



2025/0420(COD)

21.5.2026

PLENARY AMENDMENTS

1 and 2

Provisional agreement

Proposal for a decision of the European Parliament and 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)0995 – C10-0141/2026 – 2025/0420(COD))

Plenary Amendment 1
Denis Lerasle, Ida Welén
on behalf of The Left

Article 1, paragraph 9, point e

Provisional agreement

(e) Starting from 1 January 2030, a temporary mechanism shall apply to address shortcomings in the deployment of alternative fuels infrastructure in the Union.

(i) Where the Commission, in its assessment under Article 15 of Regulation (EU) 2023/1804, determines that more than 35% of Member States that have not met their mandatory national targets for recharging or refuelling infrastructure, the excess emissions premium applicable to manufacturers shall be reduced by 40%.

(ii) The mechanism set out in this paragraph shall apply on a temporary basis and shall cease to apply after 31 December 2039.

Amendment

Art. 1, paragraph 9, point e is deleted.

Or. en

Justification

Reducing emissions premiums when Member States fail to meet their infrastructure obligations enables manufacturers to circumvent their climate commitments. Where infrastructure is lacking, the appropriate response is to accelerate deployment, not to reduce penalties. Linking the failure of 35% of Member States to a Union-wide premium reduction is without justification. This amendment introduces yet another unwarranted flexibility into an already overburdened regulatory framework and should therefore be rejected.

Plenary Amendment 2

Emma Jacquet, Katharina Kloss, Paloma Godier, Talia Capou

on behalf of The Greens

Article 1, paragraph 5, point 2.

Provisional agreement

2. Until 2029, each new low-emission vehicle of category M1 as defined by Article 4(1)(a)(i) of Regulation (EU) 2018/858, with an unladen mass not exceeding 1,500 kg, and made in the EU which is not covered by paragraph 1, shall be counted as 1.2 vehicles.

3. For each calendar year, each Member State shall record and transmit to the Commission, as part of its obligations in line with Article 7, for each new zero- and low-emission vehicle of category M1 whether or not it meets the requirements set out in paragraphs 1 and 2 as well as the value of the parameters determining such compliance.

Amendment

2. Until **2035**, each new **small electrical** vehicle of category M1 **in line with point 2.4 of Part A of Annex I to Regulation (EU) 2018/858**, with an unladen mass not exceeding 1,500 kg, and made in the EU which is not covered by paragraph 1, shall be counted as 1.2 vehicles.

3. For each calendar year, each Member State shall record and transmit to the Commission, as part of its obligations in line with Article 7, for each new **zero emission vehicle** of category M1 whether or not it meets the requirements set out in paragraphs 1 and 2 as well as the value of the parameters determining such compliance.

Or. en

Justification

The introduction of low emission vehicles creates new loopholes for the automotive industry. The goal of this regulation is to send a clear signal to investors that the EU is going towards a full transition towards zero emission vehicles, so increasing the flexibility mechanism disincentives firms to invest in new technologies.

Or. en