Basic information

2025/0070(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Regulation	Procedure completed
Additional flexibility as regards the calculation of manufacturers' compliance with CO2 emission performance standards for new passenger cars and new light commercial vehicles for the calendar years 2025 to 2027 Amending Regulation 2019/631 2017/0293(COD) **Subject** 2.10.03 Standardisation, EC/EU standards and trade mark, certification, compliance 3.20.05 Road transport: passengers and freight 3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles 3.70.02 Atmospheric pollution, motor vehicle pollution	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
ENVI Environment, Climate and Food Safety		

Committee for opinion	Rapporteur for opinion	Appointed
ITRE Industry, Research and Energy	The committee decided not to give an opinion.	
TRAN Transport and Tourism		

Council of the European Union

European Commission

Commission DG	Commissioner
Climate Action	HOEKSTRA Wopke

European Economic and Social Committee

European Committee of the Regions

Key events

Date	Event	Reference	Summary
		COM(2025)0136	Summary

01/04/2025	Legislative proposal published		
24/04/2025	Urgent procedure requested by a political group		
05/05/2025	Committee referral announced in Parliament, 1st reading		
08/05/2025	Decision by Parliament, 1st reading	T10-0099/2025	Summary
27/05/2025	Act adopted by Council after Parliament's 1st reading		
17/06/2025	Final act signed		
19/06/2025	Final act published in Official Journal		

Technical information

Procedure reference	2025/0070(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Regulation
Amendments and repeals	Amending Regulation 2019/631 2017/0293(COD)
Legal basis	Rules of Procedure EP 170-p6 Treaty on the Functioning of the European Union TFEU 192-p1
Mandatory consultation of other institutions	European Economic and Social Committee European Committee of the Regions
Stage reached in procedure	Procedure completed
Committee dossier	ENVI/10/02603

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Text adopted by Parliament, 1st reading/single reading		T10-0099/2025	08/05/2025	Summary

Council of the EU

Document type	Reference	Date	Summary
Draft final act	00013/2025/LEX	05/06/2025	

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(2025)0136	01/04/2025	Summary

National parliaments

Document type	Parliament /Chamber	Reference	Date	Summary

Contribution	IT_CHAMBER	COM(2025)0136	28/05/2025	
Contribution	ES_PARLIAMENT	COM(2025)0136	05/06/2025	
Contribution	CZ_SENATE	COM(2025)0136	09/07/2025	

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES1430/2025	29/04/2025	

Additional information		
Source	**Document**	**Date**
European Commission	EUR-Lex	

Meetings with interest representatives published in line with the Rules of Procedure

Other Members

Transparency		
Name	**Date**	**Interest representatives**
TAMBURRANO Dario	06/05/2025	Association des Constructeurs Européens d'Automobiles

Final act	
Regulation 2025/1214 OJ OJ L 19.06.2025	Summary

Additional flexibility as regards the calculation of manufacturers' compliance with CO2 emission performance standards for new passenger cars and new light commercial vehicles for the calendar years 2025 to 2027

2025/0070(COD) - 01/04/2025 - Legislative proposal

PURPOSE: to provide additional flexibility to help manufacturers meet CO2 emissions targets for new cars and vans in the 2025-2027 period.

PROPOSED ACT: Regulation of the European Parliament and of the Council.

ROLE OF THE EUROPEAN PARLIAMENT: the European Parliament acts in accordance with the ordinary legislative procedure and on an equal footing with the Council.

BACKGROUND: Regulation (EU) 2019/631 of the European Parliament and of the Council sets out the CO2 targets for new passenger cars and light commercial vehicles, that form a key part of the Union framework to reduce by 2030 net greenhouse gas emissions by at least 55 % below 1990 levels and reach economy-wide climate-neutrality by 2050.

In response to the request of stakeholders for an additional compliance flexibility on CO2 targets as regards the period 2025 to 2027, it is appropriate to urgently adopt an amendment to allow a one-off flexibility for those three years in the calculation of the compliance with the CO2 emission performance standards, while maintaining the targets for reducing CO2 emissions.

CONTENT: in the context of the Strategic Dialogue on the Future of the Automotive Industry that took place in the first quarter of 2025 and as announced in the Commission Automotive Action Plan of 5 March 2025, the proposal concerns a targeted change of the Regulation (EU) 2019/631 to provide manufacturers with an **additional flexibility** as regards their compliance obligations, by providing for a **three-year compliance period for 2025, 2026 and 2027**, instead of an annual period.

The current proposal does not change the reduction targets and does not lower the overall CO2 emission standards ambitions. By introducing a one-off three-year compliance period for 2025, 2026 and 2027 instead of annual assessment, it allows an additional flexibility for vehicles manufacturers, while keeping the certainty and predictability for investors along the value chain.

The proposal also amends Regulation (EU) 2019/631 to:

- specify that the pooling agreements for the period 2025-2027 should be communicated to the Commission by the end of 2027;

- specify the rules on imposing the excess emissions premiums for the three-year compliance period 2025-2027.

The Commission proposes to reach an agreement on this amendment without delay in order to ensure predictability and certainty for the automotive industry and investors.

Additional flexibility as regards the calculation of manufacturers' compliance with CO2 emission performance standards for new passenger cars and new light commercial vehicles for the calendar years 2025 to 2027

2025/0070(COD) - 08/05/2025 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted, by 458 votes to 101, with 14 abstentions, a legislative resolution on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2019/631 to include an additional flexibility as regards the calculation of manufacturers' compliance with CO2 emission performance standards for new passenger cars and new light commercial vehicles for the calendar years 2025 to 2027.

Parliament supported at first reading the proposal for a regulation aimed at granting increased flexibility in meeting CO2 targets for the period 2025 to 2027, while preserving CO2 emission reduction requirements for both new passenger cars and new light commercial vehicles.

Regulation (EU) 2019/631 of the European Parliament and of the Council sets the CO2 emission performance standards for new passenger cars and new light commercial vehicles that form a key part of the Union framework to reduce net greenhouse gas emissions by at least 55 % compared to 1990 levels by 2030 and to achieve economy-wide climate-neutrality by 2050.

The proposed amendment provides manufacturers with the flexibility to comply with their obligations for **2025, 2026 and 2027** by averaging their performance over the three-year period, rather than each year separately. By introducing a one-off three-year compliance period for 2025, 2026 and 2027 instead of annual assessment, it allows an additional flexibility for vehicles manufacturers, while keeping the certainty and predictability for investors along the value chain.

Additional flexibility as regards the calculation of manufacturers' compliance with CO2 emission performance standards for new passenger cars and new light commercial vehicles for the calendar years 2025 to 2027

2025/0070(COD) - 19/06/2025 - Final act

PURPOSE: to provide additional flexibility to help car manufacturers meet CO2 emissions targets for new cars and vans in the 2025-2027 period.

LEGISLATIVE ACT: Regulation (EU) 2025/1214 of the European Parliament and of the Council amending Regulation (EU) 2019/631 to include an additional flexibility as regards the calculation of manufacturers' compliance with CO2 emission performance standards for new passenger cars and new light commercial vehicles for the calendar years 2025 to 2027.

CONTENT: this targeted amendment to the regulation on CO2 emission standards for new passenger cars and vans aims to **provide vehicle manufacturers with the flexibility needed** to meet their 2025 emissions targets.

The amended regulation provides that compliance with car manufacturers' specific emissions targets as regards the **three years 2025, 2026 and 2027** will be assessed based on an average of the performance of each manufacturer **over these three years**, instead of annually.

Those average specific emissions of CO2 shall be calculated as the average over the three-year period of the annual average specific emissions of CO2 weighted according to the number of newly registered vehicles for the manufacturer in each calendar year.

For each calendar year in which a manufacturer was included in a pool, the annual average specific emissions of CO2 and the annual specific emissions target to be used for those calculations shall be the values for that pool.

The amending regulation specifies that the pooling agreements for the period 2025-2027 must be communicated to the Commission by the end of 2027.

By way of derogation, for the calendar years 2025 to 2027, the Commission will impose an excess emissions premium on any manufacturer whose average specific CO2 emissions over those three years exceed its specific emissions target for the period 2025 to 2027.

ENTRY INTO FORCE: 9.7.2025.