CO2 emission standards for cars and vans

2021/0197(COD) - 08/06/2022 - Text adopted by Parliament, partial vote at 1st reading/single reading

The European Parliament adopted by 339 votes to 249, with 24 abstentions, **amendments** to the 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.

The issue was referred to the committee responsible for inter-institutional negotiations.

As part of the 'Fit for 55' package, the proposed Regulation aims to amend the CO2 emission performance standards for new passenger cars and new light commercial vehicles in order to contribute to the EU 2030 and 2050 climate objectives.

2035 zero-emission road mobility

Parliament backed the Commission's proposal to achieve zero-emission road mobility by 2035. Under the proposal, emissions from new passenger cars registered in the EU by 2030 should be 55% lower and emissions from new vans should be 50% lower. **By 2035, CO2 emissions from new cars and vans should be reduced by 100%**, meaning that all new vehicles would have zero emissions.

Targeted funding for the just transition

By 31 December 2023, the Commission should present a report detailing the need for targeted funding to ensure a just transition in the automotive sector, with the aim of mitigating the negative employment and other economic impacts in all Member States concerned, in particular in the regions and communities most affected by the transition.

The report would be accompanied, if appropriate, by a legislative proposal to establish an EU funding instrument to address this need.

Gradual reduction of the cap for eco-innovation

The total contribution of those technologies to reducing the average specific emissions of CO2 of a manufacturer may be up to:

- 7 g CO2/km until 2024;

- 5 g CO2/km from 2025 ;

- 4 g CO2/km from 2027;

- 2 g CO2/km from 2030 until and including 2034.

Ecodesign

The Commission should make proposals by 31 December 2023 for the establishment of minimum ecodesign requirements for all new passenger cars and light commercial vehicles, including energy

efficiency, durability and repairability requirements for essential parts such as lights, electronic components and batteries, minimum requirements for the recovery of metals, plastics and critical raw materials.

Other **measures proposed** include:

- the publication, by 2023 at the latest, of a report setting out a **common EU methodology** for the assessment and consistent data reporting of the full life-cycle CO2 emissions of light duty vehicles that are placed on the EU market, including a methodology for the assessment of full life-cycle CO2 emissions of fuels and energy consumed by such vehicles;

- the possibility for manufacturers, as from 1 January 2024, to submit on a voluntary basis, data on the life-cycle CO2 emissions of passenger cars and light vans on the EU market to the competent authorities and Member States, which would then communicate them to the Commission;

- the adoption by the Commission, no later than 31 December 2023, of delegated acts to supplement the Regulation by establishing a methodology for measuring and comparing the efficiency of zero- and low-emission vehicles based on the amount of electricity needed to drive 100 kilometres;

- the presentation by the Commission, by 31 December 2024, of a legislative proposal to set minimum energy efficiency thresholds for new zero-emission passenger cars and light commercial vehicles placed on the Union market;

- a **Commission report** on progress towards zero-emission road mobility by the end of 2025 - to be reviewed annually thereafter - addressing the impact on consumers and employment, progress in increasing the amount of renewable energy in the EU, life-cycle emissions from new passenger cars and light commercial vehicles placed on the EU market, and the market for second-hand vehicles;

- the submission by the Commission, by 28 February 2023, of a legislative proposal to increase the share of zero-emission vehicles in public and corporate light-duty vehicle fleets;

- Member States to take into account the energy efficiency first principle in policy, planning and investment decisions related to the deployment of recharging and refuelling infrastructure of alternative fuels, including as regards the well-to-wheel energy efficiency of different zero emission technologies;

- the adoption, no later than six months after the date of entry into force of the regulation, of a delegated act to harmonise the type-approval rules for vehicles with internal combustion engines converted to battery or fuel cell electric drive, in order to allow for series approval.