



EUROPEAN COMMISSION

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*Roberto FICO
President of the Camera dei Deputati
Piazza Montecitorio
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Dear President,

The Commission would like to thank the Camera dei Deputati for its Opinion on the proposal for a Regulation of the European Parliament and of the Council amending Regulation (UE) 2019/631 as regards the strengthening of the CO₂ emission performance standards for new passenger cars and new light commercial vehicles {COM(2021) 556 final}.

This proposal forms part of the ‘Fit for 55’ package consisting in a broader set of ambitious measures designed to reduce net greenhouse gas emissions by 55% by 2030 across Member States. It will also pave the way to achieving climate neutrality by 2050, in line with the binding objectives set out in the European Climate Law¹.

Stronger European Union action is needed to ensure a sufficiently high contribution of the road transport sector to these emission reductions.

In its Opinion, the Camera dei Deputati notes its conditional support for the proposal, linking the targets to the deployment of charging infrastructure and to maintaining the derogations for small volume manufacturers beyond 2030. The Commission agrees with the Camera dei Deputati on the crucial importance of recharging and refuelling infrastructure for an increased uptake of zero emission vehicles on European Union roads. In this context, the Commission has put forward an ambitious proposal for an Alternative Fuels Infrastructure Regulation. In addition, the proposed revised Energy Performance of Buildings Directive addresses charging infrastructure in residential and public buildings.

¹ Regulation (EU) 2021/1119 of the European Parliament and of the Council of 30 June 2021 establishing the framework for achieving climate neutrality and amending Regulations (EC) No 401/2009 and (EU) 2018/1999 (‘European Climate Law’) – OJ L 243, 9.7.2021, p. 1-17.

With its proposals, the Commission would also like to send a clear signal to all manufacturers – large and small – on the transformation needed towards zero-emission vehicles. Therefore, in light of the increased climate ambition from 2030 onwards and of the need to ensure a level playing field, the Commission proposed to remove the derogation for small volume manufacturers.

On assessing the impacts of the proposed measures in the current geopolitical context and its possible spillovers to the energy sector, the Commission would like to note that on 18 May 2022 it presented the REPowerEU plan², to rapidly reduce dependence on Russian fossil fuels and fast forward the green transition, while increasing the resilience of the EU-wide energy system. This plan notes the importance of a massive scale-up of renewables as well as faster electrification and replacement of fossil-based fuel, including in the transport sector.

The Commission acknowledges the need to reflect the specific needs of vans manufacturers. In this respect, different targets have been set for vans manufacturers. Nevertheless, the Commission would like to stress that setting 100% reduction targets by 1 January 2035 also for vans manufacturers is important to ensure that the sector contributes to the increased climate ambition and the climate neutrality target by 2050 and provides fuel savings for consumers.

The Camera dei Deputati also asks to consider a possible introduction of a crediting mechanism for renewable and low carbon fuels. The Commission has analysed this possibility in the impact assessment accompanying the CO₂ standards proposal, concluding that such a mechanism is not necessary and that it would undermine the effectiveness and efficiency of the legislation while increasing the administrative burden and complexity.

Finally, the Commission agrees that it is important to accompany the transition of the automotive sector. In this respect, among others, under the new Industrial Strategy a co-creation pathway has been initiated for the mobility ecosystem, which includes the automotive sector. Several European Union funding opportunities are already available for securing a skilled workforce ready for the green and digital transition, such as the Just Transition Fund, the European Social Fund Plus, the Recovery and Resilience Facility, the REACT-EU, or the social investments and skills window (SISW) of the Invest EU.

The Camera dei Deputati Opinion has been made available to the Commission's representatives in the ongoing negotiations of the co-legislators, the European Parliament and the Council, and will inform these discussions.

² https://ec.europa.eu/info/strategy/priorities-2019-2024/european-green-deal/repowereu-affordable-secure-and-sustainable-energy-europe_en

The Commission hopes that these clarifications address the issues raised by the Camera dei Deputati and looks forward to continuing the political dialogue in the future.

Yours faithfully,

Adina-Ioana VĂLEAN
Member of the Commission