



EUROPEAN COMMISSION

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C(2022) 1380 final*

*Tomasz GRODZKI
Marshal of the Senat
Ul. Wiejska 6
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Dear President,

The Commission would like to thank the Senat 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}

The Commission welcomes the Senat's support for this proposal and fully recognises and supports the industrial leadership that Poland wants to show in the shift to zero emission mobility, for example as a major producer and exporter of electric buses. The Commission is pleased to have this opportunity to provide some clarifications on the proposal at hand, the new CO₂ performance standards for cars.

This proposal forms part of a broader package of interconnected 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.

In light of the ambitious, yet achievable, emission reduction target for 2030 in the perspective of the climate neutrality objective, stronger EU action is needed to ensure a sufficiently high contribution of the road transport sector to these emission reductions.

In its Opinion, the Senat draws the Commission's attention to the need to take into account the problem of transport exclusion. The Commission has indeed given particular consideration to the impacts on consumers. The impact assessment accompanying the proposal shows the clear benefits for consumers and society.

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.

As shown in the impact assessment², the strengthened CO₂ emission standards will provide benefits both to first and second-hand users of vehicles, who will benefit from spending less on the energy used to propel their vehicles. Stricter CO₂ targets will help create economies of scale, allowing more affordable zero-emission vehicles to be deployed, also on the second hand markets. The sooner such zero-emission vehicles become available on the second-hand markets, the faster the benefits for the lower income groups will materialise, and the Commission would be keen to hear ideas from Poland and other Member States how this could be achieved to the benefit of our citizens. Coupled with its ambitious proposal for the roll-out of charging infrastructure in the Member States, the Alternative Fuels Infrastructure Regulation, the aim of the Commission is to ensure a smooth transition to low and zero-emission vehicles that are affordable, accessible and convenient-to-use for everyone. The proposal for the CO₂ performance standards for cars contains a review clause to keep all such important aspects to ensure a fair transition towards zero emission mobility under review and to take any additional, appropriate measures to facilitate that transition.

To support the transition to cleaner, greener and smarter mobility, the Commission adopted on 14 December 2021 a set of policies aimed to modernise the EU's transport system overall, including zero and low-emission cars and other means of clean transport. This includes a dedicated framework for sustainable urban mobility - to guide the faster transition to safe, accessible, inclusive, smart and zero-emission urban mobility, but with a clear integrated transport approach that also ties in surrounding rural areas in the Member States. European Regional and cohesion policy support for clean mobility projects also remains available for rural communities. Furthermore, the proposal for a Social Climate Fund aims, inter alia, at supporting vulnerable transport users through measures and investments in the Member States, based on national action plans and granting improved access to zero- and low-emission mobility and transport.

The Senat's 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.

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

Yours faithfully,

*Frans Timmermans
Executive Vice-President*

*Maroš Šefčovič
Vice-President*

² SWD(2021) 631 final