



2025/0420(COD)

17.4.2026

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## **DRAFT REPORT**

on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2019/631 as regards CO<sub>2</sub> emission performance standards for new light duty vehicles and vehicle labelling and repealing Directive 1999/94/EC (COM(2025)0995 – C100355/2025 – 2025/0420(COD))

Committee on the Environment, Climate and Food Safety

Rapporteur: Massimiliano Salini

### ***Symbols for procedures***

- \* Consultation procedure
- \*\*\* Consent procedure
- \*\*\*I Ordinary legislative procedure (first reading)
- \*\*\*II Ordinary legislative procedure (second reading)
- \*\*\*III Ordinary legislative procedure (third reading)

(The type of procedure depends on the legal basis proposed by the draft act.)

### ***Amendments to a draft act***

#### **Amendments by Parliament set out in two columns**

Deletions are indicated in ***bold italics*** in the left-hand column. Replacements are indicated in ***bold italics*** in both columns. New text is indicated in ***bold italics*** in the right-hand column.

The first and second lines of the header of each amendment identify the relevant part of the draft act under consideration. If an amendment pertains to an existing act that the draft act is seeking to amend, the amendment heading includes a third line identifying the existing act and a fourth line identifying the provision in that act that Parliament wishes to amend.

#### **Amendments by Parliament in the form of a consolidated text**

New text is highlighted in ***bold italics***. Deletions are indicated using either the **█** symbol or ~~strikeout~~. Replacements are indicated by highlighting the new text in ***bold italics*** and by deleting or striking out the text that has been replaced.

By way of exception, purely technical changes made by the drafting departments in preparing the final text are not highlighted.

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## DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

**on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2019/631 as regards CO<sub>2</sub> emission performance standards for new light duty vehicles and vehicle labelling and repealing Directive 1999/94/EC (COM(2025)0995 – C100355/2025 – 2025/0420(COD))**

**(Ordinary legislative procedure: first reading)**

*The European Parliament,*

- having regard to the Commission proposal to Parliament and the Council (COM(2025)0995),
  - having regard to Article 294(2) and Article 114 of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C100355/2025),
  - having regard to Article 294(3) of the Treaty on the Functioning of the European Union,
  - having regard to Rules 60 of its Rules of Procedure,
  - having regard to the opinion of the Committee on Industry, Research and Energy,
  - having regard to the opinion of the Committee on Transport and Tourism,
  - having regard to the report of the Committee on the Environment, Climate and Food Safety (A100000/2026),
1. Adopts its position at first reading hereinafter set out;
  2. Instructs its President to forward its position to the Council, the Commission and the national parliaments.

## Amendment 1

### Proposal for a regulation

#### Annex – point a

Regulation (EU) 2019/631

Annex I – Part A – point 7 (new)

*Text proposed by the Commission*

(a) in Part A, the following point 7 is added:

“7. Fuel credits and low carbon steel credits.

7.1. Low carbon steel credits

Low-carbon steel credits =  $\text{GHG}_{\text{savings low-carbon steel}} [\text{kgCO}_2/\text{t steel}] * \text{quantity of low carbon steel made in the EU used in passenger cars by the manufacturer in the calendar year [t]} / (\text{newcars} * \text{mileage})$

Taking into account all the rules defined in Article 5b

where:

$\text{GHG}_{\text{savings low-carbon steel}}$	is the CO <sub>2</sub> emission intensity of the baseline steel – average CO <sub>2</sub> emission intensity of the low-carbon steel made in the EU used by a manufacturer in passenger cars [kg CO <sub>2</sub> / t steel] in the calendar year
newcars	is the number of new passenger cars registered, the manufacturer is responsible for, in the calendar year
mileage	is the average lifetime mileage of passenger cars, which is set at <b>240 000</b> [km]

7.2. Fuel credits

fuel credits	<p>is the sum for all of the eligible fuels referred to in Article 5a(2) of:</p> $Q_{fuel} * GHGsavings * \frac{fuelsharecars}{newcars * mileage}$ <p>Taking into account all the rules defined in Article 5a</p>
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where:

Q <sub>fuel</sub>	is, for each fuel, the energy quantity put on the Union market for the road transport sector, as reported in the Union Database established pursuant to Article 31a of Directive (EU) 2018/2001 [MJ]
GHGsavings	is, for each fuel, the difference between the fossil fuel comparator and the greenhouse gas emission intensity of the fuel as reported in the Union Database established pursuant to Article 31a of Directive (EU) 2018/2001 [g CO <sub>2e</sub> /MJ]
fossil fuel comparator	is as defined in point 19 of Part C of Annex 5 to Directive (EU) 2018/2001 for biofuels, in point 19 of Part B of Annex 6 to that Directive for biogas, and in point 2 of part A of the Annex to Commission Delegated Regulation (EU) 2023/1185 for renewable fuels of non-biological origin
fuelsharecars	is the total quantity of fuels used by passenger cars, as a proportion of the total quantity of fuels used in road transport in the Union, as published in the Union greenhouse-gas inventory, in accordance with Article 26 of Regulation (EU) 2018/1999 of the European Parliament and of the Council of 11 December 2018 on the Governance of the Energy Union and Climate Action (the ‘Governance Regulation’)
newcars	is the number of new passenger cars registered
mileage	is the average lifetime mileage of passenger cars, which is set at 240 000 [km]

For the parameters Q<sub>fuel</sub>, GHGsavings, fuelsharecars and newcars, the data to be used are those for the calendar year two years prior to the target year or, where that data is not available, for the most recent calendar year for which data is available. “

(b) in Part A, the following point 7 is added:

“7. Fuel credits and low carbon steel credits.

7.1. Low carbon steel credits

Low-carbon steel credits =  $GHG_{savings_{low-carbon\ steel}} [kgCO_2/t\ steel] * quantity\ of\ low\ carbon\ steel\ made\ in\ the\ EU\ used\ in\ passenger\ cars\ by\ the\ manufacturer\ in\ the\ calendar\ year [t] / (newcars * mileage)$

Taking into account all the rules defined in Article 5b

where:

$GHG_{savings_{low-carbon\ steel}}$	is the CO <sub>2</sub> emission intensity of the baseline steel – average CO <sub>2</sub> emission intensity of the low-carbon steel made in the EU used by a manufacturer in passenger cars [kg CO <sub>2</sub> / t steel] in the calendar year
newcars	is the number of new passenger cars registered, the manufacturer is responsible for, in the calendar year
mileage	is the average lifetime mileage of passenger cars, which is set at <b>200 000</b> [km].

7.2. Fuel credits

fuel credits	is the sum for all of the eligible fuels referred to in Article 5a(2) of:  $(Q_{fuel} - Q_{fuelVEEF}) * GHG_{savings} * \frac{fuelsharecars}{newcars * mileage}$ Taking into account all the rules defined in Article 5a
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where:

Q <sub>fuel</sub>	is, for each fuel, the energy quantity put on the Union market for the road transport sector, as reported in the Union Database established pursuant to Article 31a of Directive (EU) 2018/2001 [MJ]. <i>Such energy quantity shall be reduced by the amount of energy quantity of the same eligible fuel consumed, in the relevant year, by VEEF (Vehicles running Exclusively on Eligible Fuels)</i>
<i>Q<sub>fuelVEEF</sub></i>	<i>Is the quantity of eligible fuels attributed, for each calendar year, to newly registered VEEFs of each manufacturer, aggregated at Union level. That quantity shall be determined on the basis of the number of newly registered VEEF vehicles and their type-approval fuel consumption values as specified in the Certificate of Conformity (CoC). Fuel quantities attributed to VEEF shall be excluded from the quantity of fuels used for the calculation of the fuel credit mechanism.</i>
GHG <sub>savings</sub>	is, for each fuel, the difference between the fossil fuel comparator and the greenhouse gas emission intensity of the fuel as reported in the Union Database established pursuant to Article 31a of Directive (EU) 2018/2001 [g CO <sub>2</sub> e/MJ]
fossil fuel comparator	is as defined in point 19 of Part C of Annex 5 to Directive (EU) 2018/2001 for biofuels, in point 19 of Part B of Annex 6 to that Directive for biogas, and in point 2 of part A of the Annex to Commission Delegated Regulation (EU) 2023/1185 for renewable fuels of non-biological origin
fuel <sub>sharecars</sub>	is the total quantity of fuels used by passenger cars, as a proportion of the total quantity of fuels used in road transport in the Union, as published in the Union greenhouse-gas inventory, in accordance with Article 26 of Regulation (EU) 2018/1999 of the European Parliament and of the Council of 11 December 2018 on the Governance of the Energy Union and Climate Action (the ‘Governance Regulation’)
newcars	is the number of new passenger cars registered
mileage	is the average lifetime mileage of passenger cars, which is set at <b>200.000</b> [km]

For the parameters Q<sub>fuel</sub>, GHG<sub>savings</sub>, fuel<sub>sharecars</sub> and newcars, the data to be used are those for the calendar year two years prior to the target year or, where that data is not available, for the most recent calendar year for which data is available. “

## Justification

The lifetime mileage should be consistent with other pieces of legislation, namely Euro7 calculations used for other technical measurements and other reporting obligations such as CSRD.

### Amendment 2

#### Proposal for a regulation

##### Annex – point e

Regulation (EU) 2019/631

Annex I – Part B – point 7 (new)

#### *Text proposed by the Commission*

(e) in Part B, the following point 7 is added:

“7. Fuel credits and low carbon steel credits.

##### 7.1. Low carbon steel credits

Low-carbon steel credits =  $\text{GHGsavings}_{\text{Low-carbon steel}} [\text{kgCO}_2/\text{t steel}] * \text{quantity of low carbon steel made in the EU used in light commercial vehicles by the manufacturer in the calendar year [t]} / (\text{newvans} * \text{mileage})$

Taking into account all the rules defined in Article 5b

where:

GHGsavings <sub>Low-carbon steel</sub>	is the CO <sub>2</sub> emission intensity of the baseline steel – average CO <sub>2</sub> emission intensity of the low-carbon steel made in the EU used by a manufacturer in light commercial vehicles [kg CO <sub>2</sub> / t steel] in the calendar year
newvans	is the number of new light commercial vehicles registered, the manufacturer is responsible for, in the calendar year

mileage	is the average lifetime mileage of light commercial vehicles, which is set at 300 000 [km]
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## 7.2. Fuel credits

fuel credits	<p>is the sum, for all of the eligible fuels referred to in Article 5a(2), of:</p> $Q_{fuel} * GHG_{savings} * \frac{fuel_{share_{vans}}}{new_{vans} * mileage}$ <p>Taking into account all the rules defined in Article 5a</p>
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where:

$Q_{fuel}$	is, for each fuel, the energy quantity put on the Union market for the road transport sector, as reported in the Union Database established pursuant to Article 31a of Directive (EU) 2018/2001 [MJ].
$GHG_{savings}$	is, for each fuel, the difference between the fossil fuel comparator and the greenhouse gas emission intensity of the fuel as reported in the Union Database established pursuant to Article 31a of Directive (EU) 2018/2001 [g CO <sub>2e</sub> /MJ]
fossil fuel comparator	is as defined in point 19 of Part C of Annex 5 to Directive (EU) 2018/2001 for biofuels, in point 19 of Part B of Annex 6 to that Directive for biogas, and in point 2 of part A of the Annex to Commission Delegated Regulation (EU) 2023/1185 for renewable fuels of non-biological origin
$fuel_{share_{vans}}$	is the total quantity of fuels used by light commercial vehicles, as a proportion of the total quantity of fuels used in road transport in the Union as published in the Union greenhouse-gas inventory, in accordance with Article 26 of Regulation (EU) 2018/1999 of the European Parliament and of the Council of 11 December 2018 on the Governance of the Energy Union and Climate Action (the ‘Governance Regulation’)
$new_{vans}$	is the number of new light commercial vehicles registered

mileage	is the average lifetime mileage of light commercial vehicles, which is set at 300 000 [km]
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For the parameters  $Q_{fuel}$ ,  $GHG_{savings}$ ,  $fuel_{share_{vans}}$  and  $new_{vans}$ , the data to be used are those for the calendar year two years prior to the target year or, where that data is not available, for the most recent calendar year for which data is available. “

#### *Amendment*

(e) in Part B, the following point 7 is added:

“7. Fuel credits and low carbon steel credits.

##### 7.1. Low carbon steel credits

<p>Low-carbon steel credits = <math>GHG_{savings_{low-carbon\ steel}}</math> [kgCO<sub>2</sub>/t steel] * quantity of low carbon steel made in the EU used in light commercial vehicles by the manufacturer in the calendar year [t] / (newvans * mileage)</p> <p>Taking into account all the rules defined in Article 5b</p>
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where:

$GHG_{savings_{low-carbon\ steel}}$	is the CO <sub>2</sub> emission intensity of the baseline steel – average CO <sub>2</sub> emission intensity of the low-carbon steel made in the EU used by a manufacturer in light commercial vehicles [kg CO <sub>2</sub> / t steel] in the calendar year
newvans	is the number of new light commercial vehicles registered, the manufacturer is responsible for, in the calendar year
mileage	is the average lifetime mileage of light commercial vehicles, which is set at <b>200 000</b> [km]

##### 7.2. Fuel credits

fuel credits	<p>is the sum, for all of the eligible fuels referred to in Article 5a(2), of:</p> $(Q_{fuel} - Q_{fuelVEEF}) * GHGsavings * \frac{fuelsharevans}{newvans * mileage}$ <p>Taking into account all the rules defined in Article 5a</p>
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where:

Q <sub>fuel</sub>	<p>is, for each fuel, the energy quantity put on the Union market for the road transport sector, as reported in the Union Database established pursuant to Article 31a of Directive (EU) 2018/2001 [MJ]. <b><i>Such energy quantity shall be reduced by the amount of energy quantity of the same eligible fuel consumed, in the relevant year, by VEEF (Vehicles running Exclusively on Eligible Fuels).</i></b></p>
Q <sub>fuelVEEF</sub>	<p><b><i>Is the quantity of eligible fuels attributed, for each calendar year, to newly registered VEEFs of each manufacturer, aggregated at Union level. That quantity shall be determined on the basis of the number of newly registered VEEF vehicles and their type-approval fuel consumption values as specified in the Certificate of Conformity (CoC). Fuel quantities attributed to VEEF shall be excluded from the quantity of fuels used for the calculation of the fuel credit mechanism.</i></b></p>
GHGsavings	<p>is, for each fuel, the difference between the fossil fuel comparator and the greenhouse gas emission intensity of the fuel as reported in the Union Database established pursuant to Article 31a of Directive (EU) 2018/2001 [g CO<sub>2</sub>e/MJ]</p>
fossil fuel comparator	<p>is as defined in point 19 of Part C of Annex 5 to Directive (EU) 2018/2001 for biofuels, in point 19 of Part B of Annex 6 to that Directive for biogas, and in point 2 of part A of the Annex to Commission Delegated Regulation (EU) 2023/1185 for renewable fuels of non-biological origin</p>

fuelsharevans	is the total quantity of fuels used by light commercial vehicles, as a proportion of the total quantity of fuels used in road transport in the Union as published in the Union greenhouse-gas inventory, in accordance with Article 26 of Regulation (EU) 2018/1999 of the European Parliament and of the Council of 11 December 2018 on the Governance of the Energy Union and Climate Action (the ‘Governance Regulation’)
newvans	is the number of new light commercial vehicles registered
mileage	is the average lifetime mileage of light commercial vehicles, which is set at <b>200 000</b> [km]

For the parameters  $Q_{fuel}$ , GHGsavings, fuelsharevans and newvans, the data to be used are those for the calendar year two years prior to the target year or, where that data is not available, for the most recent calendar year for which data is available. “

*Justification*

The lifetime mileage should be consistent with other pieces of legislation, namely Euro7 calculations used for other technical measurements and other reporting obligations such as CSRD.