



SENATE
OF THE PARLIAMENT OF THE CZECH REPUBLIC
13TH TERM

335TH

RESOLUTION OF THE SENATE

Delivered on the 17th Session held on the 5th of November 2021

**Fit for 55 package – rules for the road transport sector and alternative fuels infrastructure
Proposal for a Regulation of the European Parliament and of the Council on the
deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the
European Parliament and of the Council (Senate Print no. N 064/13, COM(2021) 559)**

**Proposal for a Regulation of the European Parliament and of the Council amending
Regulation (EU) 2019/631 as regards strengthening the CO₂ emission performance
standards for new passenger cars and new light commercial vehicles in line with the
Union's increased climate ambition (Senate Print no. N 065/13, COM(2021) 556)**

The Senate

I.

1. Has come to the conclusion

that the Proposal for a Regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council does not comply with the principle of subsidiarity according to Article 5(3) of the Treaty on European Union for the following reasons:

- the European Commission has not proved that the proposed binding targets for the infrastructure dedicated to heavy-duty vehicles are realistically achievable with reasonable cost for the individual Member States, and thus has failed to demonstrate the real added value of the chosen approach at the EU level;

2. Adopts

therefore a **Reasoned Opinion** on the incompatibility of the Proposal for a Regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council with the principle of subsidiarity in accordance with Article 6 of the Protocol on the Application of the Principles of Subsidiarity and Proportionality attached to the Treaties;

II.

1. Notes

that the adoption of such an ambitious plan (European Green Deal) is irresponsible when the way of substitution of existing sources of energy remains unknown;

2. Takes into account

the fact that transport is a sector in which greenhouse gas emissions have been rising for a long time; this increase is influenced by a number of factors, including the permeability of transport networks, traffic flow management, the quality of transport infrastructure, the age of the vehicle fleet etc.;

3. Is of the opinion

that predictability of the regulation is key for the technological development and strategic planning in the automotive industry; it is therefore important that legal norms are not revised too often; this is the only possible way to invest financial resources and efforts in the desired direction;

4. Point out in this context

to the fact that in the case of Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO₂ emission performance standards for new passenger cars and new light commercial vehicles and repealing Regulation (EC) No 443/2009 and (EU) No 510/2011, the Commission is submitting the proposal for a revision only two years after it entered into force;

5. Notes with regret

that the Proposal for a Regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure and repealing Directive 2014/94 / EU of the European Parliament and of the Council does not maintain technological neutrality, as it is clear that the proposal anticipates market developments towards electro-mobility and further efforts and funding are directed accordingly mainly to this sector;

6. Asks

the European Commission to prepare an impact study describing the specific feasibility of the proposed measures and quantifying the effects of the planned changes, especially the costs and benefits for the Czech Republic;

7. Is of the opinion

- that all categories of alternative fuels listed in the Proposal, i.e. alternative fuels for zero-emission vehicles, renewable fuels and alternative fossil fuels, which are intended for a transitional phase in the Proposal, should be considered equivalent, at least until the dominant technological solution for future mobility will be evident and secured in all respects;
- that the assessment of alternative fuels should not be based only on the tank-to-wheel emissions measurements, but should also assess the whole life cycle of these fuels (so-called well-to-wheel), including extraction and imports of raw materials needed for the production of alternative fuels;

8. Supports

the concept of the EU's strategic autonomy, which in the field of mobility will require decrease in the EU's dependence on other parts of the world, especially as regards the critical raw materials and technologies needed;

9. Is convinced

that adequate density for alternative fuels infrastructure is essential to maintain the integrity and functionality of the European transport area and that the construction of the high-quality and sufficiently robust infrastructure must precede strengthening the CO₂ emission performance standards for new passenger cars and new light commercial vehicles;

10. Considers

that the performance requirements for charging stations should take into account prognosis of technological development as well as actual market development, in particular in the commercial vehicle sector;

11. Is concerned

that strengthening the CO₂ emission performance standards in the transport sector may lead to restraint or loss of mobility of vulnerable groups, which could cause further deterioration of their socio-economic situation and lead to possible development of social tensions;

12. Fears, at the same time,

that strengthening the CO₂ emission performance standards will have a negative impact on less developed regions of the EU and lower-income Member States, as older worn out internal combustion vehicles will be directed to their markets and, thus, make their fleet, without adequate countermeasures, more antiquated than in more developed areas of the EU;

III.

1. Requests

the Government to provide the Senate by 31st March 2022

- with information about the way this Resolution was taken into account, and about the further development of negotiations;
- with the assessment of impacts of the Proposals on the Czech Republic, on which the Government's positions are based, especially with regard to predictions of market development and demand for individual types of alternative fuels in the Czech Republic in the context of the Government's demand for technological neutrality;

2. Authorises

the President of the Senate to forward this Reasoned Opinion to the Presidents of the European Commission, the European Parliament and the Council.

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Courtesy translation

President of the Senate

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