

COUNCIL GENERAL APPROACH - DOCUMENT 10777/22

Original - Recital 9a

Following consultation with stakeholders, the Commission will make a proposal, for registering after 2035 vehicles running exclusively on CO2 neutral fuels* in conformity with EU law, outside the scope of the fleet standards, and in conformity with the Union's climate neutrality objective.

Suggested amendments to get clarity

Recital 9a

Following consultation with stakeholders, the Commission will make a proposal ***as early as possible and at the latest one year after the entry into force of the regulation***, for registering ~~after 2035~~ vehicles running exclusively on CO2 neutral fuels in conformity with EU law, outside the scope of the fleet standards, and in conformity with the Union's climate neutrality objective.

* CO2 neutral fuels: sustainable biofuels, renewable fuels and e-fuels

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Suggested amendment to turn the recital into a legally binding provision

Article 15 (d) new

At the latest one year after the entry into force of the regulation, the Commission shall make a proposal for registering vehicles running exclusively on CO₂ neutral fuels in conformity with EU law, outside the scope of the fleet standards, and in conformity with the Union's climate neutrality objective.

Justification :

While the transition towards a fully electric mobility is a gradual process that will take time, sustainable biofuels, renewable fuels and eFuels will lead to immediate and predictable reductions in CO₂ transport emissions. At the same time, the use of sustainable renewable fuels is the only way to operate the existing fleet (so-called legacy fleet) in a carbon-neutral way and will help accelerate the decarbonisation of road transport, without the need for massive investments in the build-up of new infrastructure.

Reflecting the complementarity nature of electrification and CO₂ neutral fuels, the amendment aims at achieving coherence and clarity in the legal text.

The Commission shall make a proposal for the required regulatory framework as soon as possible, to provide planning certainty for the automotive sector and facilitate the sustainable mobility transition while safeguarding jobs and maintaining industrial value creation in the EU.

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