to purchase a new electric van or a smaller (diesel) van than they had in mind, i.e., a medium-sized van instead of a large one, or a small van instead of a medium-sized one. If a car buyer needs a large van, a slightly more favorable label will not lead to purchasing a smaller van.

Energy labels in the European Union are relative, meaning that the assessment of a product's energy efficiency is relative to its performance. This applies to the energy labels for white goods (refrigerators, freezers, washing machines), buildings, etc. When calculating the label for a refrigerator, the size of the refrigerator is taken into account. For example, a large refrigerator is compared with other refrigerators of a similar size, not with a small table-top refrigerator.

A question to the EC is whether the EC has the view that for vans a slightly more favorable label can influence the size of a vehicle that is intended to be purchased. Considering that buyers choose a (delivery) car within a certain size class, why is a relative label not considered, in the same way as relative labels are also applied to other products in the EU?