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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 25 February 2026: Comments from delegations

Following the call for comments on the above set out in WK 3213/26 of 26 February 2026, delegations will find attached comments from MT and FI.

MALTA

Written comments on the Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Regulation (EU) 2019/631 as regards CO₂ emission performance standards for new light duty vehicles and vehicle labelling and repealing Directive 1999/94/EC (COM(2025) 995 final)

Further to the Working Party on the Environment meeting of 25 February 2026, Malta would like to submit the following written comments on Clusters 2 and 3:

- Malta underlines the importance of carefully assessing the system-wide impacts of the proposed amendments, in particular their potential implications for national ESR compliance, especially in small and peripheral markets where reduced ambition or extended flexibilities may affect ZEV availability, affordability and potentially slow down uptake.
- Malta also reiterates the need for legal certainty and appropriate safeguards regarding the use of delegated acts, notably where core concepts such as Made-in-EU (MiEU) eligibility or substantive criteria are concerned, which should remain anchored in the basic legislative act.
- Finally, Malta underlines the importance of adequate flexibility within the EU framework to support infrastructure deployment and targeted demand-side measures, which are essential to address market constraints while preserving the integrity and ambition of the CO₂ standards and avoiding potential disproportionate impacts on national ESR compliance.

Further to the Working Party on the Environment meeting of 09 February 2026, Malta would also like to submit the following written comments with a view to seeking clarification on specific aspects of the proposed vehicle labelling provisions:

Recital (15) – Scope of “second-hand vehicles”

Malta would welcome clarification on the definition of “second-hand vehicles” for the purposes of the vehicle-labelling provisions, given that Regulation (EU) 2019/631 has hitherto applied only to vehicles newly registered in the Union and did not cover vehicles previously registered in third countries.

Recital (16) – Extension of vehicle labelling to second-hand vehicles

Malta understands that the inclusion of second-hand vehicles within the scope of the vehicle-labelling provisions constitutes a new element introduced by this Proposal, given that Regulation (EU) 2019/631 is limited, pursuant to Article 1(1), to new passenger cars and new light commercial vehicles.

Malta would welcome confirmation that this extension applies exclusively to the vehicle-labelling framework and does not affect the scope of the CO₂ emission performance standards or compliance obligations under Regulation (EU) 2019/631.

Recital (19) – Scope of obligations for second-hand vehicles

Malta understands this recital to mean that, as regards second-hand vehicles, only the vehicle-labelling provisions introduced by this Proposal apply, and solely in cases where vehicles are made available on the market in the course of a commercial activity.

Malta would welcome confirmation that this does not extend the application of other elements of Regulation (EU) 2019/631 beyond its existing scope.

Article 2(5) – Vehicle labelling and type-approval

Malta would welcome clarification on the interaction between the vehicle-labelling provisions (Articles 15a and 15b) and the vehicle type-approval framework. In particular:

- a) whether vehicle labelling constitutes a requirement within the type-approval process, or whether it is a separate obligation applicable at the stage of offering vehicles for sale or lease;
- b) whether the vehicle-labelling requirements also apply to vehicles approved under Individual Vehicle Approvals; and
- c) whether the absence of a vehicle label would have any implications for a vehicle's type-approval or registration, or whether it would solely constitute a market-surveillance and enforcement matter.

Article 7(5) – Enforcement and penalties

Malta understands that compliance with the reporting obligation introduced under Article 7(5), including the provision of information on connected undertakings by manufacturers below the registration thresholds, would be subject to enforcement through the competent market surveillance and compliance mechanisms, and that penalties may apply in cases of non-compliance.

Malta would welcome confirmation of the envisaged enforcement framework and applicable penalties, in line with the existing governance structure of Regulation (EU) 2019/631.

Article 15a(1) – Traction battery state of health

Malta understands that the information on the traction battery state of health to be provided to potential buyers is based on the data displayed in the vehicle in accordance with Annex VI to Regulation (EU) 2025/1707 and the on-board monitoring framework.

Malta would welcome clarification on whether this information is considered sufficiently protected against tampering, and whether any safeguards or verification mechanisms are envisaged to ensure the accuracy and integrity of the data made available to consumers.

Malta would appreciate the Commission's clarification on the above points in order to ensure legal certainty, proportional and consistent implementation across Member States, and effective preparation at national level.

Malta remains ready to engage constructively as discussions on the proposal progress.

FINLAND

Written comments – CO2 standards for cars and vans regulation

Finland has the following preliminary comments regarding the CO₂ standards for cars and vans proposal following the Working Party on the Environment of 25 February 2026.

Cluster 2 – 2030 vans target and *o*targets

As a general comment, we can accept certain flexibility elements for manufacturers in order to support their competitiveness. However, it is crucial that we do not expand the flexibilities proposed by the Commission or introduce any further weakening of the CO₂ standards. It should be ensured that the legislation remains sufficiently ambitious in relation to Member States' binding 2030 obligations under the Effort Sharing Regulation, post-2030 obligations for sectors outside the Emissions Trading System, and the targets set in the EU Climate Law. We would also like to get more detailed assessments on the combined impacts of the measures included in the Commission's proposal.

Taking into account the more challenging market situation for vans and their relatively smaller share of transport emissions, we can accept some flexibility in the target. We can also support the adjustment to the formula for calculating the specific emissions targets for van manufacturers.

Cluster 2 – *Super credits for small EVs (article 5) and multi-annual compliance, including pooling*

We see that super credits for small electric cars can promote the market for small EU manufactured zero-emission vehicles and could make them accessible for a wider population. In order to preserve the emission reductions of the regulation we find it important that the multiplier is not made any larger than proposed.

We want to avoid any excessive administrative burden from the operationalisation of the super-credits though the acquisition or verification of the Made in EU information. We again stress the need for a sufficient implementation time nationally due to possible information system changes related to the M1E -class and the Made in EU -information. We consider that the powers delegated to the Commission must be clearly defined and well-justified. We look forward to clarifications on this issue as part of the IAA to be able to form more detailed positions.

We see that the scope of the empowerment related to the criteria for vehicles manufactured in the EU would require clarification. Compatibility with other regulations should be ensured, while avoiding overlapping regulations. In our view the criteria for vehicles manufactured in the EU should also take into account upstream production in the value chain. We can be flexible regarding the restrictions on pools.

We can support the proposed multiannual compliance flexibility. However, we stress that the timeframe of this flexibility should not be extended beyond what has been proposed, as doing so could negatively affect the achievement of road transport emission reductions already in the years preceding 2030 and, consequently, the fulfilment of Member States' obligations under the Effort Sharing Regulation. We can support the required changes for pooling and fines related to the multi-annual compliance.

Cluster 3 & 4 – 2035 targets for cars and vans and fuel credit flexibilities and Low carbon steel credits

Lowering the 2035 target ambition would significantly affect emission reductions in the transport sector and would enable the continued manufacturing of light vehicles using fossil fuels far into the future. Our understanding is that the credits for sustainable renewable fuels proposed by the Commission do not contribute to additional emission reductions, as these would already be achieved through the mandatory targets in the Renewable Energy Directive. If we want to ensure emission reductions in a more technology-neutral manner in this regulation, the contribution of sustainable renewable fuels should be taken into account in a different way – for example, through the type approval of vehicles utilizing exclusively such fuels. If such approach were applied, we see that the target for 2035 could be maintained closer to the current 100% target. If the technology-neutrality would be implemented in a way that would link the use of sustainable renewable fuels more tightly to new cars entering the market and the amount of renewable fuel used by those new cars, there would be less fossil fuel vehicles in the fleet, while still applying a more technology neutral approach.

In our view, the automotive industry can play a role in strengthening the demand for low-carbon products from the steel industry. However, since the greatest challenges for Member States in achieving emission reductions lie outside the emissions trading sector, the share of compensatory credits should place greater emphasis on emission reductions achieved within the transport sector.

Compensation mechanisms should not be applied earlier than the target year 2035, in order to maintain the emission reductions of the regulation in the transport sector.
