

## **Gli emendamenti approvati dall'Europarlamento al nuovo regolamento sulle emissioni CO2 auto proposto dalla Commissione europea**

### **Emendamento 11 – Introduce un nuovo articolo**

(8a) Recent studies suggest that battery electric vehicles are already competitive with conventional cars in several car segments when considering the total cost of ownership. Increased CO2 standards for passenger cars and light-commercial vehicles will accelerate the reduction of the total cost of ownership of battery electric vehicles, making them more attractive for all consumer groups across the Union than vehicles equipped with combustion engines. More ambitious CO2 standards for passenger cars and light-commercial vehicles for the period from 2025 to 2030 will also accelerate the decarbonisation of the second-hand market in all car segments, with greater benefits for lower- and middle-income consumers.

### **Emendamento 18 – Modifica un articolo precedente (evidenziata in grassetto)**

(11) The targets in the revised CO2 performance standards should be accompanied by a European strategy to address the challenges posed by the scale-up of the manufacturing of zero-emission vehicles and associated technologies **while considering the specificities of each Member State**, as well as the need for up- and re-skilling of workers in the sector and the economic diversification and reconversion of activities **while maintaining automotive employment levels in the Union.**

**Particular attention should be given to the impact that this transition will have on micro-enterprises and SMEs along the supply chain.** Where appropriate, financial support should be **allocated** at the level of the EU and Member States to crowd in private investment, including via the European Social Fund Plus, the Just Transition Fund, the Innovation Fund, **the European Regional Development Fund, the Cohesion Fund**, the Recovery and Resilience Facility and other instruments of the Multiannual Financial Framework and the Next Generation EU, in line with State aid rules. **Furthermore, a dedicated funding stream at Union level for the transition in the automotive sector would also be needed in order to address in particular any negative employment impacts.** The revised environmental and energy state aid rules will enable Member States to support business to decarbonize their production processes and adopt greener technologies in the context of the New Industrial Strategy.

### **Emendamento 19 – Modifica un articolo precedente (evidenziata in grassetto)**

(12) The updated New Industrial Strategy<sup>26</sup> foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway should be developed for the mobility ecosystem to accompany the transition of the automotive value chain, **in full transparency and in consultation with all stakeholders, including by considering the establishment of a specific forum for social dialogue in the automotive sector.** The pathway should take particular heed of SMEs, **including micro-enterprises**, in the automotive supply chain, of the consultation of social partners including by Member States, and also build **on the Council recommendation on ensuring a fair transition towards climate neutrality and** on the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions. The appropriate actions and incentives at European and national level to boost the affordability **and sustainability** of zero emission vehicles should also be addressed in the pathway. **The role that public procurement can play in the pathway should also be addressed, and in that regard the Commission should consider a revision of Directive (EU) 2019/1161 of the European Parliament and of the Council<sup>26a</sup> to ensure its alignment with the objectives of Regulation 2019/631.** The progress made on this comprehensive transition pathway for the mobility ecosystem should be monitored every year as part of a progress report to be submitted by the Commission, looking inter alia at the progress in the deployment of zero-emission vehicles, their price developments and their energy consumption, impacts on consumers, deployment of alternative fuels development and infrastructure roll-out as required under the Alternative Fuels Infrastructure Regulation, **development of the share of renewable energy as required under the Directive (EU) 2018/2001 of the European Parliament and of the Council<sup>26b</sup>,** the potential of innovative technologies to reach climate neutral mobility, international competitiveness, investments in the automotive value chain, up-skilling and re-skilling of workers and reconversion of activities **especially in regions with a high percentage of jobs related to the automotive value chain, and emissions linked to the age of light-duty vehicles while considering actions aimed at a synchronous, socially-just and environmentally sound phase-out of older vehicles** . The progress report will also build on the progress reports that Member States submit under the Alternative Fuels Infrastructure Regulation. The Commission should consult social partners in the preparation of the progress report, including the results in the social dialogue. **The Commission should also consult with a wide range of independent experts, stakeholders and national and regional administrations in order to ensure a comprehensive knowledge base.** Innovations in the automotive supply chain are continuing. Innovative technologies such as the production of electro-fuels with air capture **and**

**hydrogen cars with onboard hydrogen storage system technology**, if further developed, could offer prospects for affordable climate neutral mobility. The Commission should therefore keep track of progress in the state of innovation in the sector as part of its progress report.

#### **Emendamento 21 – Introduce un nuovo articolo**

(12b) To ensure alignment with the new Union's climate target for 2030, as well as with the strengthened CO<sub>2</sub> standards, an update of Directive 2009/33/EC of the European Parliament and of the Council<sup>26a</sup> should be put forward, including the possibility of extending its scope to include vehicles owned or leased by a private company of a certain fleet size, with the purpose of promoting to increase demand for zero-emission vehicles. Considering that vehicles from corporate fleets enter the private market faster, it would allow for a faster establishment of a second-hand market for zero-emission vehicles, which will be especially important for regions where the transition will prove more difficult, as well as it would contribute for faster price parity with conventional vehicles across the Union.

#### **Emendamento 25 – Modifica un articolo precedente (evidenziata in grassetto)**

15) With the stricter EU fleet-wide targets, manufacturers will have to deploy significantly more zero-emission vehicles on the Union market. In that context, the incentive mechanism for zero- and low-emission vehicles ('ZLEV') would no longer serve its original purpose and would risk undermining the effectiveness of Regulation (EU) 2019/631. The ZLEV incentive mechanism should therefore be removed. Plug-in hybrid electric vehicles continue to count against the fleet-wide targets that vehicle manufacturers must meet.

#### **Emendamento 26 – Introduce un nuovo articolo**

Under Regulation (EU) 2019/631, emission reductions achieved through innovations that are not accounted for in the type approval test are currently accounted for through eco-innovation credits, which can be counted towards the manufacturer's reduction target. The emission reduction that can be claimed is currently capped at 7 g/km per manufacturer. That cap should be adjusted downwards in line with the stricter targets, to ensure that this system remains limited to true innovations and is not incentivising reduced ambitions regarding the sale of zero-emission vehicles.

#### **Emendamento 27 – Introduce un nuovo articolo**

(15b) Supporting both technological and social innovation is an important element of encouraging a faster transition towards zero-emission mobility. Important funding is already available for

innovation in the mobility ecosystem through different Union funding instruments, in particular Horizon Europe, InvestEU, the Regional Development Fund, the Cohesion Fund, the Innovation Fund, and the Recovery and Resilience Facility. While ambitious annual CO2 emission reduction targets are expected to spur innovation in the automotive supply chain, the primary objective of this Regulation is to deliver real, effective and verifiable CO2 emission reduction. Consequently only the measurement of tailpipe CO2 emissions should be accounted for in the manufacturer's reduction targets.

### **Emendamento 30 – Cancella un articolo**

**Deleted**

### **Emendamento 31 – Modifica un articolo precedente (evidenziata in grassetto)**

The progress made under Regulation (EU) 2019/631 towards achieving the reduction objectives set for 2030 and beyond should be reviewed in **2027**. For this review, all aspects considered in the **yearly** reporting should be considered.

### **Emendamento 41 – Modifica un articolo precedente (evidenziata in grassetto)**

(aa) **paragraph 10 is replaced by the following:**

10. The Commission shall no later than 2023 **publish a report setting out** a common Union methodology for the assessment and the consistent data reporting of the full life-cycle CO2 emissions of passenger cars and light commercial vehicles that are placed on the Union market **including a methodology for the assessment of full life-cycle CO2 emissions of fuels and energy consumed by such vehicles**. The Commission shall transmit to the European Parliament and to the Council that **report**, including, where appropriate, proposals for follow-up measures, such as legislative proposals.

### **Emendamento 43 – Modifica un articolo precedente (evidenziata in grassetto)**

(5a) **In Article 8, paragraph 4 is replaced by the following:**

4. The amounts of the excess emissions premium shall be considered as revenue for the general budget of the Union.

**By 31 December 2023, the Commission shall present a report setting out in detail the need for targeted funding to ensure a just transition in the automotive sector, with the objective of mitigating negative employment and other economic impacts in all affected Member States, in particular in the regions and the communities most affected by the transition. The report**

**shall, where appropriate, be accompanied by a legislative proposal to establish a Union funding instrument to address that need and, in particular, to coordinate and finance preventive and reactive measures to address restructuring at local and regional levels and to finance the training, reskilling and upskilling of workers in the automotive sector, including car manufacturers, their component suppliers and ancillary PE732.329/ 28 EN maintenance and repair services, especially in small and medium-sized enterprises. The financing instrument may take the form of a dedicated funding instrument or be part of the Social Climate Fund or a revised Just Transition Fund. Any revenues from excess emission premiums shall be allocated for that purpose.**

**Emendamento 45 – Modifica un articolo precedente (evidenziata in grassetto)**

**(6 b) In Article 11, paragraph 1 is replaced by the following:**

1. Upon application by a supplier or a manufacturer, CO<sub>2</sub> savings achieved through the use of innovative technologies or a combination of innovative technologies ('innovative technology packages') shall be considered.

Such technologies shall be taken into consideration only if the methodology used to assess them is capable of producing verifiable, repeatable and comparable results.

The total contribution of those technologies to reducing the average specific emissions of CO<sub>2</sub> of a manufacturer may be up to 7 g CO<sub>2</sub>/km **until 2024;**

**- 5 g CO<sub>2</sub>/km from 2025;**

**- 4 g CO<sub>2</sub>/km from 2027;**

**- 2 g CO<sub>2</sub>/km from 2030 until and including 2034.**

The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to amend this Regulation by adjusting the cap **downwards** referred to in the third subparagraph of this paragraph with effect from 2025 onwards to take into account technological developments while ensuring a balanced proportion of the level of that cap in relation to the average specific emissions of CO<sub>2</sub> of manufacturers.

**Emendamento 46 – Introduce un nuovo articolo**

**(6c) the following Article is inserted:**

**Article 11a**

**Ecodesign**

**In order to ensure that the transition towards zero-emission mobility fully contributes to the Union's energy efficiency and circular economy objectives, the Commission shall by 31**

**December 2023 make proposals, as appropriate, concerning the setting 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, taking into account the principles applied to other energy-related products under Directive 2009/125/EC of the European Parliament and of the Council<sup>1a</sup>.**

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**1a Directive 2009/125/EC of the European Parliament and of the Council of 21 October 2009 establishing a framework for the setting of ecodesign requirements for energy-related products (OJ L 285, 31.10.2009, p. 10).**

**Emendamento 50 – Modifica un articolo precedente (evidenziata in grassetto)**

Article 14a

Progress report

By 31 December 2025, and every **year** thereafter, the Commission shall report on the progress towards zero emission road mobility. The report shall in particular monitor and assess the need for possible additional measures to facilitate a **just transition**, including through financial means. In the reporting, the Commission shall consider all factors that contribute to a cost-efficient progress towards climate neutrality by 2050. This includes:

- (a) progress in the deployment of zero- and low-emission vehicles and in their affordability and energy efficiency;**
- (b) the impacts on consumers, particularly those with low and medium incomes, and the pace of uptake of zero- and low-emission vehicles in those consumer segments, as well as the availability and scope of measures at Union, Member State and local levels to support this uptake;**
- (c) the market for second-hand vehicles;**
- (d) progress in achieving a sufficient roll-out of public and private recharging and refuelling infrastructure, including but not limited to progress in achieving the targets as required under the Alternative Fuels Infrastructure Regulation and the Directive 2010/31/EU of the European Parliament and of the Council<sup>1a</sup>;**
- (e) progress in increasing the amount of renewable energy in the Union in line with Directive (EU) 2018/2001;**

- (f) the potential contribution of innovation technologies and sustainable alternative fuels, **including synthetic fuels**, to reach climate **neutrality in the transport sector**;
- (g) **life-cycle emissions of new passenger cars and new light commercial vehicles placed on the market, using the methodology adopted in accordance with Article 7(10)**
- (h) progress in social dialogue as well as aspects to further facilitate an economically viable and socially fair transition, **taking into account employment and competitiveness**, towards zero emission road mobility;
- (i) **the impacts on employment, to be assessed through granular mapping of the development of jobs in the automotive industry and the effect on the regions where these industries are located, as well as measures, including financial measures, at Union, Member State or local level to mitigate socioeconomic impacts in those regions, including upskilling and reskilling programmes**;
- (k) **the potential contribution of additional national and Union measures aimed to lower the average age and thus the emissions of the light-duty vehicles fleet, such as measures to support the phase out of older vehicles in a socially just and environmentally sound manner**;

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1a Directive 2010/31/EU of the European Parliament and of the Council of 19 May 2010 on the energy performance of buildings (OJ L 153 18.6.2010, p. 13).

**Emendamento 57 – Modifica un articolo precedente (evidenziata in grassetto)**

(ba) **paragraph 6 is replaced by the following:**

'6. By... [**6 months after the date of entry into force of this Regulation**], the Commission shall revise Directive 1999/94/EC considering the need to provide consumers with accurate, robust and comparable information on **real-world** fuel consumption, CO2 emissions, air pollutant emissions **and energy efficiency** of new passenger cars placed on the market, as well as evaluate the options for introducing a fuel economy and CO2 emissions label for new light commercial vehicles.

**Emendamento 60 – Modifica un articolo precedente (evidenziata in grassetto)**

Specific emissions target = specific emissions reference target

where:

specific emissions reference target is the specific emissions reference target of CO2 determined in accordance with point 6.2.1;

\* The share of zero- and low-emission vehicles in the new passenger car fleet of a Member State in 2017 is calculated as the total number of new zero- and low-emission vehicles registered in 2017 divided by the total number of new passenger cars registered in the same year.;

**Emendamento 69 – Modifica un articolo precedente (evidenziata in grassetto)**

**(ea) In point 6.3.1 subparagraphs 1 and 2 are replaced by the following:**

The specific emissions target = (specific emissions reference target – ( $\emptyset$ targets – EU fleet-wide target<sub>2025</sub>))

where:

specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.1;

$\emptyset$ targets is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.1;

**Emendamento 74 – Modifica un articolo precedente (evidenziata in grassetto)**

**(a a) in Article 1(4), point (a) is amended as follows:**

"(a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to a 15 % reduction of the target in<sub>2021</sub>determined in accordance with point 6.1.1 of Part A of Annex I as set in Regulation (EU) 2019/631 to respect production cycles;"

**Emendamento 78 – Modifica un articolo precedente (evidenziata in grassetto)**

(d) point 6.2.2 is replaced by the following:

‘6.2.2 Specific emissions reference targets for 2030 to 2034

Specific emissions reference target = EU fleet-wide target<sub>2030</sub> +  $\alpha$  · (TM-TM<sub>0</sub>)

Where,

EU fleet-wide target<sub>2030</sub> is as determined in accordance with point 6.1.2;

$\alpha$  is  $\alpha_{2030}$  where the average test mass of a manufacturer’s new light commercial vehicles is equal to or lower than TM<sub>0</sub>, and  $\alpha_{2021}$  where the average test mass of a manufacturer’s new light commercial vehicles is higher than TM<sub>0</sub>;

where:

**$\alpha_{2030}$  is  $\alpha_{2021}$ . EU fleet-wide target<sub>2030</sub>**

**Average emissions<sub>2021</sub>**

**a<sub>2021</sub> is as defined in point 6.2.1**

average emissions<sub>2021</sub> is as defined in point 6.2.1

TM is as defined in point 6.2.1

TM<sub>0</sub> is as defined in point 6.2.1'

**Emendamento 79 – Modifica un articolo precedente (evidenziata in grassetto)**

(e) point 6.2.3 is added:

'6.2.3 Specific emissions reference targets for 2035 onwards

Specific emissions reference target = EU fleet-wide target<sub>2035</sub> +  $\alpha \cdot (TM - TM_0)$

Where,

EU fleet-wide target<sub>2035</sub> is as determined in accordance with point 6.1.3;

$\alpha$  is a<sub>2035</sub> where the average test mass of a manufacturer's new light commercial vehicles is equal to or lower than TM<sub>0</sub>, and a<sub>2021</sub> where the average test mass of a manufacturer's new light commercial vehicles is higher than TM<sub>0</sub>;

where:

**a<sub>2035</sub> is a<sub>2021</sub>. EU fleet-wide target<sub>2035</sub>**

**Average emissions<sub>2021</sub>**

**a<sub>2021</sub> is as defined in point 6.2.1**

average emissions<sub>2021</sub> is as defined in point 6.2.1

TM is as defined in point 6.2.1

TM<sub>0</sub> is as defined in point 6.2.1'

**Emendamento 80 – Introduce un nuovo articolo**

(9 a) The following Article is inserted:

'Article 14aa

Additional measures to support the demand for zero-emission passenger cars and light-commercial vehicles in the Union market

By 28 February 2023, the Commission shall present a legislative proposal to the European Parliament and to the Council to increase the share of zero-emission vehicles in public and

corporate light-duty vehicle fleets in order to reach 100 % by 2030. The proposals shall include binding zero-emission mandates on corporate and public fleet owners and operators, while taking into account regional disparities.'

**Emendamento 121 – Modifica un articolo precedente (evidenziata in grassetto)**

(21) In view of the increased overall greenhouse gas emissions reduction objectives and to avoid potential market distorting effects, the reduction requirements for all manufacturers present in the Union market should be aligned, except for those responsible for less than 1 000 new vehicles registered in a calendar year. Consequently, the possibility for manufacturers responsible for between 1 000 and 10 000 passenger cars or between 1 000 and 22 000 light commercial vehicles newly registered in a calendar year to apply for a derogation from their specific emission targets should cease from **2036** onwards.

**Emendamento 122 – Modifica un articolo precedente (evidenziata in grassetto)**

'A derogation applied for under paragraph 1 may be granted from the specific emission targets applicable until and including calendar year **2035**.';

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