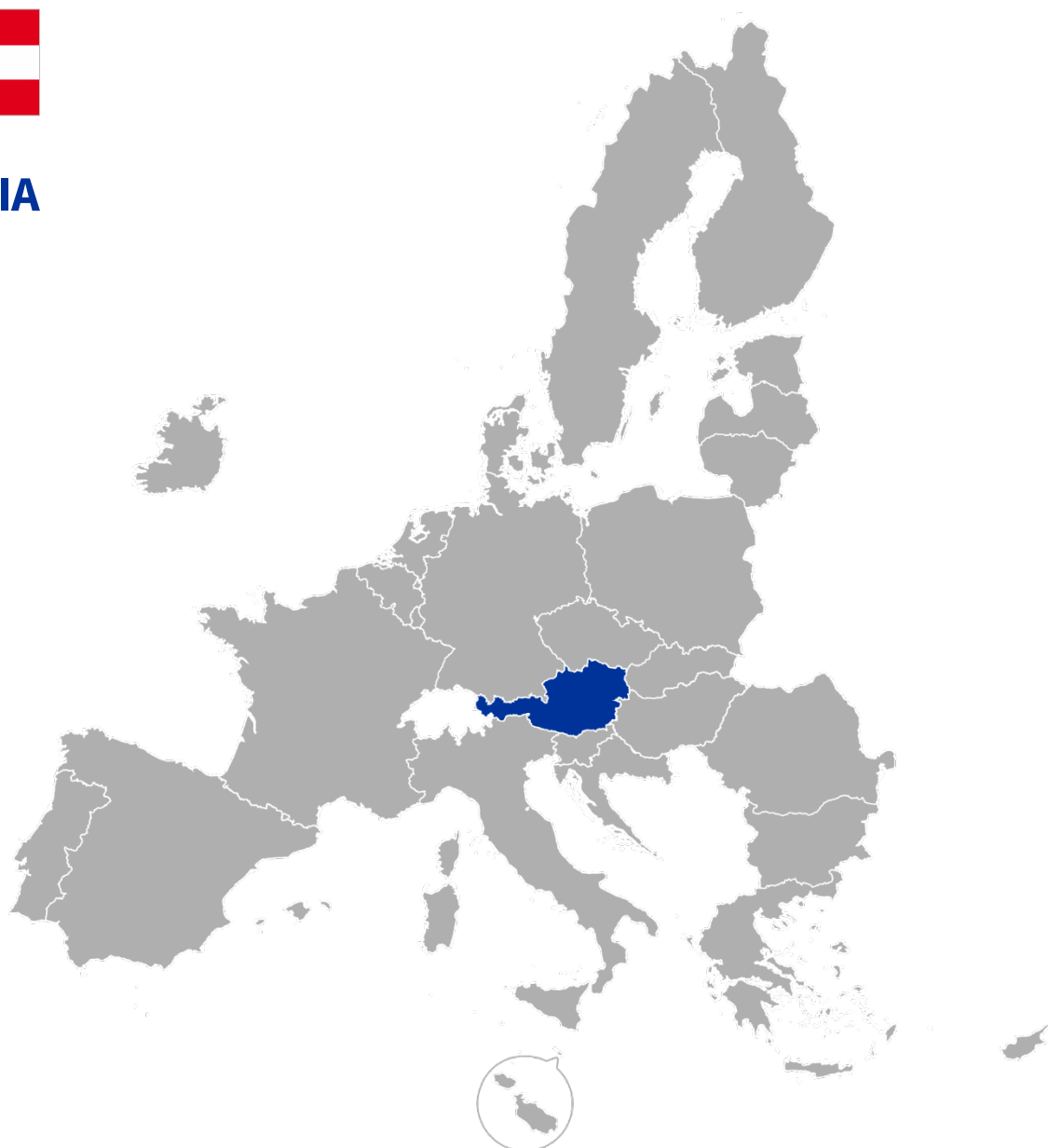




AUSTRIA



MINISTER FOR A DAY: NEGOTIATING AT 27

■ Regulation for CO₂ emissions for passenger cars

Role profiles | **Standard version** | EN



Council of the
European Union

Proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

on the reduction of CO₂ emissions for new passenger cars
and the deployment of electric vehicle infrastructure

CONTEXT OF THE PROPOSAL

As a party to the Paris Agreement, the EU is committed to combatting climate change. In the European Climate Law, the EU made climate neutrality by 2050 legally binding. This requires a significant reduction in greenhouse gas (GHG) emissions, which the EU seeks to tackle through the European Green Deal, the major initiative of the 2019-2024 European Commission.

The transport sector is of the utmost importance for the success of the Green Deal. As of 2019, transport is responsible for a quarter of all GHG emissions in the EU. Passenger cars and motorcycles are the source of 60% of these emissions, which account for 20% of all EU emissions. Emissions reduction is notoriously difficult in the transport sector – emissions in road transport grew by 28% from 1990 to 2019.

Urgent action is needed to move towards a more sustainable passenger transport system, in which electric vehicles (EVs) play a central role. Despite the increased availability of electric vehicles in recent years, most passenger cars in the EU still rely on petrol and diesel for fuel. The European Commission proposal seeks to plug a key gap in the EU's efforts to fight climate change. It seeks to establish an end date for sales of new fossil-fuelled cars, and a minimum requirement for EV charging infrastructure.

Article 1

Reduction of emissions for new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU from the year 2035.

Article 2

Electric vehicle charging infrastructure

The Member States undertake to provide a network of electric charging points. Charging points may not be more than 60 kilometres apart.



AUSTRIA

Agenda

It is 2021, and on the Transport, Telecommunications and Energy Council's agenda today is the Commission's proposal for a new regulation on greening new passenger cars on EU roads.

You will discuss the draft with the representatives of the other member states, aiming to reach a compromise.

Your primary objective

To agree on a common position of the Council that reflects your interests. You can also consider supporting a compromise option that partly reflects your interests.

Your task

1. Carefully **read your group information**, which sets out your interests and positions.
2. Some of **your arguments** align with the positions of countries such as **Belgium, Denmark and the Netherlands**. Talk to them to see whether you can cooperate to defend your possible common interests.

Madam/Mr President, Commissioner, colleagues,

I would first of all like to thank the Commission for its proposal and the Presidency for including this issue on today's agenda.

In advance of today's meeting, we had fruitful discussions with _____, and we agreed on a common position.

We think it is necessary to revise the targets set out in Article 1 of the regulation. We argue for an early/late phase-out of the registration of non-electric vehicles starting by the year ____, because _____

With regard to Article 2, member states should aim to/undertake to install EV charging infrastructure no more than ____ km apart, because we are in favour of _____.

We are confident that we will find a workable compromise during today's meeting.

Thank you.

3. Prepare an **opening statement** (maximum 1 minute) for the first round of official negotiations. State your position on Articles 1 and 2. The script in the textbox on the left may help you.
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7. It is ultimately **your decision as to how to vote**. Be aware that when it comes to the final vote on a compromise proposal, you need to decide whether you prefer a compromise with which you may not be 100% satisfied or no result.



	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Austria	2030		undertake to	40 km	
Belgium					
Bulgaria					
Croatia					
Cyprus					
Czechia					
Denmark					
Estonia					
Finland					
France					
Germany					
Greece					
Hungary					
Ireland					

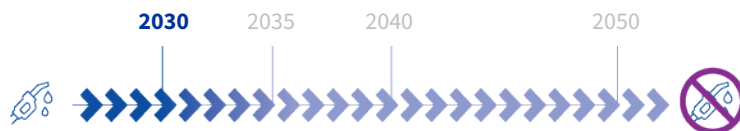
	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Italy					
Latvia					
Lithuania					
Luxembourg					
Malta					
The Netherlands					
Poland					
Portugal					
Romania					
Slovakia					
Slovenia					
Spain					
Sweden					
Commission	2035		undertake to	60 km	

Article 1

Emissions reduction in new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU starting from the year ...

☒	2030	... greening new passenger cars on EU roads as quickly as possible.
☐	2035	...moving swiftly but allowing time for companies and consumers to adjust and for infrastructure to be constructed.
☐	2040	... ensuring enough time for consumers and companies to adjust and for the necessary infrastructure to be constructed.
☐	2050	...making it a priority to limit the economic burden on consumers and companies, allowing them the time they need to adapt and for the necessary infrastructure to be constructed.
☐	Other option	



Your arguments

- Your country has a track record of setting ambitious goals in climate action and aims to achieve similarly ambitious targets at EU level.
- Increasing ambition helps to accelerate the deployment and affordability of zero-emission cars; therefore, you support an earlier phaseout by 2030. However, you would be willing to make the proposal even more ambitious if the other member states agree. You hope that the proposal will not be watered down.
- Crucial investments and a rapid industry transition to sustainable energy sources are necessary. However, once this is achieved, you expect great economic opportunities for your country, including new jobs, innovation, and foreign investments in European companies.
- Ambitious EU targets are essential to creating certainty and long-term perspectives for governments and companies looking to invest in EVs. Your goal is to convince less ambitious countries of the potential of industrial transformation.
- Your notes:

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Article 2

EV charging infrastructure

The Member States **undertake to** provide a network of electric charging points for cars.

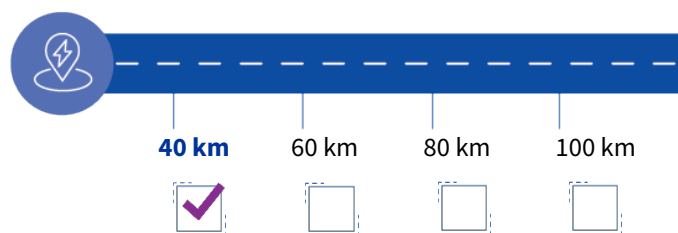
undertake to



aim to



Charging stations may not be more than **40 kilometres** apart.

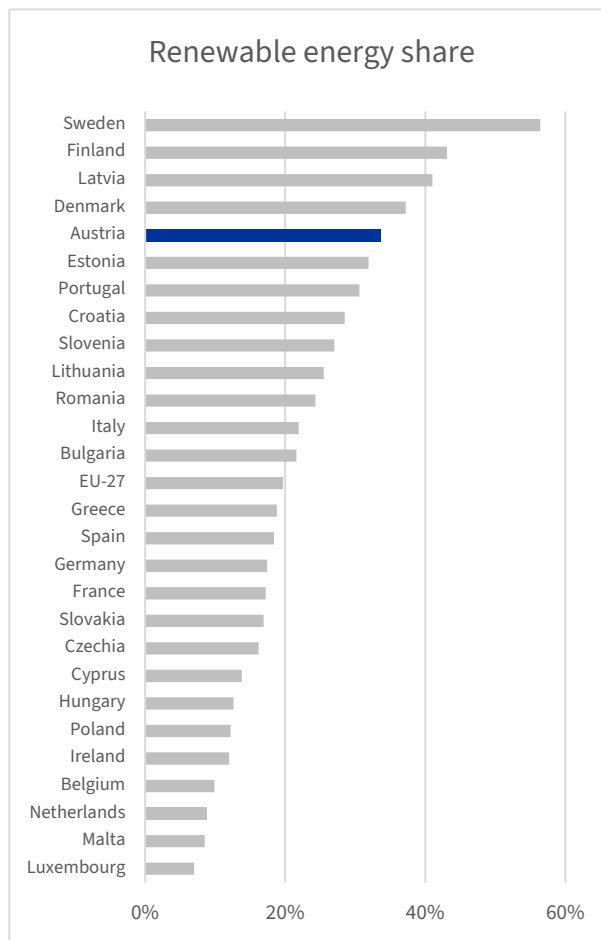
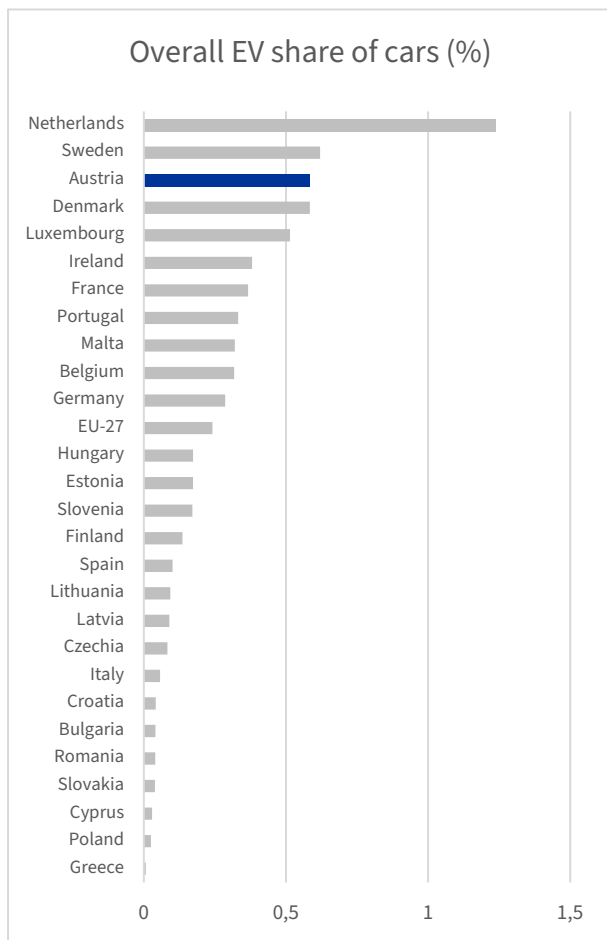


Your arguments

- You have high ambitions for an EV charging infrastructure. As a transit country for many tourists all year round, you want to ensure that EV drivers find Austria's road network attractive.
- While you recognise that this will require significant investment, you believe that climate action cannot wait. It is better to invest now to ensure the successful rollout of EV infrastructure.
- From experience, you know that charging stations will be used once they are built.
- Your notes:

Background information

Please note: **The negotiations are taking place in 2021!**



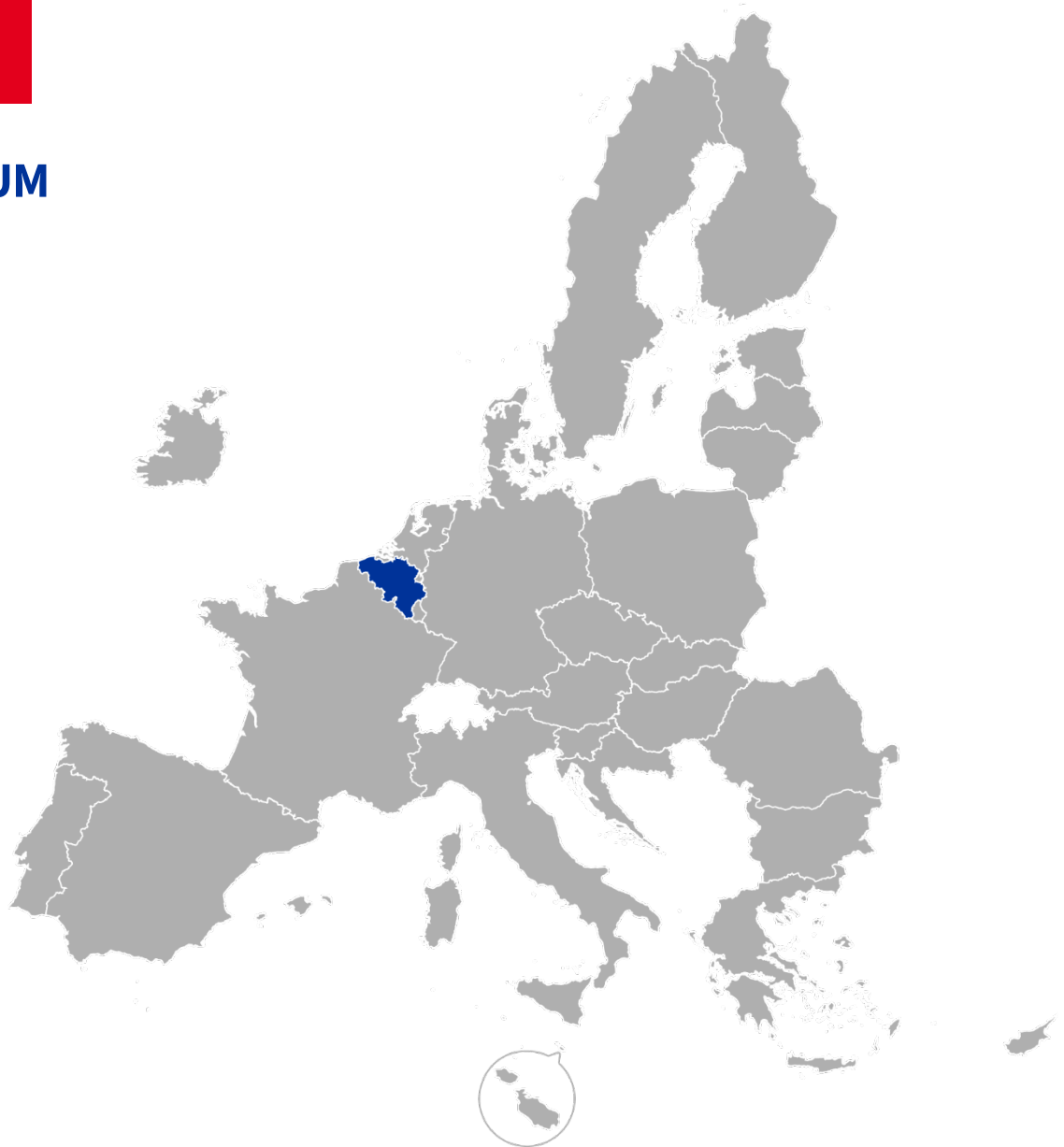
	European Union	Austria
GDP per capita in EUR	30 440	42 650
Population density (persons per square km)	108.9	107.6
Unemployment rate	7.2%	6%
Greenhouse gas emissions (CO ₂ equivalents in tonnes per capita)	2 154	2 208
Greenhouse gas emission intensity of electricity generation (gCO ₂ e/kWh)	210	85
Share of renewable energy	19.7%	33.6%
Motorisation rate (cars per 1 000 inhabitants)	555	570
New passenger cars registered in 2019	10 949 740	248 740
Share of new EVs registered in 2019	4.92%	6.4%

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BELGIUM



MINISTER FOR A DAY: NEGOTIATING AT 27

■ Regulation for CO₂ emissions for passenger cars

Role profiles | **Standard version** | EN



Council of the
European Union

Proposal for a

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	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Austria					
Belgium	2030		undertake to	40 km	
Bulgaria					
Croatia					
Cyprus					
Czechia					
Denmark					
Estonia					
Finland					
France					
Germany					
Greece					
Hungary					
Ireland					

	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
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Latvia					
Lithuania					
Luxembourg					
Malta					
The Netherlands					
Poland					
Portugal					
Romania					
Slovakia					
Slovenia					
Spain					
Sweden					
Commission	2035		undertake to	60 km	

Article 1

Emissions reduction in new passenger vehicles

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2030

... greening new passenger cars on EU roads as quickly as possible.



2035

...moving swiftly but allowing time for companies and consumers to adjust and for infrastructure to be constructed.



2040

... ensuring enough time for consumers and companies to adjust and for the necessary infrastructure to be constructed.

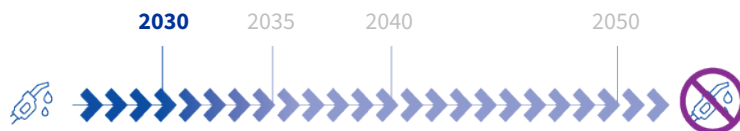


2050

...making it a priority to limit the economic burden on consumers and companies, allowing them the time they need to adapt and for the necessary infrastructure to be constructed.



Other
option



Your arguments

- Your country is committed to greening the vehicles on its roads, reducing combustion engines, and driving a sustainable transformation.
- You anticipate that the number of cars will increase in the future as more people seek mobility. To prevent a rise in combustion vehicles, you aim to establish ambitious targets and incentives that encourage users to buy EVs and motivate car manufacturers to develop and produce them.
- While you support the Commission proposal, you believe that the goals are not ambitious enough. Climate change cannot be postponed; it must be addressed now, even if it presents challenges for some of the poorer EU countries.
- Your notes:

Article 2

EV charging infrastructure

The Member States **undertake to** provide a network of electric charging points for cars.

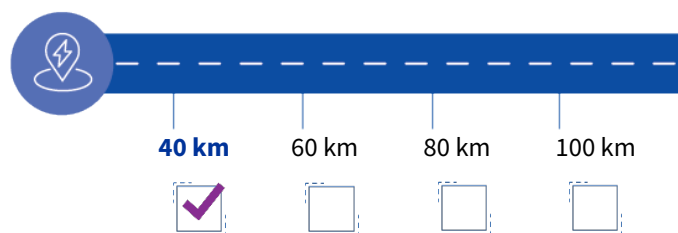
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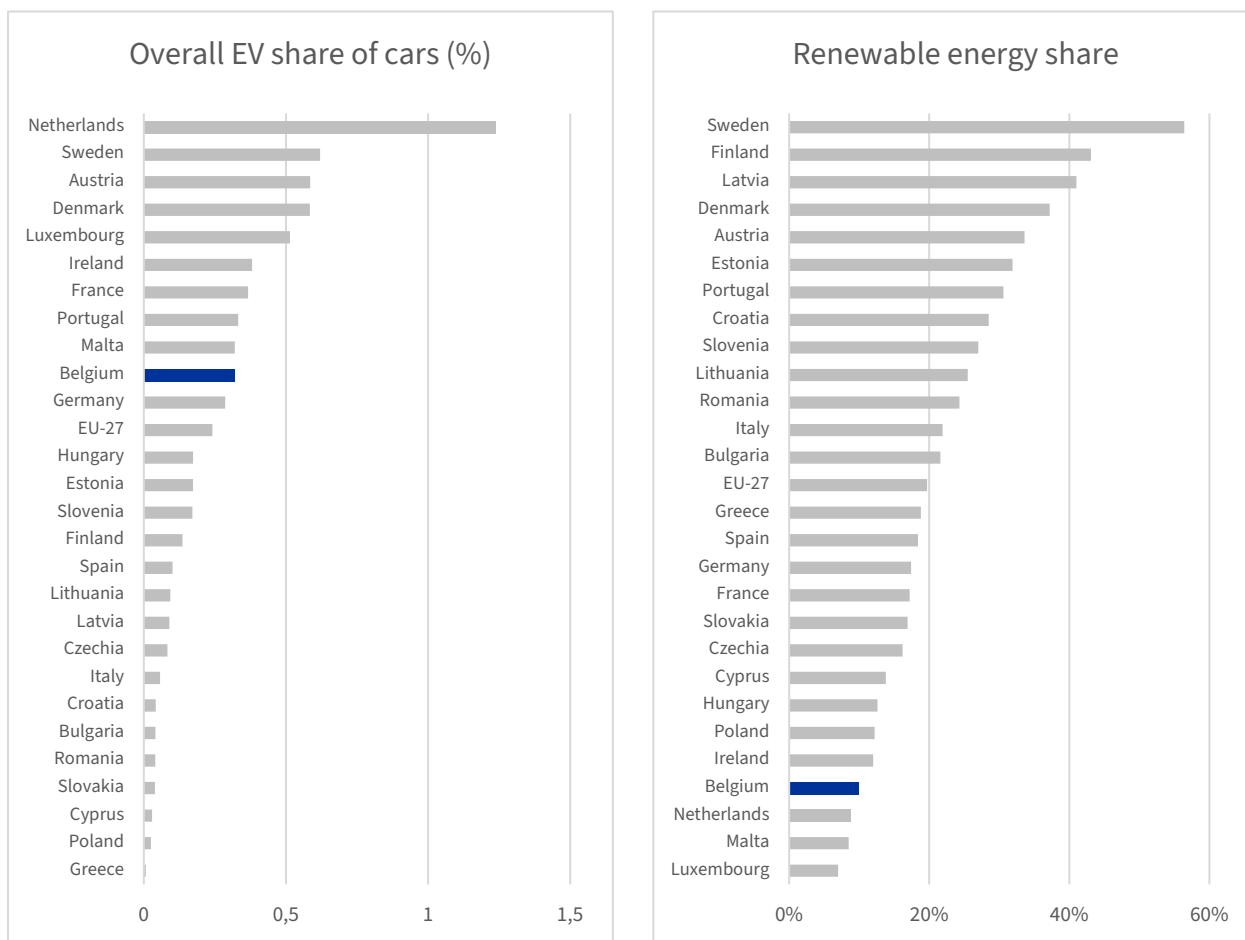


Your arguments

- You have high ambitions for fuel infrastructure, as your country is heavily investing in charging and refuelling stations and can afford to lead the way in electric mobility.
- However, more consistency between federal and regional levels, as well as between regions, is necessary to achieve Belgium's objectives. EU-level regulations could play a key role in fostering this consistency and ensuring smooth implementation across the country and the Union.
- In your densely populated country, charging stations will be closer than 40 kilometres apart. You would be open to reducing the distances to 30 kilometres to ensure even greater accessibility.
- Your notes:

Background information

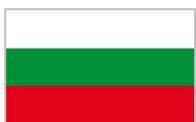
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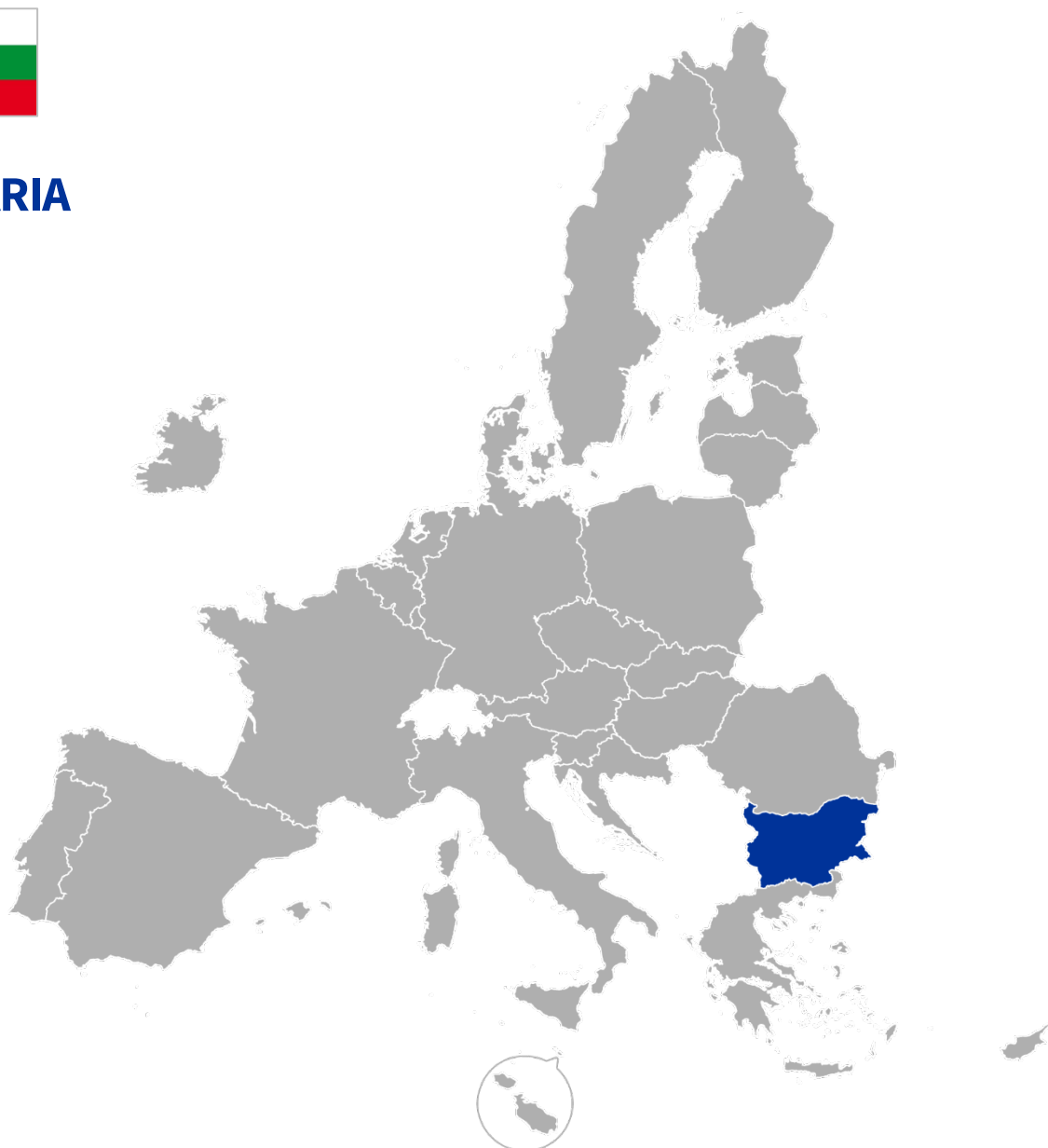
	European Union	Belgium
GDP per capita in EUR	30 440	40 190
Population density (persons per square km)	108.9	377.3
Unemployment rate	7.2%	5.8%
Greenhouse gas emissions (CO ₂ equivalents in tonnes per capita)	2 154	2 751
Greenhouse gas emission intensity of electricity generation (gCO ₂ e/kWh)	210	145
Share of renewable energy	19.7%	9.9%
Motorisation rate (cars per 1 000 inhabitants)	555	510
New passenger cars registered in 2019	10 949 740	439 038
Share of new EVs registered in 2019	4.92%	3.4%

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BULGARIA



MINISTER FOR A DAY: NEGOTIATING AT 27

■ Regulation for CO₂ emissions for passenger cars

Role profiles | **Standard version** | EN



Council of the
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Proposal for a

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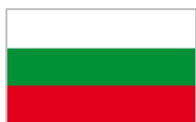
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Article 2

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BULGARIA

Agenda

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With regard to Article 2, member states should aim to/undertake to install EV charging infrastructure no more than ____ km apart, because we are in favour of _____.

We are confident that we will find a workable compromise during today's meeting.

Thank you.

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	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Austria					
Belgium					
Bulgaria	2050		aim to	80 km	
Croatia					
Cyprus					
Czechia					
Denmark					
Estonia					
Finland					
France					
Germany					
Greece					
Hungary					
Ireland					

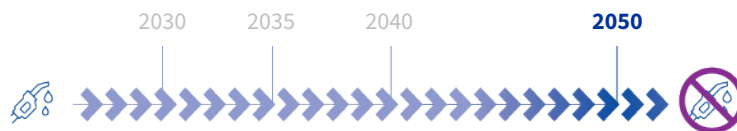
	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Italy					
Latvia					
Lithuania					
Luxembourg					
Malta					
The Netherlands					
Poland					
Portugal					
Romania					
Slovakia					
Slovenia					
Spain					
Sweden					
Commission	2035		undertake to	60 km	

Article 1

Emissions reduction in new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU starting from the year ...

☐	2030	... greening new passenger cars on EU roads as quickly as possible.
☐	2035	...moving swiftly but allowing time for companies and consumers to adjust and for infrastructure to be constructed.
☐	2040	... ensuring enough time for consumers and companies to adjust and for the necessary infrastructure to be constructed.
☒	2050	...making it a priority to limit the economic burden on consumers and companies, allowing them the time they need to adapt and for the necessary infrastructure to be constructed.
☐	Other option	



Your arguments

- Your country is one of the EU's poorest, facing high unemployment, corruption, and the highest at-risk-of-poverty rate. Every investment must be carefully planned to avoid unintended economic consequences. Like many other economically weaker member states, you do not oppose climate action in principle but are worried that policy measures may harm your economy.
- You find the Commission proposal unrealistic in its current form, as it would require significant investment in sustainable energy and subsidies for EVs. The average Bulgarian cannot afford a new EV and would not understand such budgetary priorities.
- The second-hand market for combustion-based vehicles dominates the national car market; in 2018, 86.9% of vehicles in Bulgaria were over 10 years old. While changing consumer habits is necessary, this is a long-term objective which will depend on the country's economic performance.
- Your notes:

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Article 2

EV charging infrastructure

The Member States **aim to** provide a network of electric charging points for cars.

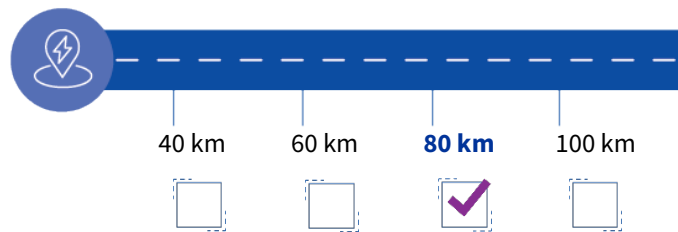
undertake to



aim to



Charging stations may not be more than **80 kilometres** apart.

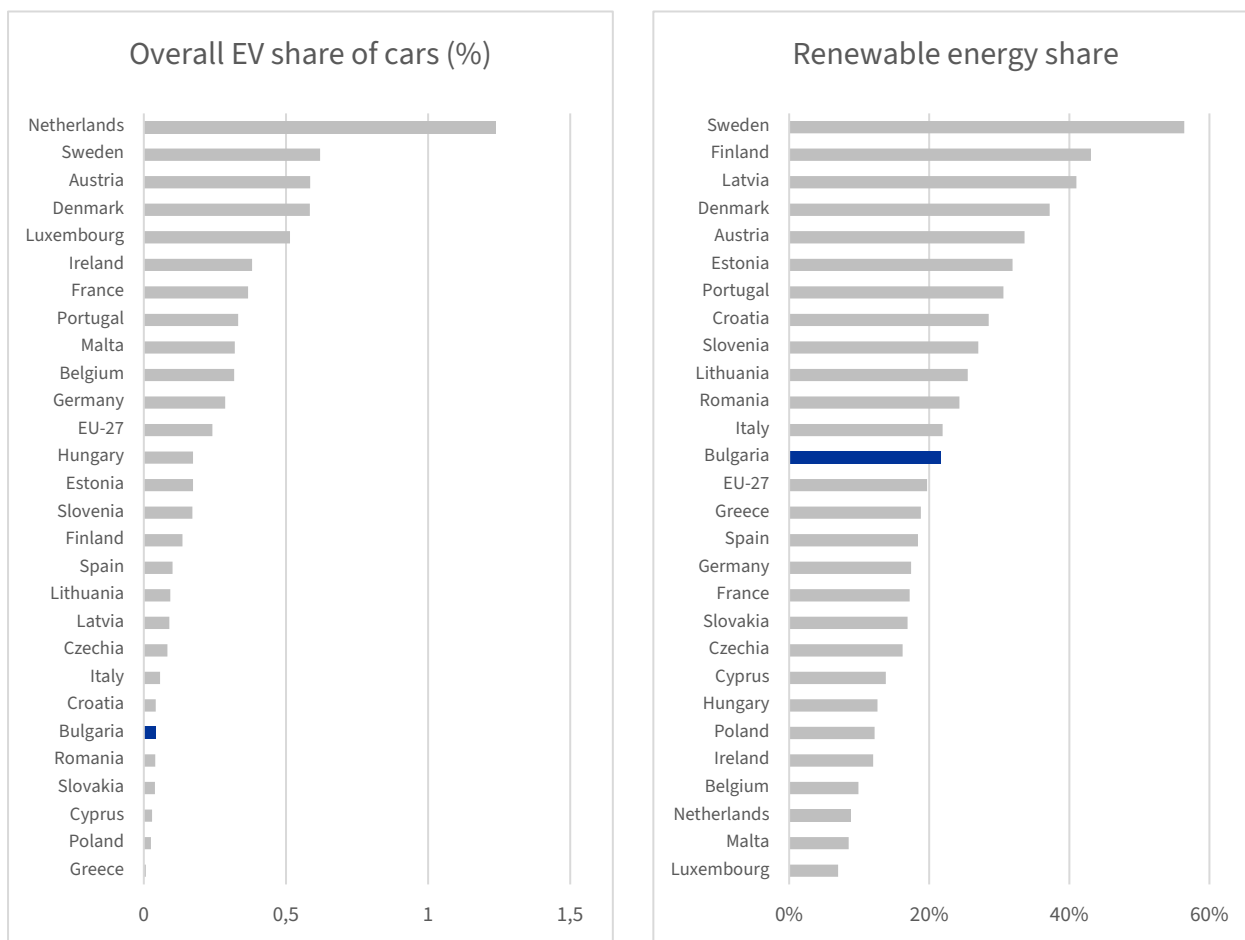


Your arguments

- You acknowledge the rationale behind the Commission proposal and agree that investments in fuel infrastructure are necessary. However, you lack the financial resources to implement the proposal in its current form.
- Like other Balkan countries, your geographical characteristics and seasonal tourism trends result in significant fluctuations in demand, with certain areas experiencing peaks in summer and lows in winter. Given this, a charging station every 60 km may not be necessary.
- Additionally, as the Bulgarian market consists primarily of second-hand cars, it will take some time for the EV market to establish itself. Therefore, you do not see an urgent need to accelerate infrastructure development at this stage.
- Your notes:

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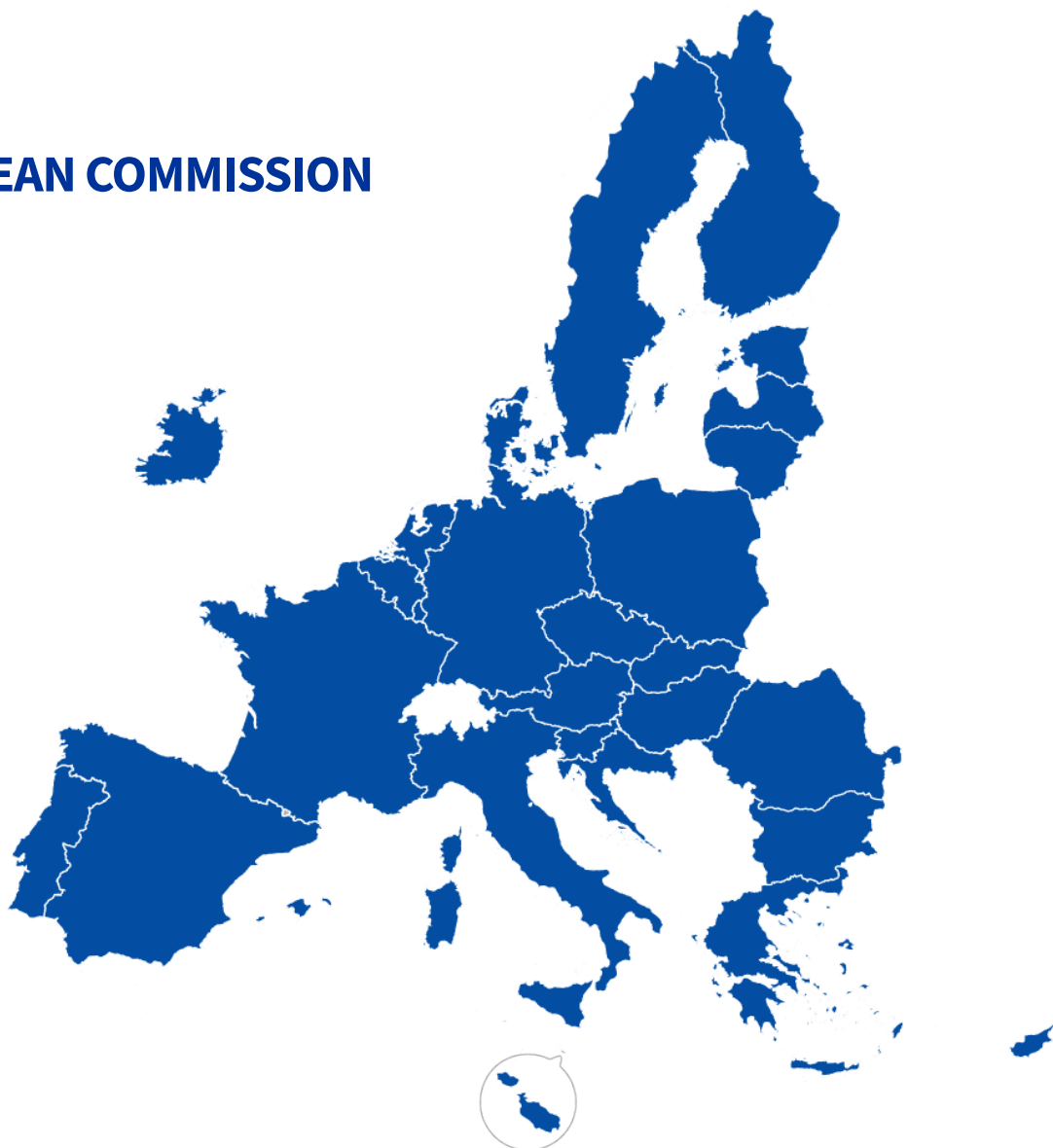
	European Union	Bulgaria
GDP per capita in EUR	30 440	9 450
Population density (persons per square km)	108.9	63.4
Unemployment rate	7.2%	6.1%
Greenhouse gas emissions (CO ₂ equivalents in tonnes per capita)	2 154	1 968
Greenhouse gas emission intensity of electricity generation (gCO ₂ e/kWh)	210	281
Share of renewable energy	19.7%	21.6%
Motorisation rate (cars per 1 000 inhabitants)	555	439
New passenger cars registered in 2019	10 949 740	20 429
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EUROPEAN COMMISSION



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and the deployment of electric vehicle infrastructure

CONTEXT OF THE PROPOSAL

As a party to the Paris Agreement, the EU is committed to combatting climate change. In the European Climate Law, the EU made climate neutrality by 2050 legally binding. This requires a significant reduction in greenhouse gas (GHG) emissions, which the EU seeks to tackle through the European Green Deal, the major initiative of the 2019-2024 European Commission.

The transport sector is of the utmost importance for the success of the Green Deal. As of 2019, transport is responsible for a quarter of all GHG emissions in the EU. Passenger cars and motorcycles are the source of 60% of these emissions, which account for 20% of all EU emissions. Emissions reduction is notoriously difficult in the transport sector – emissions in road transport grew by 28% from 1990 to 2019.

Urgent action is needed to move towards a more sustainable passenger transport system, in which electric vehicles (EVs) play a central role. Despite the increased availability of electric vehicles in recent years, most passenger cars in the EU still rely on petrol and diesel for fuel. The European Commission's proposal seeks to plug a key gap in the EU's efforts to fight climate change. It seeks to establish an end date for sales of new fossil-fuelled cars, and a minimum requirement for EV charging infrastructure.

Article 1

Reduction of emissions for new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU from the year 2035.

Article 2

Electric vehicle charging infrastructure

The Member States undertake to provide a network of electric charging points. Charging points may not be more than 60 kilometres apart.



Agenda

It is 2021, and on the Transport, Telecommunications and Energy Council's agenda today is your proposal for a new regulation on greening new passenger cars on EU roads.

When the presidency (chairing the meeting) gives you the floor, you present your proposal to the representatives of the member states and take part in the negotiations.

The two articles presented cover emissions limits for newly registered cars and a minimum requirement for electric vehicle (EV) charging infrastructure. The other articles of the proposal have already been agreed on at the preparatory level.¹



Your primary objective

To make sure that as much of the initial text as possible is included in the final version, while helping the Council to find a common position. A common European solution is urgently needed!

Honourable Members of the Council,

It is good that we are having this important debate today on greening new passenger cars in the EU. The regulation would greatly benefit citizens and the EU because _____.

In the Commission's draft regulation, we propose to phase out the registration of internal combustion-based engines by 2035 because _____.

Member states should undertake to install EV charging infrastructure no more than 60 km apart, because: _____.

Together as a community, let's contribute to a greener EU transport sector.

Thank you.

Your task

1. Carefully **read your group information**, which sets out your interests and positions.
2. **Prepare an opening statement** (maximum 1 minute) to present and explain your proposal. The script in the textbox on the left may help you.
3. Listen carefully to the member states' positions. **Fill in the table** on the next page to keep track of their positions.
4. During the negotiations explain your positions and **defend your draft**. Take the floor and help the Council find a compromise that meets your expectations!
5. **You have no right to vote** at the end. Use the informal breaks to persuade delegations to follow your suggestions.

¹ <https://www.consilium.europa.eu/en/council-eu/preparatory-bodies/>

	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Austria					
Belgium					
Bulgaria					
Croatia					
Cyprus					
Czechia					
Denmark					
Estonia					
Finland					
France					
Germany					
Greece					
Hungary					
Ireland					

	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Italy					
Latvia					
Lithuania					
Luxembourg					
Malta					
The Netherlands					
Poland					
Portugal					
Romania					
Slovakia					
Slovenia					
Spain					
Sweden					
Commission	2035		undertake to	60 km	

Article 1

Emissions reduction in new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol- or diesel-fuelled cars shall be registered in the EU starting from the year ...



2030

... greening new passenger cars on EU roads as quickly as possible.



2035

...moving swiftly but allowing time for companies and consumers to adjust and for infrastructure to be constructed.



2040

... ensuring enough time for consumers and companies to adjust and for the necessary infrastructure to be constructed.



Other
option

Your arguments

- Urgent action is needed to reduce emissions in the transport sector, and cars are a major contributor. The EU should set ambitious goals to fulfil the promise of the Green Deal.
- Society and companies need time to adjust to these changes. You have considered this in your proposal, setting 2035 as the end date for registering internal combustion engines.
- However, you would be willing to move the end date for registering internal combustion engines forwards, if the member states support an earlier date. You hope it won't be postponed to a later date.
- The EU needs to act now, so that consumers and companies can start to adjust – it is important that the Council reaches a decision today!
- Your notes:

Article 2

EV charging infrastructure

The Member States **undertake to** provide a network of electric charging points for cars.

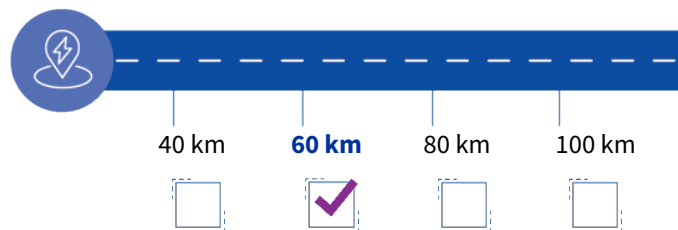
undertake to



aim to



Charging stations may not be more than **60 kilometres** apart.

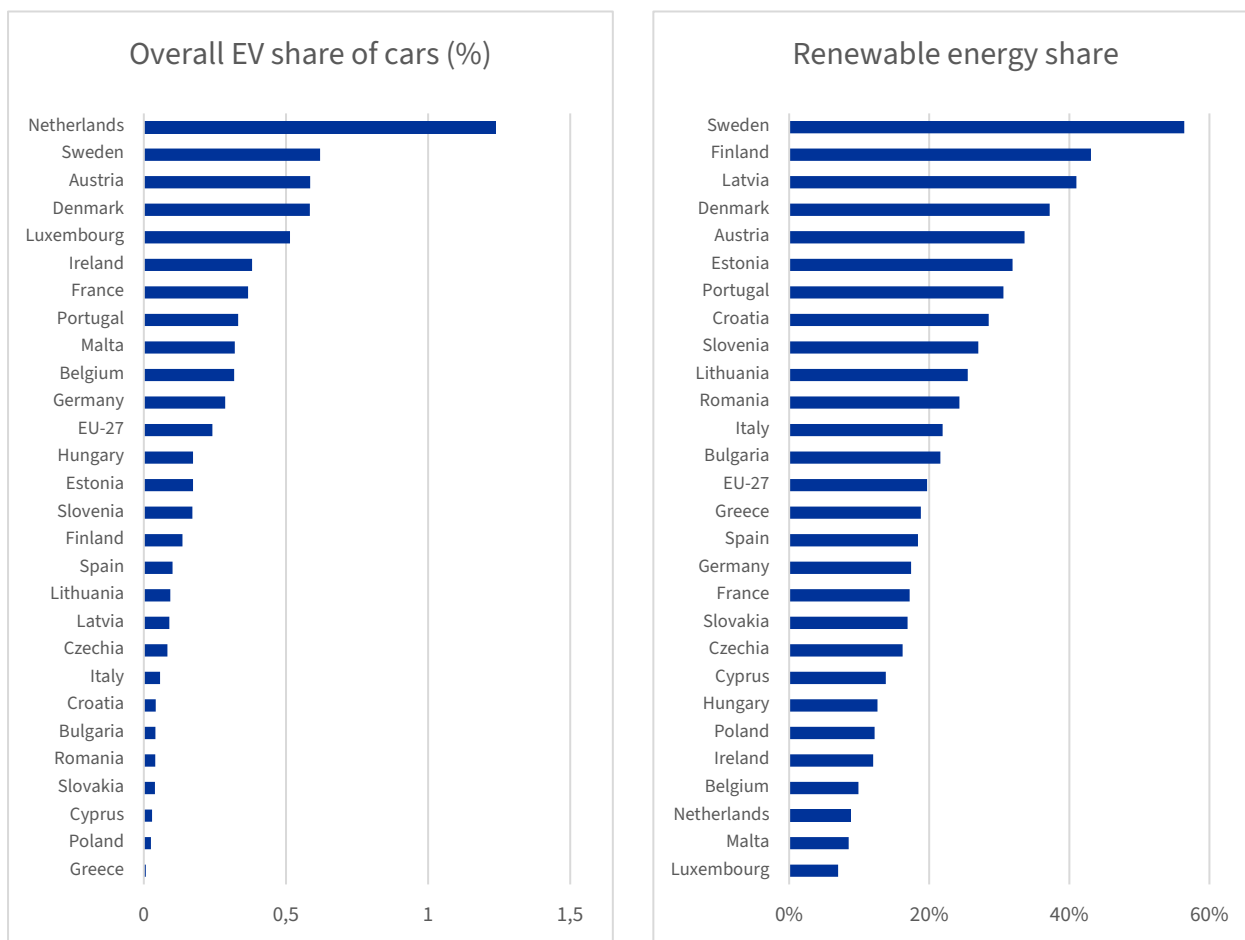


Your arguments

- Consumers will only use their electric cars if they can be sure they can charge them.
- 60 kilometres between charging stations is a good distance, giving EV users flexibility on where to charge.
- Whatever distance the member states choose, this must be binding – so they should undertake to provide the network. Otherwise, member states may simply choose not to expand their EV infrastructure.
- Your notes:

Background information

Please note: **The negotiations are taking place in 2021!**



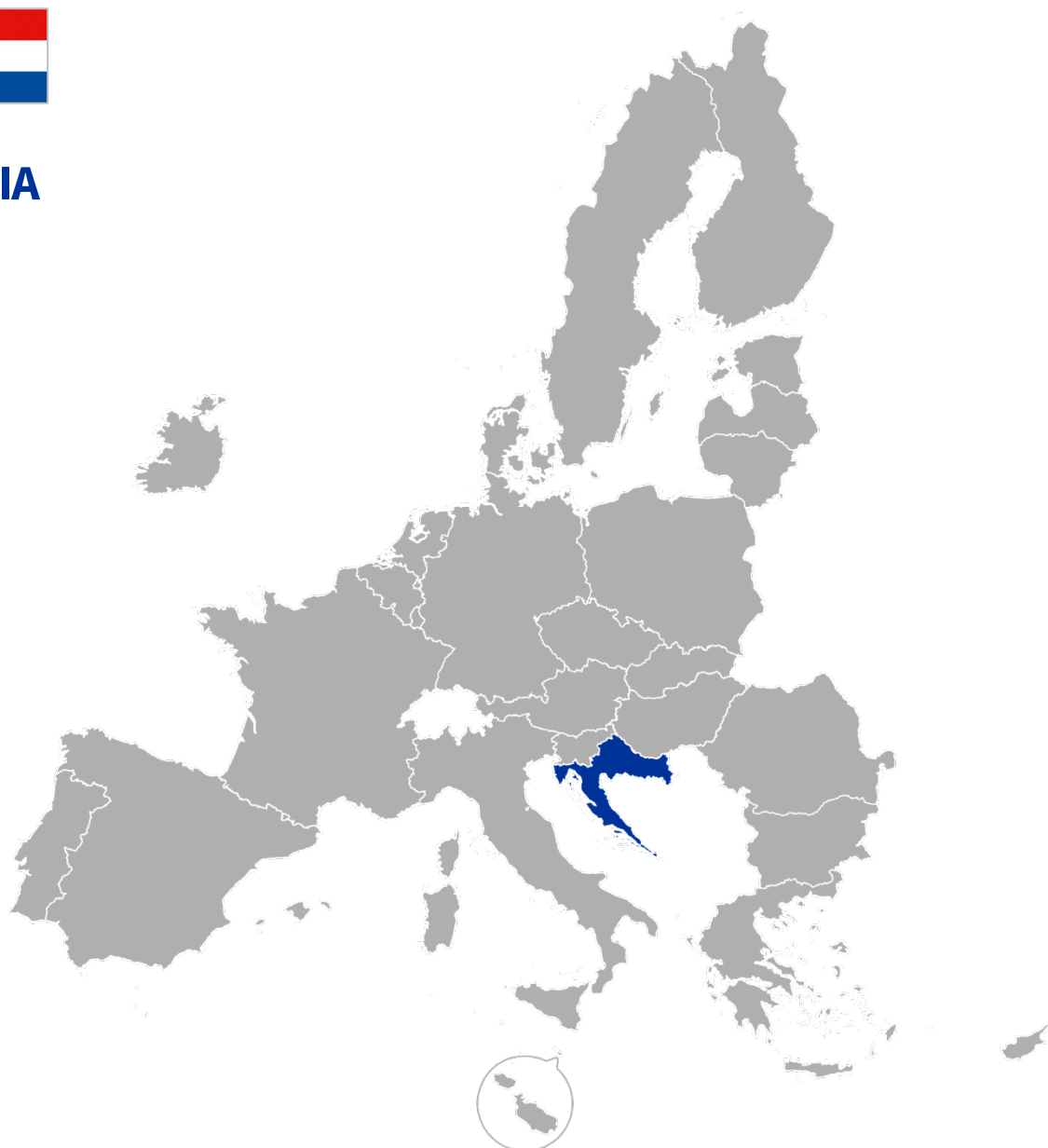
	European Union
GDP per capita in EUR	30 440
Population density (persons per square km)	108.9
Unemployment rate	7.2%
Greenhouse gas emissions (CO ₂ equivalents in tonnes per capita)	2 154
Greenhouse gas emission intensity of electricity generation (gCO ₂ e/kWh)	210
Share of renewable energy	19.7%
Motorisation rate (cars per 1 000 inhabitants)	555
New passenger cars registered in 2019	10 949 740
Share of new EVs registered in 2019	4.92%

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CROATIA



MINISTER FOR A DAY: NEGOTIATING AT 27

■ Regulation for CO₂ emissions for passenger cars

Role profiles | **Standard version** | EN



Council of the
European Union

Proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

on the reduction of CO₂ emissions for new passenger cars
and the deployment of electric vehicle infrastructure

CONTEXT OF THE PROPOSAL

As a party to the Paris Agreement, the EU is committed to combatting climate change. In the European Climate Law, the EU made climate neutrality by 2050 legally binding. This requires a significant reduction in greenhouse gas (GHG) emissions, which the EU seeks to tackle through the European Green Deal, the major initiative of the 2019-2024 European Commission.

The transport sector is of the utmost importance for the success of the Green Deal. As of 2019, transport is responsible for a quarter of all GHG emissions in the EU. Passenger cars and motorcycles are the source of 60% of these emissions, which account for 20% of all EU emissions. Emissions reduction is notoriously difficult in the transport sector – emissions in road transport grew by 28% from 1990 to 2019.

Urgent action is needed to move towards a more sustainable passenger transport system, in which electric vehicles (EVs) play a central role. Despite the increased availability of electric vehicles in recent years, most passenger cars in the EU still rely on petrol and diesel for fuel. The European Commission proposal seeks to plug a key gap in the EU's efforts to fight climate change. It seeks to establish an end date for sales of new fossil-fuelled cars, and a minimum requirement for EV charging infrastructure.

Article 1

Reduction of emissions for new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU from the year 2035.

Article 2

Electric vehicle charging infrastructure

The Member States undertake to provide a network of electric charging points. Charging points may not be more than 60 kilometres apart.



CROATIA

Agenda

It is 2021, and on the Transport, Telecommunications and Energy Council's agenda today is the Commission's proposal for a new regulation on greening new passenger cars on EU roads.

You will discuss the draft with the representatives of the other member states, aiming to reach a compromise.

Your primary objective

To agree on a common position of the Council that reflects your interests. You can also consider supporting a compromise option that partly reflects your interests.

Your task

1. Carefully **read your group information**, which sets out your interests and positions.
2. Some of **your arguments** align with the positions of countries such as **Cyprus, Hungary and Poland**. Talk to them to see whether you can cooperate to defend your possible common interests.

Madam/Mr President, Commissioner, colleagues,

I would first of all like to thank the Commission for its proposal and the Presidency for including this issue on today's agenda.

In advance of today's meeting, we had fruitful discussions with _____, and we agreed on a common position.

We think it is necessary to revise the targets set out in Article 1 of the regulation. We argue for an early/late phase-out of the registration of non-electric vehicles starting by the year ____, because _____

With regard to Article 2, member states should aim to/undertake to install EV charging infrastructure no more than ____ km apart, because we are in favour of _____.

We are confident that we will find a workable compromise during today's meeting.

Thank you.

3. Prepare an **opening statement** (maximum 1 minute) for the first round of official negotiations. State your position on Articles 1 and 2. The script in the textbox on the left may help you.
4. Make your opening statement when the presidency (who chairs the meeting) gives you the floor. If you agree with the positions of other countries that have already spoken, make this clear.
5. Listen to the positions of the other countries. **Fill in the table on the next page** to keep track of their positions. A major part of the negotiations is about listening to each other and finding solutions that work for everyone.
6. During the official negotiations, **present your positions and arguments**. Where your arguments align with those of other countries, it can be useful to present your arguments together to give them greater weight.
7. It is ultimately **your decision as to how to vote**. Be aware that when it comes to the final vote on a compromise proposal, you need to decide whether you prefer a compromise with which you may not be 100% satisfied or no result.



Note: The presented content is didactically prepared to ensure the flow of the game and the participants' learning experience. It does not necessarily represent real content or real political positions.

	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Austria					
Belgium					
Bulgaria					
Croatia	2040		aim to	100 km	
Cyprus					
Czechia					
Denmark					
Estonia					
Finland					
France					
Germany					
Greece					
Hungary					
Ireland					

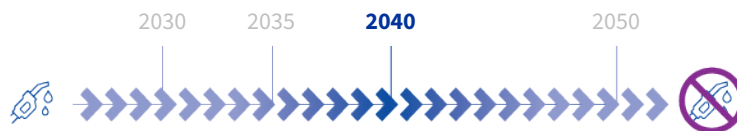
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Latvia					
Lithuania					
Luxembourg					
Malta					
The Netherlands					
Poland					
Portugal					
Romania					
Slovakia					
Slovenia					
Spain					
Sweden					
Commission	2035		undertake to	60 km	

Article 1

Emissions reduction in new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU starting from the year ...

☐	2030	... greening new passenger cars on EU roads as quickly as possible.
☐	2035	...moving swiftly but allowing time for companies and consumers to adjust and for infrastructure to be constructed.
☒	2040	... ensuring enough time for consumers and companies to adjust and for the necessary infrastructure to be constructed.
☐	2050	...making it a priority to limit the economic burden on consumers and companies, allowing them the time they need to adapt and for the necessary infrastructure to be constructed.
☐	Other option	



Your arguments

- Your country has reduced greenhouse gas emissions at a slower pace than the EU as a whole, but you remain committed to contributing as much as possible to climate action in a way that protects your national economy.
- While you understand the Commission's rationale, you do not see this proposal as a top priority at this stage. Instead, you view it as primarily benefiting Germany and France, whose car companies will profit from increased production and export of EVs.
- You remain concerned about the economic impact of a drastic transition if the Commission proposal is implemented without sufficient flexibility. Furthermore, a more careful approach is necessary to influence consumer behaviour without causing societal turmoil.
- Your notes:

Article 2

EV charging infrastructure

The Member States **aim to** provide a network of electric charging points for cars.

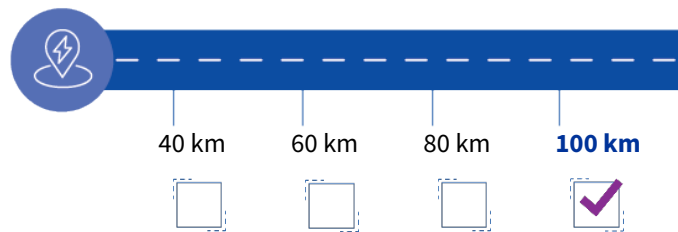
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Charging stations may not be more than **100 kilometres** apart.

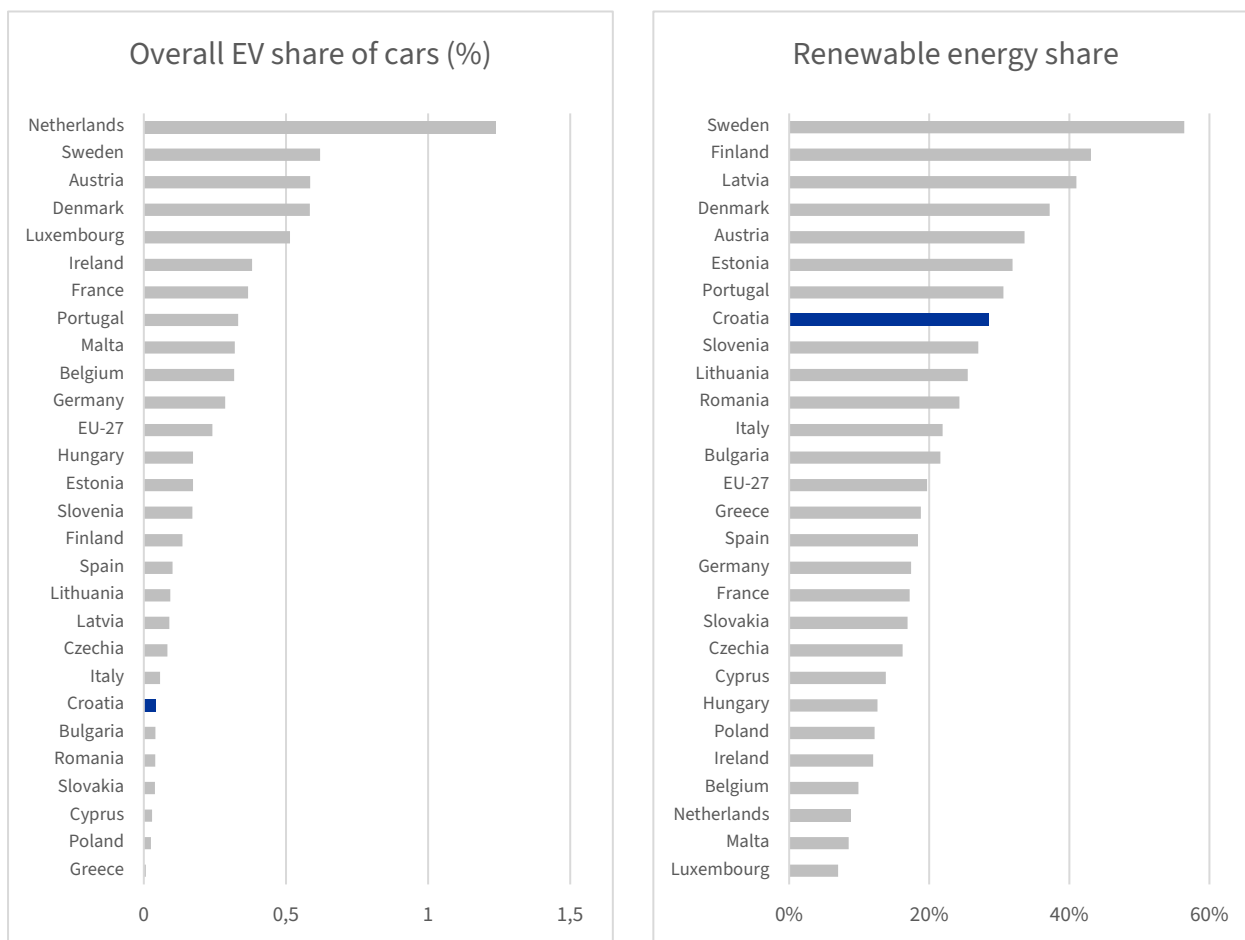


Your arguments

- You understand the rationale behind the Commission proposal on fuel infrastructure and agree that investments are necessary to fully meet the target. However, you lack the financial resources to implement the proposal as it currently stands.
- Due to your country's geographical specifics, with many insular territories and sparsely populated areas, and seasonal tourism trends, you experience summer peaks and winter lows, with only certain areas being frequently visited or transited. Therefore, you do not believe that charging points every 60 km are necessary and would prefer greater distances between stations.
- However, you do agree that installing charging points across all highways is a sensible approach, ensuring that tourists traveling in their own EVs will have the necessary infrastructure, which could further enhance tourism.
- Your notes:

Background information

Please note: **The negotiations are taking place in 2021!**



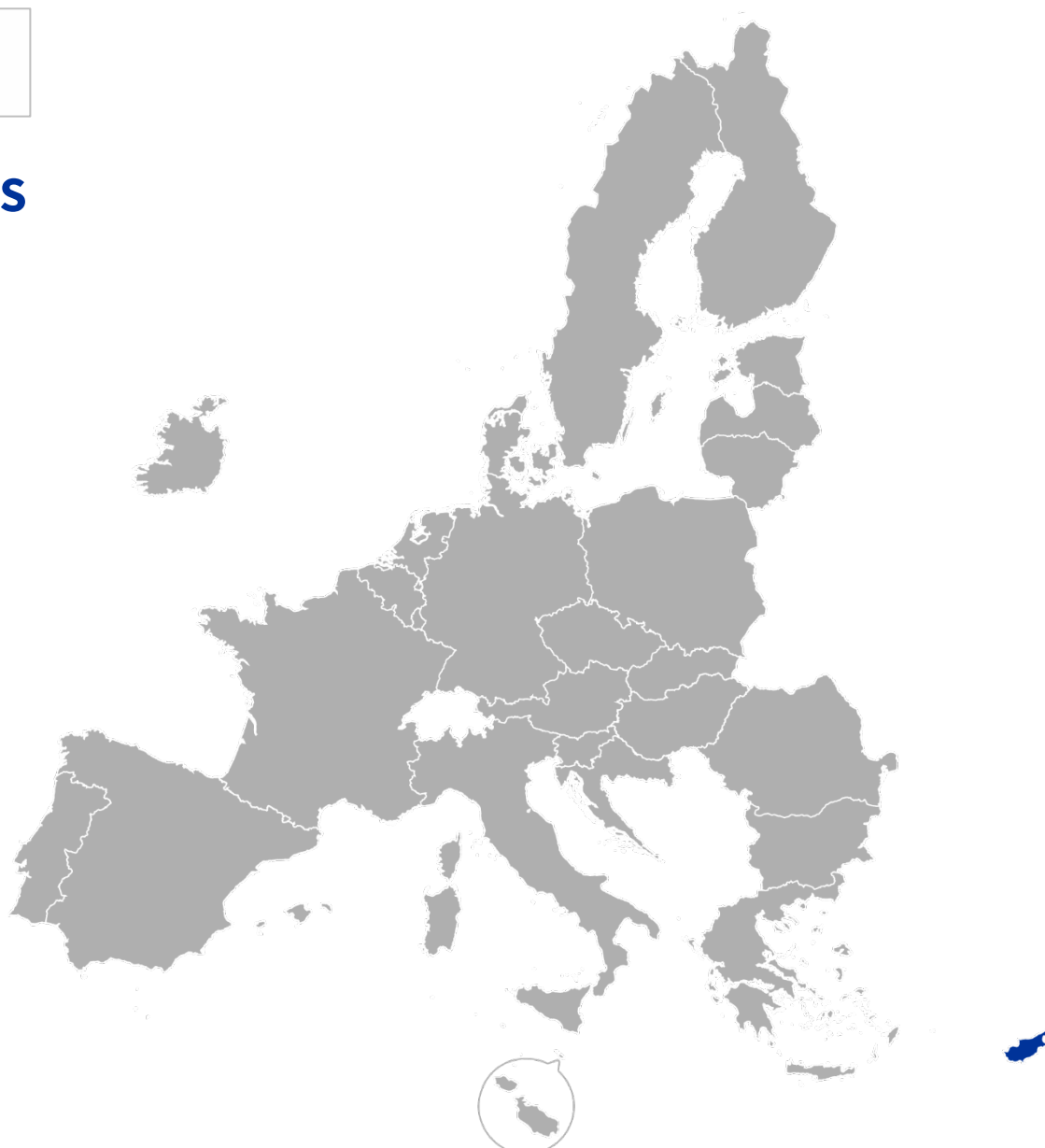
	European Union	Croatia
GDP per capita in EUR	30 440	12 840
Population density (persons per square km)	108.9	72.8
Unemployment rate	7.2%	7.4%
Greenhouse gas emissions (CO ₂ equivalents in tonnes per capita)	2 154	1 561
Greenhouse gas emission intensity of electricity generation (gCO ₂ e/kWh)	210	134
Share of renewable energy	19.7%	28.5%
Motorisation rate (cars per 1 000 inhabitants)	555	449
New passenger cars registered in 2019	10 949 740	95 577
Share of new EVs registered in 2019	4.92%	0.7%

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CYPRUS



MINISTER FOR A DAY: NEGOTIATING AT 27

■ Regulation for CO₂ emissions for passenger cars

Role profiles | **Standard version** | EN

Proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

on the reduction of CO₂ emissions for new passenger cars
and the deployment of electric vehicle infrastructure

CONTEXT OF THE PROPOSAL

As a party to the Paris Agreement, the EU is committed to combatting climate change. In the European Climate Law, the EU made climate neutrality by 2050 legally binding. This requires a significant reduction in greenhouse gas (GHG) emissions, which the EU seeks to tackle through the European Green Deal, the major initiative of the 2019-2024 European Commission.

The transport sector is of the utmost importance for the success of the Green Deal. As of 2019, transport is responsible for a quarter of all GHG emissions in the EU. Passenger cars and motorcycles are the source of 60% of these emissions, which account for 20% of all EU emissions. Emissions reduction is notoriously difficult in the transport sector – emissions in road transport grew by 28% from 1990 to 2019.

Urgent action is needed to move towards a more sustainable passenger transport system, in which electric vehicles (EVs) play a central role. Despite the increased availability of electric vehicles in recent years, most passenger cars in the EU still rely on petrol and diesel for fuel. The European Commission proposal seeks to plug a key gap in the EU's efforts to fight climate change. It seeks to establish an end date for sales of new fossil-fuelled cars, and a minimum requirement for EV charging infrastructure.

Article 1

Reduction of emissions for new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU from the year 2035.

Article 2

Electric vehicle charging infrastructure

The Member States undertake to provide a network of electric charging points. Charging points may not be more than 60 kilometres apart.



Agenda

It is 2021, and on the Transport, Telecommunications and Energy Council's agenda today is the Commission's proposal for a new regulation on greening new passenger cars on EU roads.

You will discuss the draft with the representatives of the other member states, aiming to reach a compromise.

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To agree on a common position of the Council that reflects your interests. You can also consider supporting a compromise option that partly reflects your interests.

Your task

1. Carefully **read your group information**, which sets out your interests and positions.
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I would first of all like to thank the Commission for its proposal and the Presidency for including this issue on today's agenda.

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We think it is necessary to revise the targets set out in Article 1 of the regulation. We argue for an early/late phase-out of the registration of non-electric vehicles starting by the year ____, because _____

With regard to Article 2, member states should aim to/undertake to install EV charging infrastructure no more than ____ km apart, because we are in favour of _____.

We are confident that we will find a workable compromise during today's meeting.

Thank you.



	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Austria					
Belgium					
Bulgaria					
Croatia					
Cyprus	2040		aim to	100 km	
Czechia					
Denmark					
Estonia					
Finland					
France					
Germany					
Greece					
Hungary					
Ireland					

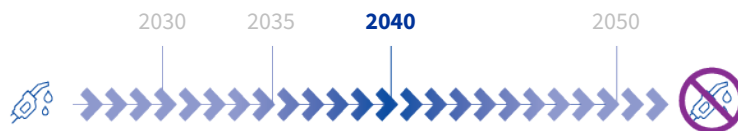
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Latvia					
Lithuania					
Luxembourg					
Malta					
The Netherlands					
Poland					
Portugal					
Romania					
Slovakia					
Slovenia					
Spain					
Sweden					
Commission	2035		undertake to	60 km	

Article 1

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☐	2050	...making it a priority to limit the economic burden on consumers and companies, allowing them the time they need to adapt and for the necessary infrastructure to be constructed.
☐	Other option	



Your arguments

- Due to your geographical circumstances, your country remains largely isolated from European energy networks and your energy mix is heavily reliant on oil. While Cyprus is actively increasing its share of renewable energy, this transition requires time and significant investment.
- While you understand the Commission's rationale, you do not see this proposal as a top priority at this stage. Instead, you view it as primarily benefiting Germany and France, whose car companies will profit from increased production and export of electric vehicles.
- You remain concerned about the economic impact of a drastic transition if the Commission proposal is implemented without sufficient flexibility. Furthermore, a more careful approach is necessary to influence consumer behaviour without causing societal turmoil.
- Your notes:

Article 2

EV charging infrastructure

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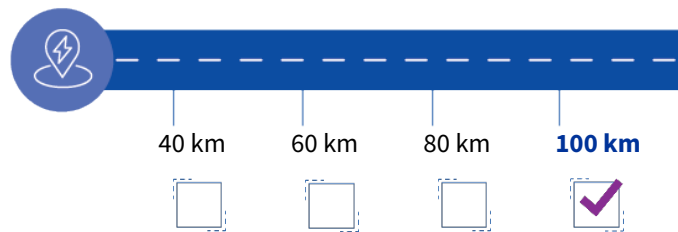
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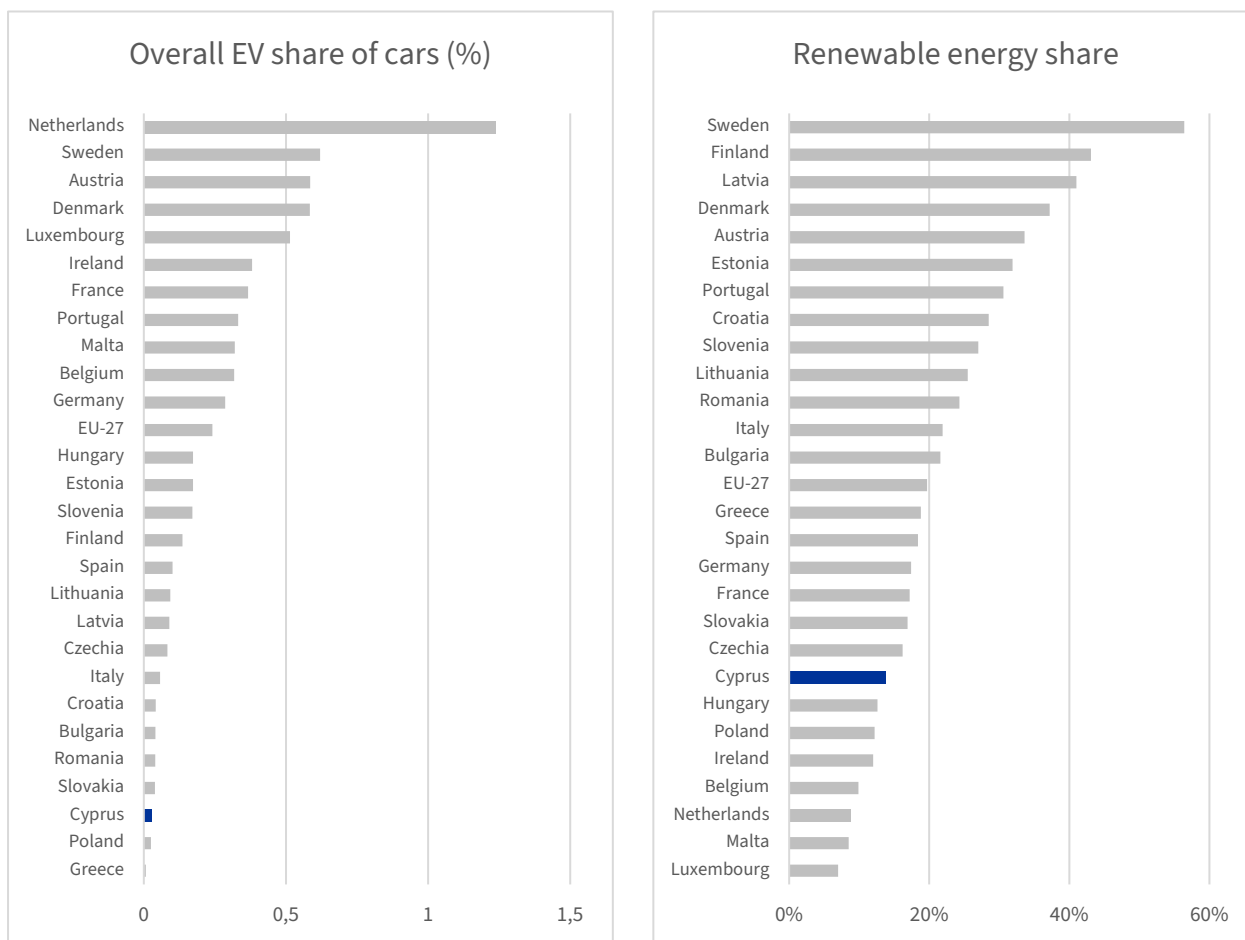


Your arguments

- You take a very cautious approach to electric charging points infrastructure. Your territory is small, with a limited automotive market and a low number of cars overall, meaning that there is no immediate need for a large number of recharging and refuelling stations.
- While the number of residents on the island increases during the summer, this does not significantly affect traffic or emissions, as most visitors do not travel to the island in their own cars.
- Given these factors, you believe that the high investments required by the proposal are not justified in your context.
- Your notes:

Background information

Please note: **The negotiations are taking place in 2021!**



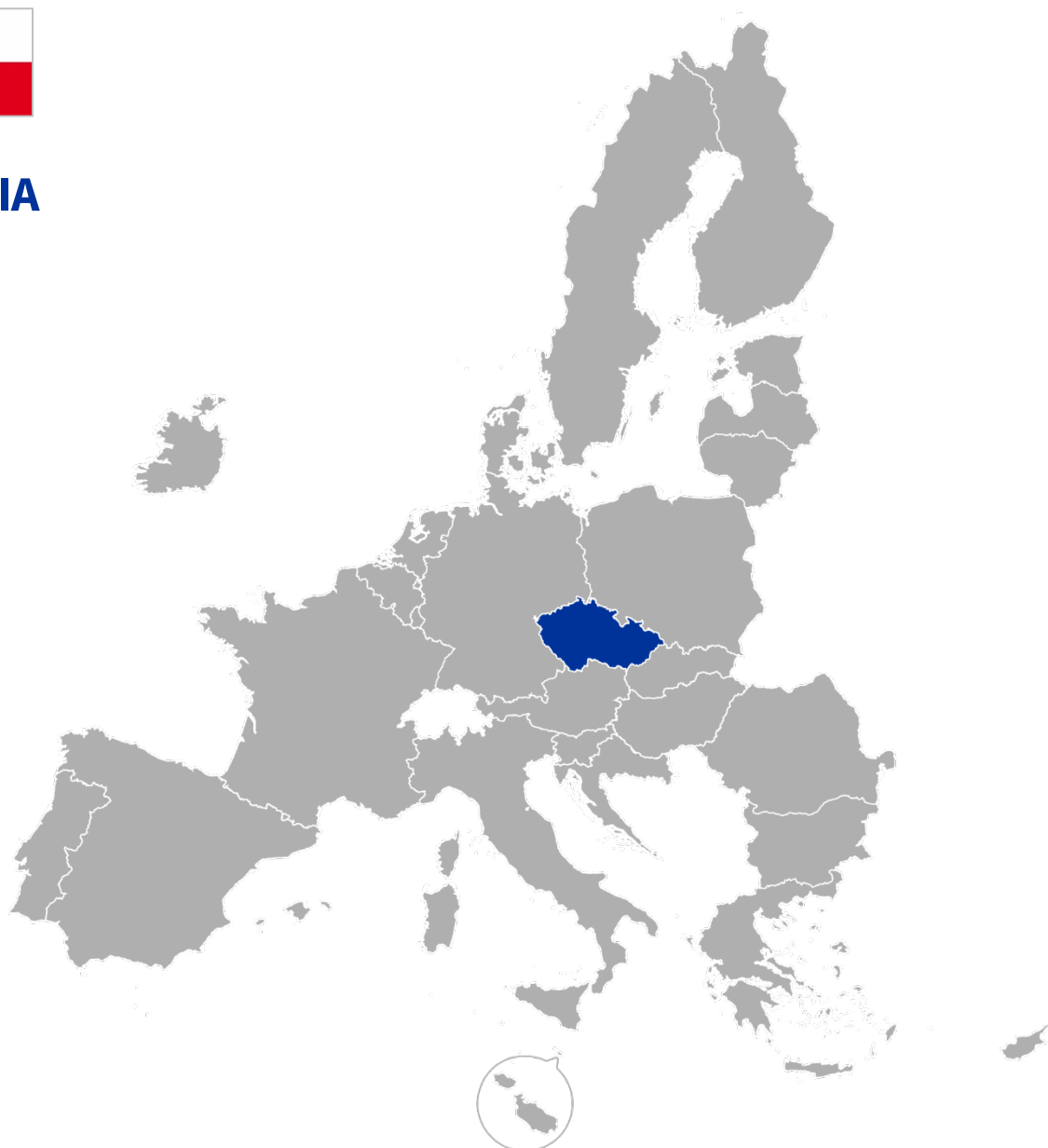
	European Union	Cyprus
GDP per capita in EUR	30 440	25 080
Population density (persons per square km)	108.9	95.7
Unemployment rate	7.2%	7.6%
Greenhouse gas emissions (CO ₂ equivalents in tonnes per capita)	2 154	256
Greenhouse gas emission intensity of electricity generation (gCO ₂ e/kWh)	210	585
Share of renewable energy	19.7%	13.8%
Motorisation rate (cars per 1 000 inhabitants)	555	645
New passenger cars registered in 2019	10 949 740	10 237
Share of new EVs registered in 2019	4.92%	0.4%

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CZECHIA



MINISTER FOR A DAY: NEGOTIATING AT 27

■ Regulation for CO₂ emissions for passenger cars

Role profiles | **Standard version** | EN



Council of the
European Union

Proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

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With regard to Article 2, member states should aim to/undertake to install EV charging infrastructure no more than ____ km apart, because we are in favour of _____.

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Thank you.



	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Austria					
Belgium					
Bulgaria					
Croatia					
Cyprus					
Czechia	2050		aim to	80 km	
Denmark					
Estonia					
Finland					
France					
Germany					
Greece					
Hungary					
Ireland					

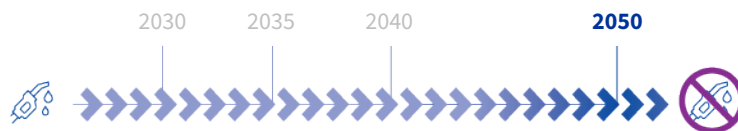
	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Italy					
Latvia					
Lithuania					
Luxembourg					
Malta					
The Netherlands					
Poland					
Portugal					
Romania					
Slovakia					
Slovenia					
Spain					
Sweden					
Commission	2035		undertake to	60 km	

Article 1

Emissions reduction in new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU starting from the year ...

☐	2030	... greening new passenger cars on EU roads as quickly as possible.
☐	2035	...moving swiftly but allowing time for companies and consumers to adjust and for infrastructure to be constructed.
☐	2040	... ensuring enough time for consumers and companies to adjust and for the necessary infrastructure to be constructed.
☒	2050	...making it a priority to limit the economic burden on consumers and companies, allowing them the time they need to adapt and for the necessary infrastructure to be constructed.
☐	Other option	



Your arguments

- For middle and low-GDP countries like Czechia, climate action, while a global priority, is often a luxury, as economic survival takes precedence over long-term sustainability. Without stronger economic foundations, ambitious climate policies could exacerbate poverty and inequalities across EU member states and deepen reliance on EU funds.
- Your country's emission intensity remains significantly higher than the EU average, although it is on a downward trend. However, Czechia's economy is still heavily reliant on coal, and achieving a sustainable transformation will require substantial investment, particularly to provide sustainable electricity to meet the growing demand from EVs.
- You strongly oppose a full phaseout of combustion engine vehicles by 2035, advocating instead for a later deadline. A 2050 phaseout is far more realistic, giving your economy and population the necessary time to adapt.
- Your notes:

Article 2

EV charging infrastructure

The Member States **aim to** provide a network of electric charging points for cars.

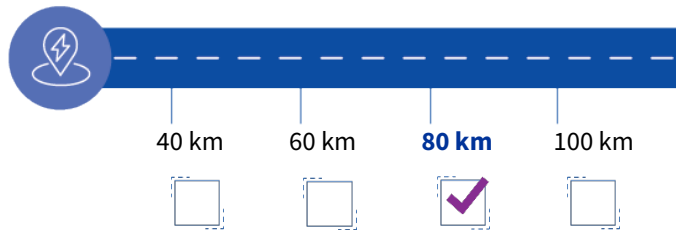
undertake to



aim to



Charging stations may not be more than **80 kilometres** apart.

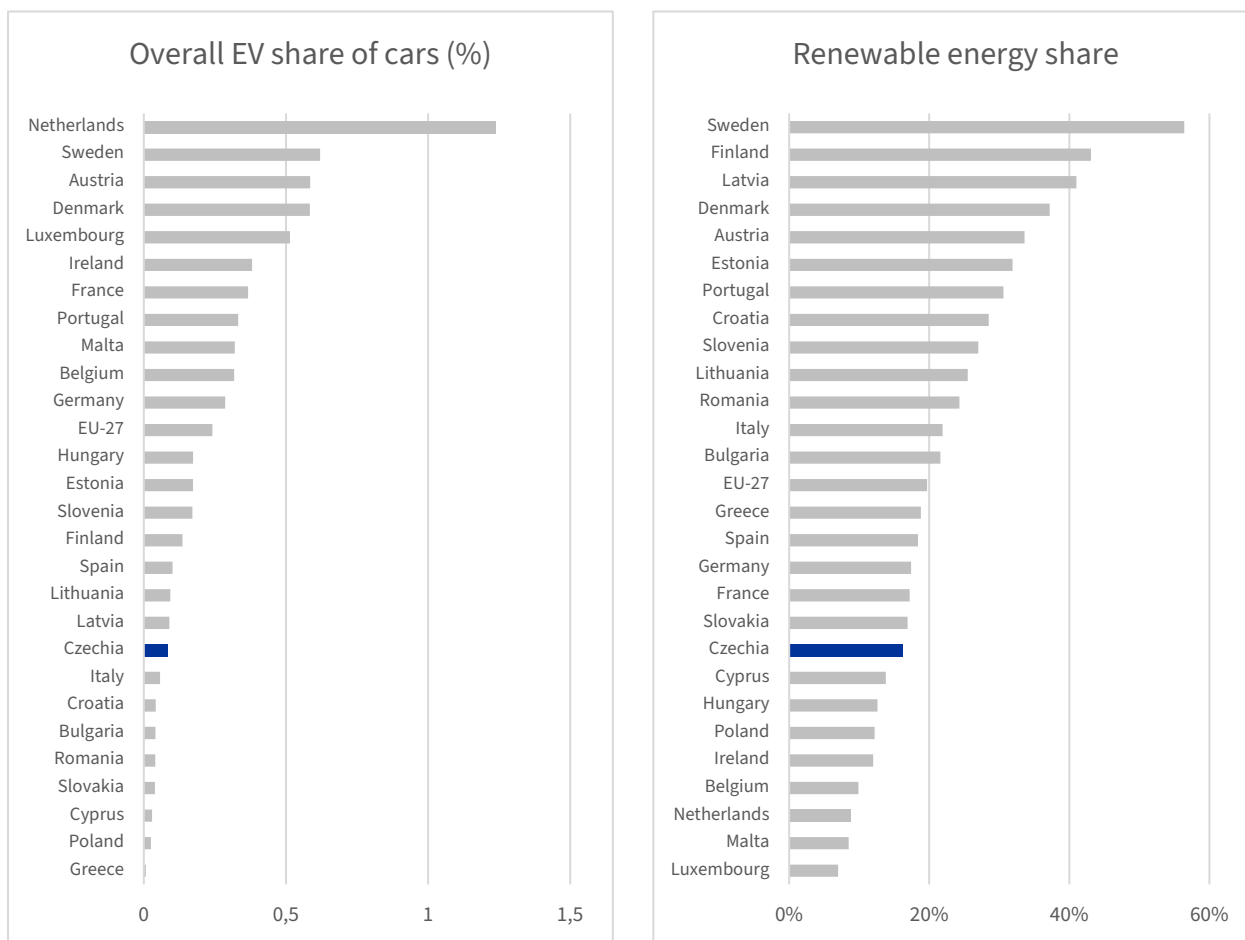


Your arguments

- You acknowledge the rationale behind the Commission proposal and agree that investments in EV infrastructure are necessary.
- However, implementing the proposal in its current form would require additional financial support from the EU, as your country lacks the necessary resources to fund it independently.
- Therefore, you can only agree to set an objective to develop the infrastructure but cannot commit to a binding obligation at this stage.
- Your notes:

Background information

Please note: **The negotiations are taking place in 2021!**



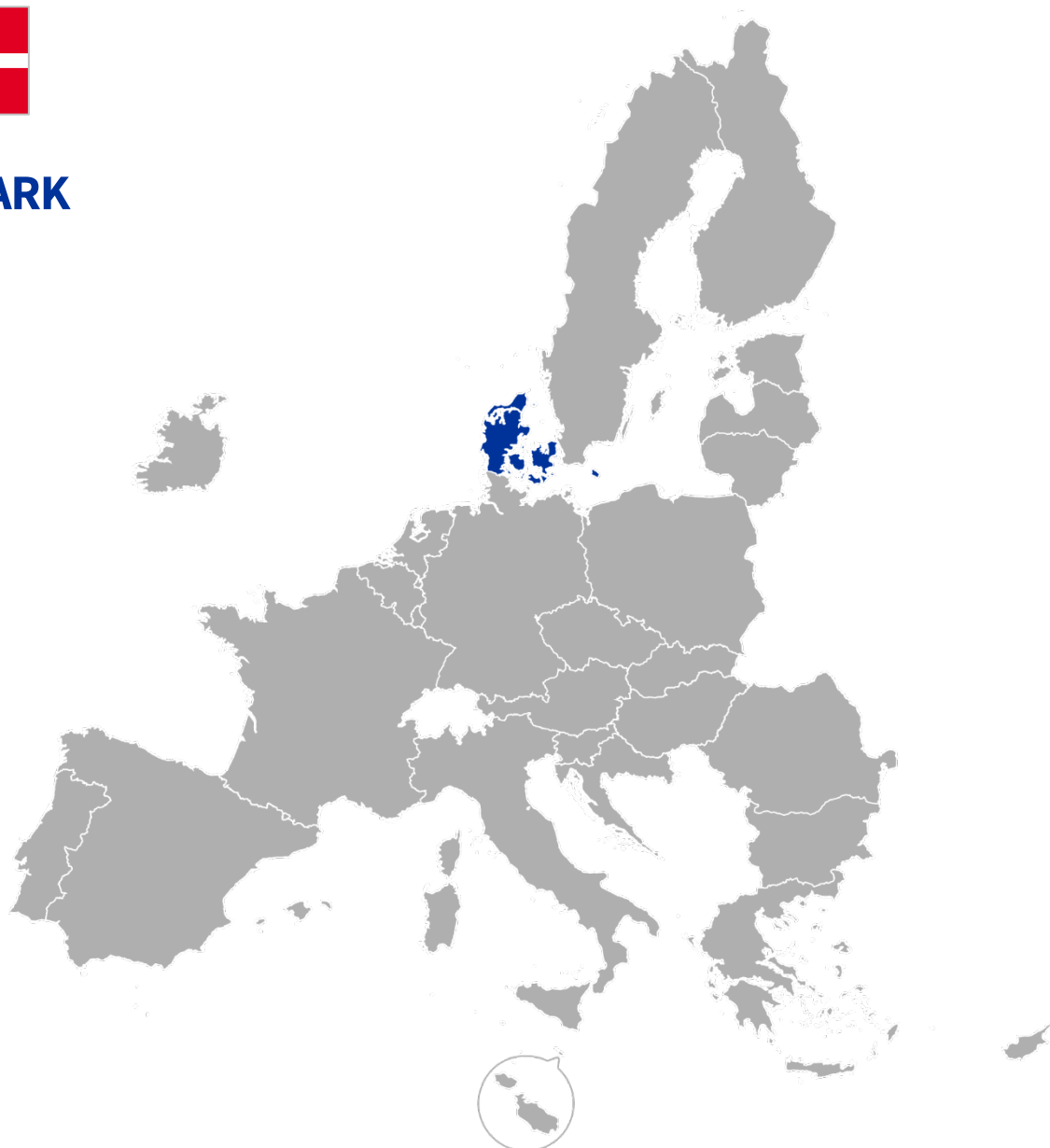
	European Union	Czechia
GDP per capita in EUR	30 440	20 980
Population density (persons per square km)	108.9	138.2
Unemployment rate	7.2%	2.6%
Greenhouse gas emissions (CO ₂ equivalents in tonnes per capita)	2 154	2 762
Greenhouse gas emission intensity of electricity generation (gCO ₂ e/kWh)	210	440
Share of renewable energy	19.7%	16.2%
Motorisation rate (cars per 1 000 inhabitants)	555	576
New passenger cars registered in 2019	10 949 740	198 400
Share of new EVs registered in 2019	4.92%	1.6%

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DENMARK



MINISTER FOR A DAY: NEGOTIATING AT 27

■ Regulation for CO₂ emissions for passenger cars

Role profiles | **Standard version** | EN



Council of the
European Union

Proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

on the reduction of CO₂ emissions for new passenger cars
and the deployment of electric vehicle infrastructure

CONTEXT OF THE PROPOSAL

As a party to the Paris Agreement, the EU is committed to combatting climate change. In the European Climate Law, the EU made climate neutrality by 2050 legally binding. This requires a significant reduction in greenhouse gas (GHG) emissions, which the EU seeks to tackle through the European Green Deal, the major initiative of the 2019-2024 European Commission.

The transport sector is of the utmost importance for the success of the Green Deal. As of 2019, transport is responsible for a quarter of all GHG emissions in the EU. Passenger cars and motorcycles are the source of 60% of these emissions, which account for 20% of all EU emissions. Emissions reduction is notoriously difficult in the transport sector – emissions in road transport grew by 28% from 1990 to 2019.

Urgent action is needed to move towards a more sustainable passenger transport system, in which electric vehicles (EVs) play a central role. Despite the increased availability of electric vehicles in recent years, most passenger cars in the EU still rely on petrol and diesel for fuel. The European Commission proposal seeks to plug a key gap in the EU's efforts to fight climate change. It seeks to establish an end date for sales of new fossil-fuelled cars, and a minimum requirement for EV charging infrastructure.

Article 1

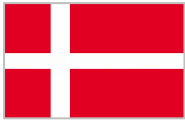
Reduction of emissions for new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU from the year 2035.

Article 2

Electric vehicle charging infrastructure

The Member States undertake to provide a network of electric charging points. Charging points may not be more than 60 kilometres apart.



DENMARK

Agenda

It is 2021, and on the Transport, Telecommunications and Energy Council's agenda today is the Commission's proposal for a new regulation on greening new passenger cars on EU roads.

You will discuss the draft with the representatives of the other member states, aiming to reach a compromise.

Your primary objective

To agree on a common position of the Council that reflects your interests. You can also consider supporting a compromise option that partly reflects your interests.

Your task

1. Carefully **read your group information**, which sets out your interests and positions.
2. Some of **your arguments** align with the positions of countries such as **Austria, Belgium and the Netherlands**. Talk to them to see whether you can cooperate to defend your possible common interests.
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Madam/Mr President, Commissioner, colleagues,

I would first of all like to thank the Commission for its proposal and the Presidency for including this issue on today's agenda.

In advance of today's meeting, we had fruitful discussions with _____, and we agreed on a common position.

We think it is necessary to revise the targets set out in Article 1 of the regulation. We argue for an early/late phase-out of the registration of non-electric vehicles starting by the year ____, because _____

With regard to Article 2, member states should aim to/undertake to install EV charging infrastructure no more than ____ km apart, because we are in favour of _____.

We are confident that we will find a workable compromise during today's meeting.

Thank you.



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	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Austria					
Belgium					
Bulgaria					
Croatia					
Cyprus					
Czechia					
Denmark	2030		undertake to	40 km	
Estonia					
Finland					
France					
Germany					
Greece					
Hungary					
Ireland					

	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
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Latvia					
Lithuania					
Luxembourg					
Malta					
The Netherlands					
Poland					
Portugal					
Romania					
Slovakia					
Slovenia					
Spain					
Sweden					
Commission	2035		undertake to	60 km	

Article 1

Emissions reduction in new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU starting from the year ...



2030

... greening new passenger cars on EU roads as quickly as possible.



2035

...moving swiftly but allowing time for companies and consumers to adjust and for infrastructure to be constructed.



2040

... ensuring enough time for consumers and companies to adjust and for the necessary infrastructure to be constructed.

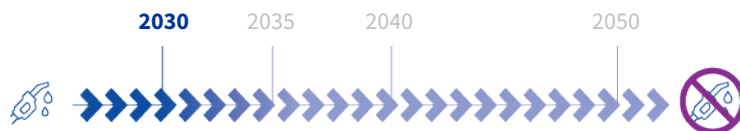


2050

...making it a priority to limit the economic burden on consumers and companies, allowing them the time they need to adapt and for the necessary infrastructure to be constructed.



Other
option



Your arguments

- Your national government is currently preparing to set strong targets to reduce emissions by 70% by 2030 (compared to 1990 levels), demonstrating your commitment to carbon neutrality.
- You believe that a well-considered long-term perspective would enable a gradual transition, prevent shock effects, and ensure that your country and others can seize economic opportunities.
- Additionally, you call for opportunities to implement national measures to accelerate the transition. Regardless of the outcome of today's negotiations, more ambitious countries should be incentivised to go further.
- Your notes:

Article 2

EV charging infrastructure

The Member States **undertake to** provide a network of electric charging points for cars.

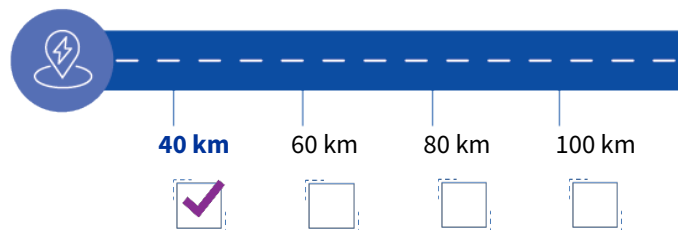
undertake to



aim to



Charging stations may not be more than **40 kilometres** apart.

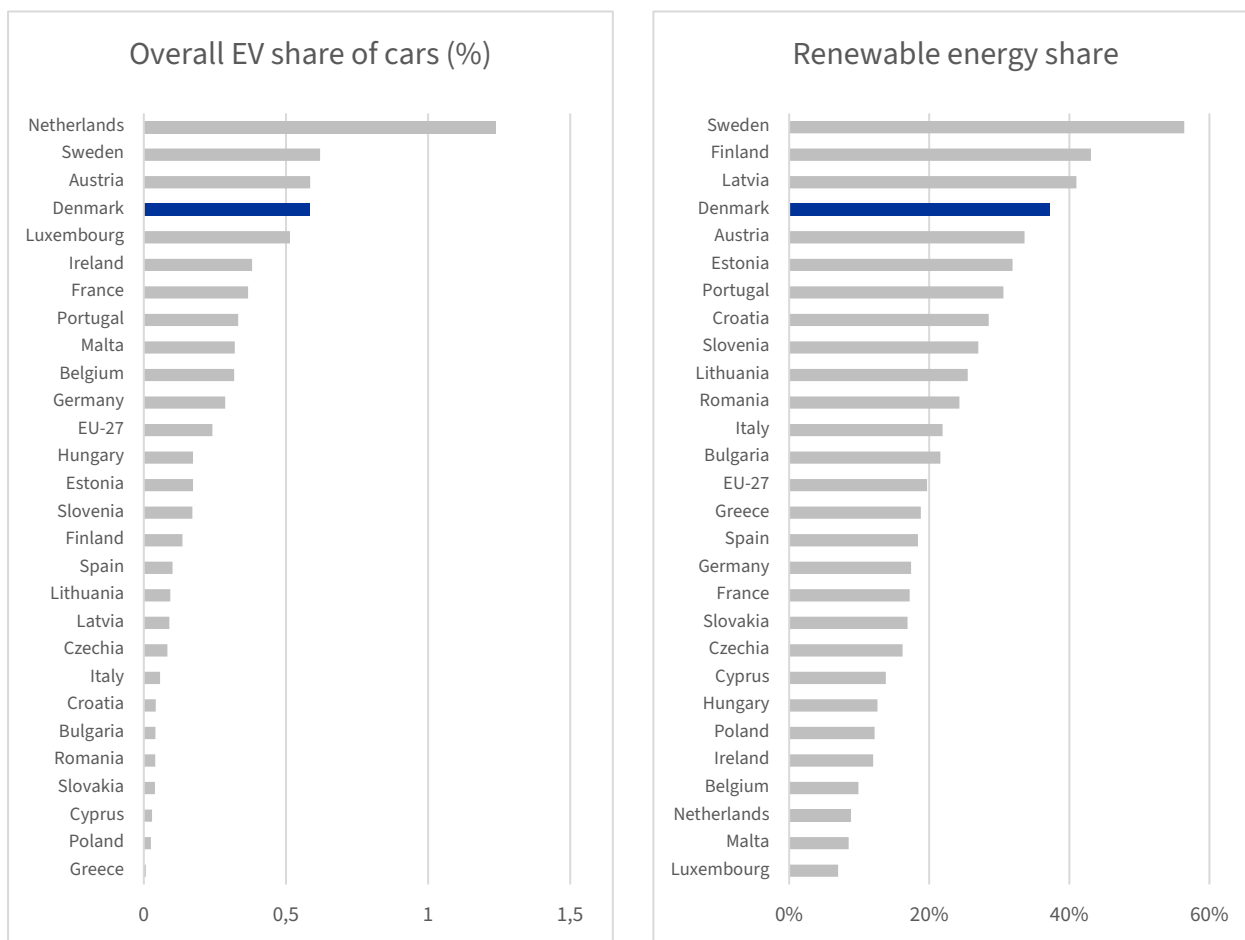


Your arguments

- Denmark has high ambitions for fuel infrastructure, having invested significantly in charging and refuelling stations, with its industry partly leading the way in electric mobility.
- Given the relatively capital-rich and environmentally conscious population, Denmark aims to lead the way in rolling out electric mobility.
- As a transit country for many tourists, especially in the summer, you want to ensure that the roads are equipped with sufficient charging points to prevent long waiting times for tourists with EVs who want to charge their cars in Denmark.
- Your notes:

Background information

Please note: **The negotiations are taking place in 2021!**



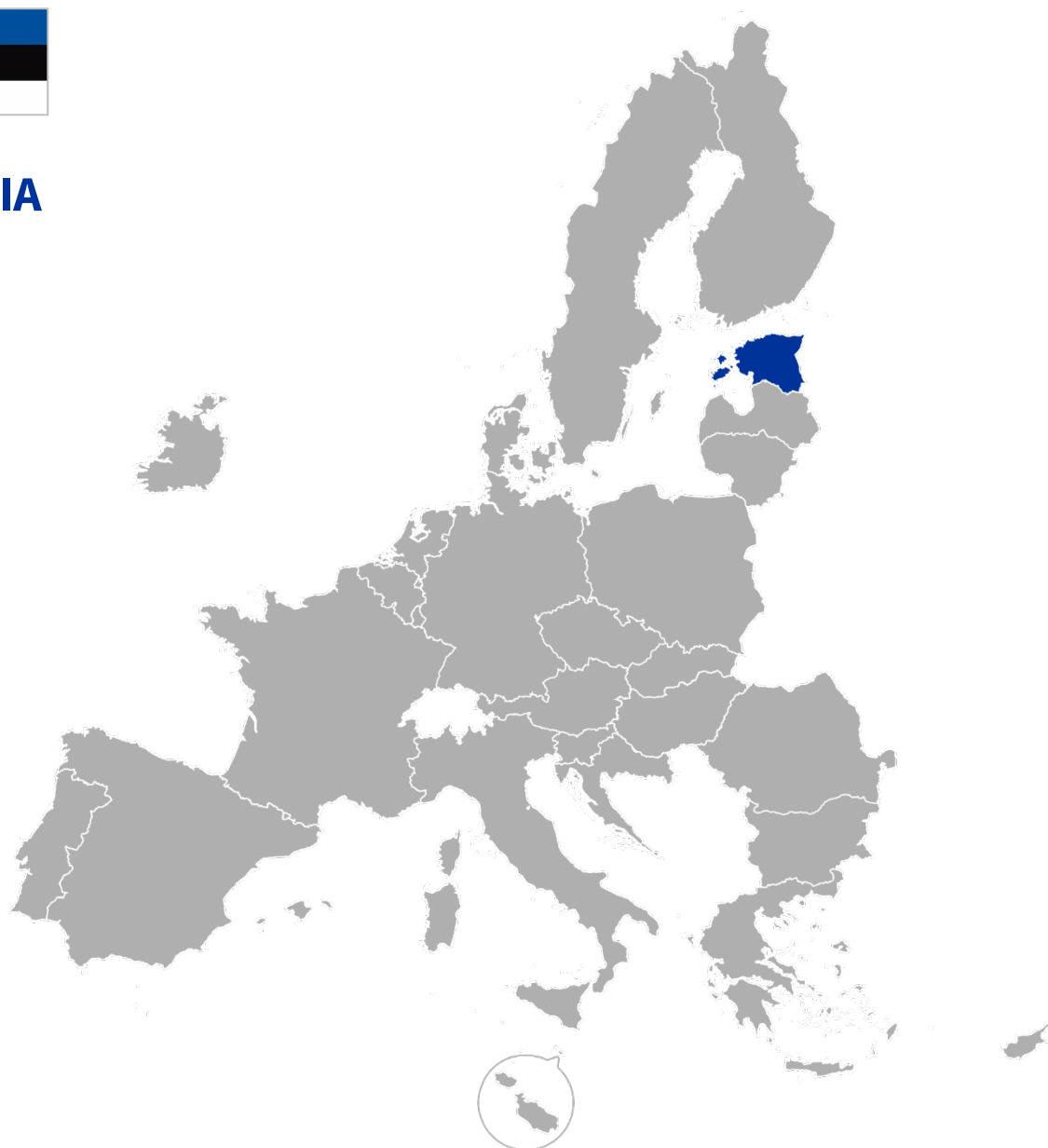
	European Union	Denmark
GDP per capita in EUR	30 440	53 540
Population density (persons per square km)	108.9	138.5
Unemployment rate	7.2%	5.6%
Greenhouse gas emissions (CO ₂ equivalents in tonnes per capita)	2 154	3 772
Greenhouse gas emission intensity of electricity generation (gCO ₂ e/kWh)	210	94
Share of renewable energy	19.7%	37.2%
Motorisation rate (cars per 1 000 inhabitants)	555	466
New passenger cars registered in 2019	10 949 740	198 979
Share of new EVs registered in 2019	4.92%	7.1%

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ESTONIA



MINISTER FOR A DAY: NEGOTIATING AT 27

■ Regulation for CO₂ emissions for passenger cars

Role profiles | **Standard version** | EN



Council of the
European Union

Proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

on the reduction of CO₂ emissions for new passenger cars
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Urgent action is needed to move towards a more sustainable passenger transport system, in which electric vehicles (EVs) play a central role. Despite the increased availability of electric vehicles in recent years, most passenger cars in the EU still rely on petrol and diesel for fuel. The European Commission proposal seeks to plug a key gap in the EU's efforts to fight climate change. It seeks to establish an end date for sales of new fossil-fuelled cars, and a minimum requirement for EV charging infrastructure.

Article 1

Reduction of emissions for new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU from the year 2035.

Article 2

Electric vehicle charging infrastructure

The Member States undertake to provide a network of electric charging points. Charging points may not be more than 60 kilometres apart.



ESTONIA

Agenda

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With regard to Article 2, member states should aim to/undertake to install EV charging infrastructure no more than ____ km apart, because we are in favour of _____.

We are confident that we will find a workable compromise during today's meeting.

Thank you.



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	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Austria					
Belgium					
Bulgaria					
Croatia					
Cyprus					
Czechia					
Denmark					
Estonia	2040		aim to	80 km	
Finland					
France					
Germany					
Greece					
Hungary					
Ireland					

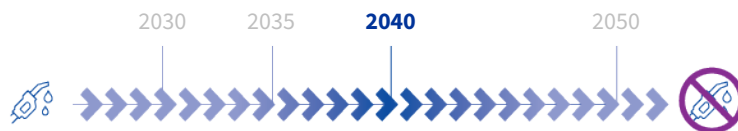
	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Italy					
Latvia					
Lithuania					
Luxembourg					
Malta					
The Netherlands					
Poland					
Portugal					
Romania					
Slovakia					
Slovenia					
Spain					
Sweden					
Commission	2035		undertake to	60 km	

Article 1

Emissions reduction in new passenger vehicles

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☐	2030	... greening new passenger cars on EU roads as quickly as possible.
☐	2035	...moving swiftly but allowing time for companies and consumers to adjust and for infrastructure to be constructed.
☒	2040	... ensuring enough time for consumers and companies to adjust and for the necessary infrastructure to be constructed.
☐	2050	...making it a priority to limit the economic burden on consumers and companies, allowing them the time they need to adapt and for the necessary infrastructure to be constructed.
☐	Other option	



Your arguments

- You recognise the importance of EVs and the need to advance climate action in transport. Your national government is already taking action by providing financial aid for EV purchases and investing in railway infrastructure to promote public transport.
- However, you anticipate that the Commission proposal will lead to increased electricity demand, requiring adjustments to your energy mix. Currently, your country, like Lithuania and Latvia, remains connected to the Russian-controlled electricity grid, leaving you highly vulnerable to blackouts and frequency instabilities. Additionally, you are concerned that Russia could leverage its control over the grid as a tool for economic coercion, posing a strategic risk not only to your country but also to the EU as a whole.
- To ensure a stable and secure energy transition, you are in favour of a later deadline to allow for necessary energy system adjustments. At the same time, you strongly support reaching a common and binding solution today, ensuring that all member states can move forward in a coordinated and sustainable manner.
- Your notes:

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Article 2

EV charging infrastructure

The Member States **aim to** provide a network of electric charging points for cars.

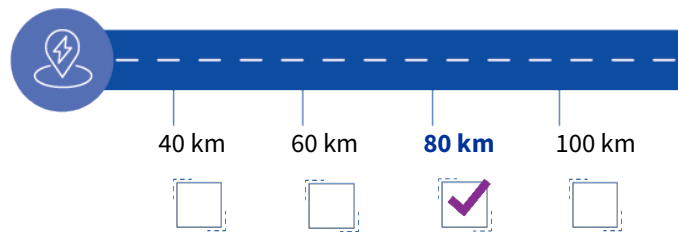
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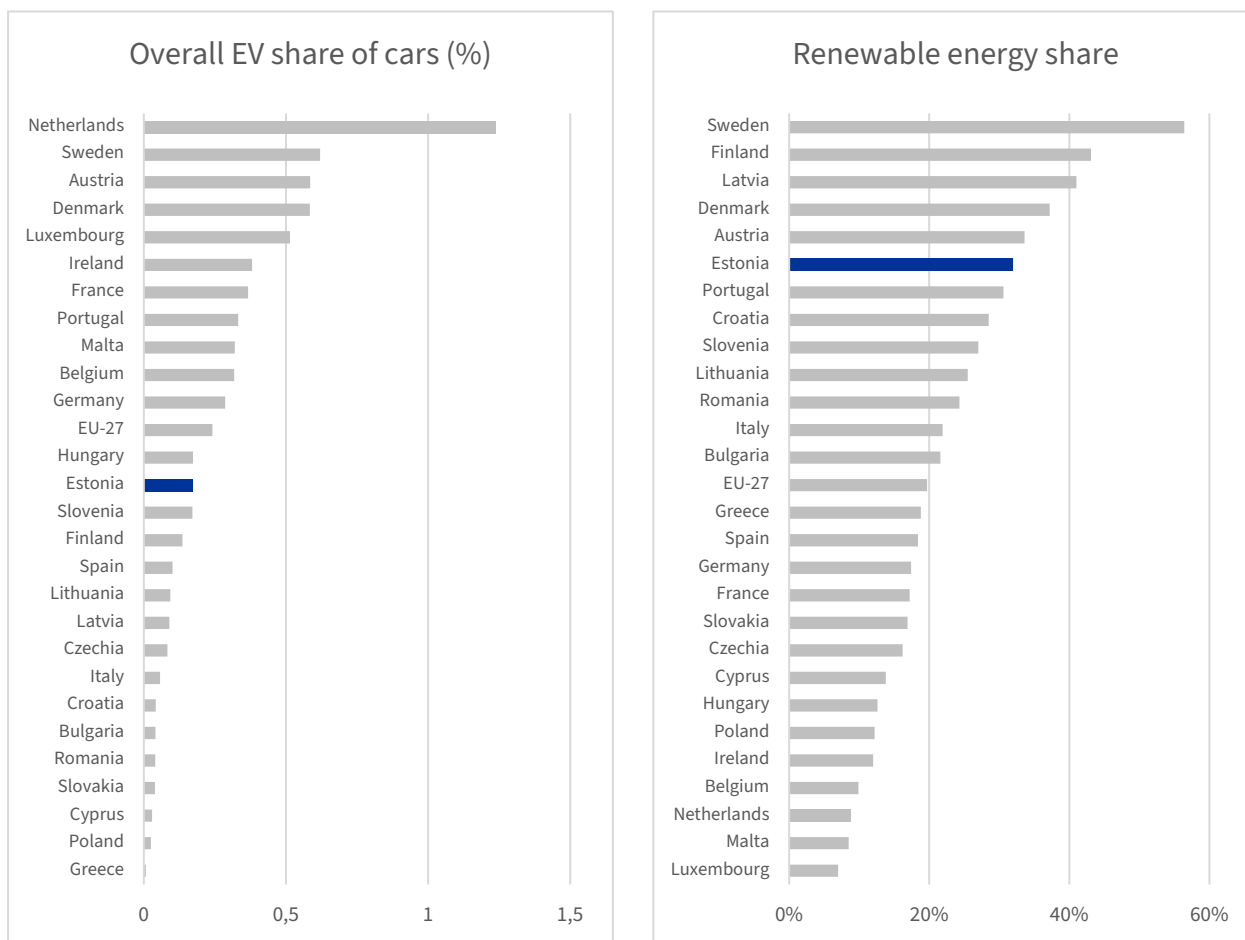


Your arguments

- Currently, your country lacks the financial resources to install additional charging stations. You would prefer greater distances between stations. Specifically, you believe that building a charging station every 60 km would be too costly.
- In countries with small populations and relatively few cars on the road, such as Estonia, the demand for EV charging is low. Therefore, a dense network of charging points is not justified, and making charging points mandatory could potentially lead to wasteful investments.
- Your notes:

Background information

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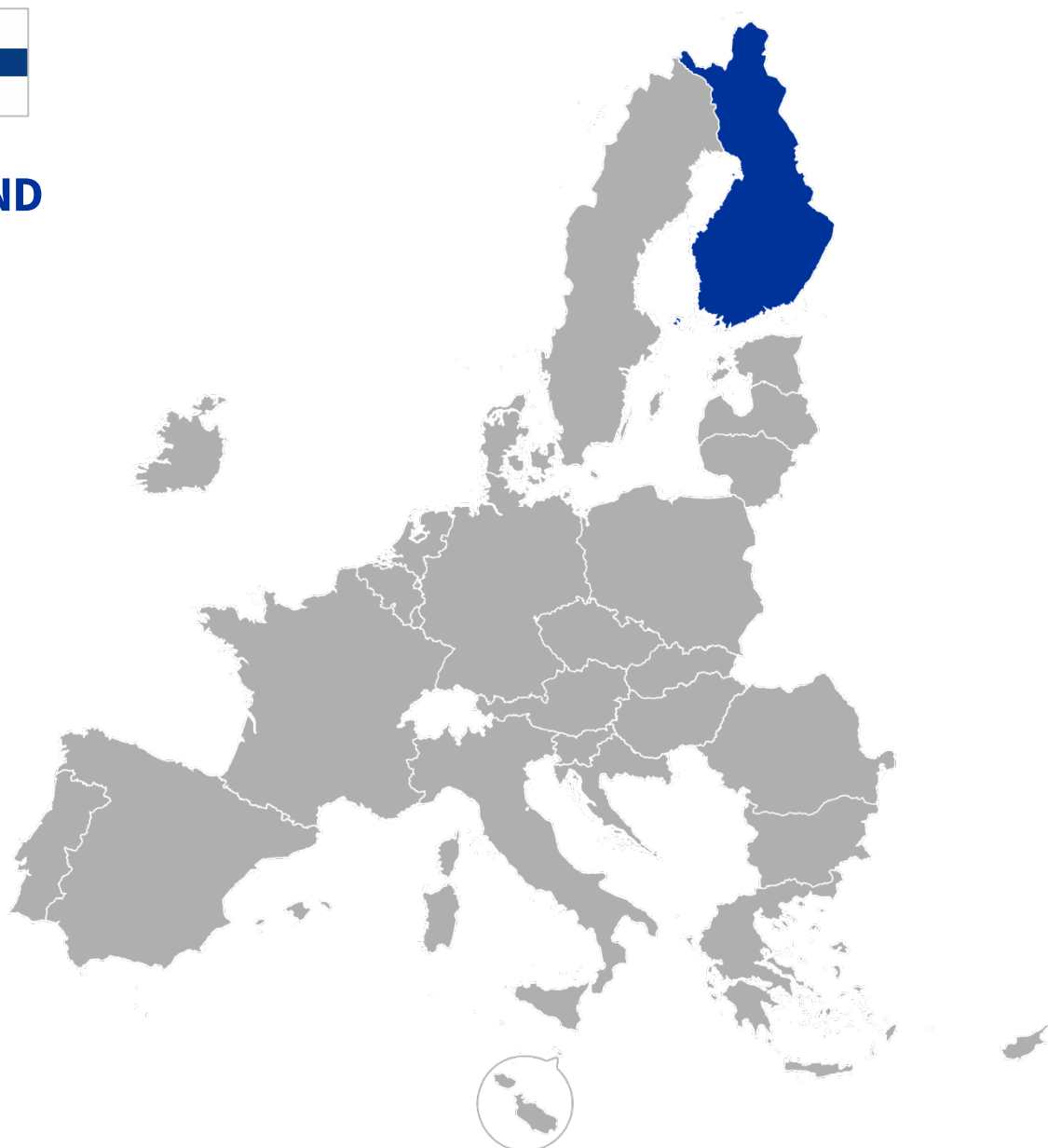
	European Union	Estonia
GDP per capita in EUR	30 440	20 960
Population density (persons per square km)	108.9	30.5
Unemployment rate	7.2%	6.9%
Greenhouse gas emissions (CO ₂ equivalents in tonnes per capita)	2 154	2 338
Greenhouse gas emission intensity of electricity generation (gCO ₂ e/kWh)	210	690
Share of renewable energy	19.7%	31.9%
Motorisation rate (cars per 1 000 inhabitants)	555	608
New passenger cars registered in 2019	10 949 740	19 295
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FINLAND



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■ Regulation for CO₂ emissions for passenger cars

Role profiles | **Standard version** | EN



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FINLAND

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Belgium					
Bulgaria					
Croatia					
Cyprus					
Czechia					
Denmark					
Estonia					
Finland	2030		aim to	60 km	100 km on low-traffic roads
France					
Germany					
Greece					
Hungary					
Ireland					

	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
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Latvia					
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2030

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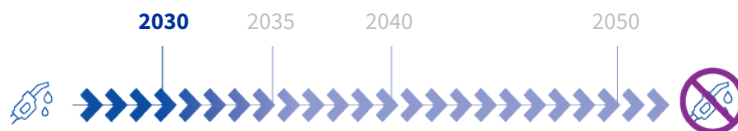


2050

...making it a priority to limit the economic burden on consumers and companies, allowing them the time they need to adapt and for the necessary infrastructure to be constructed.



Other
option



Your arguments

- Your country is a leader in climate action, and you are committed to upholding this role in these negotiations. Urgent collective action is needed to reduce transport sector emissions, and you bring valuable expertise to the table, having demonstrated effective solutions at home.
- For example, you introduced a voluntary Green Deal for the automotive sector, allowing Finnish car dealers and leasing companies to sign up and actively commit to ambitious, measurable CO₂ reduction targets.
- You support a more ambitious EU-wide phaseout as it aligns more closely with your national commitments. You also believe that transitioning to carbon-neutral energy production is achievable with the right approach.
- Your notes:

Article 2

EV charging infrastructure

The Member States **aim to** provide a network of electric charging points for cars.

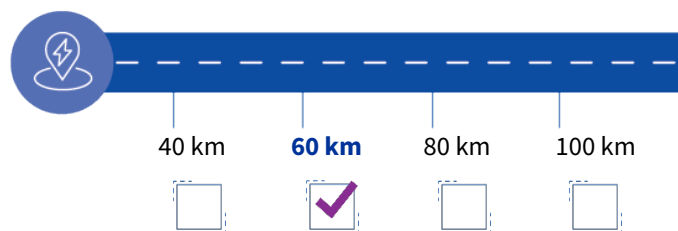
undertake to



aim to



Charging stations may not be more than **60 kilometres** apart (**with exceptions: 100 km on low-traffic roads**).

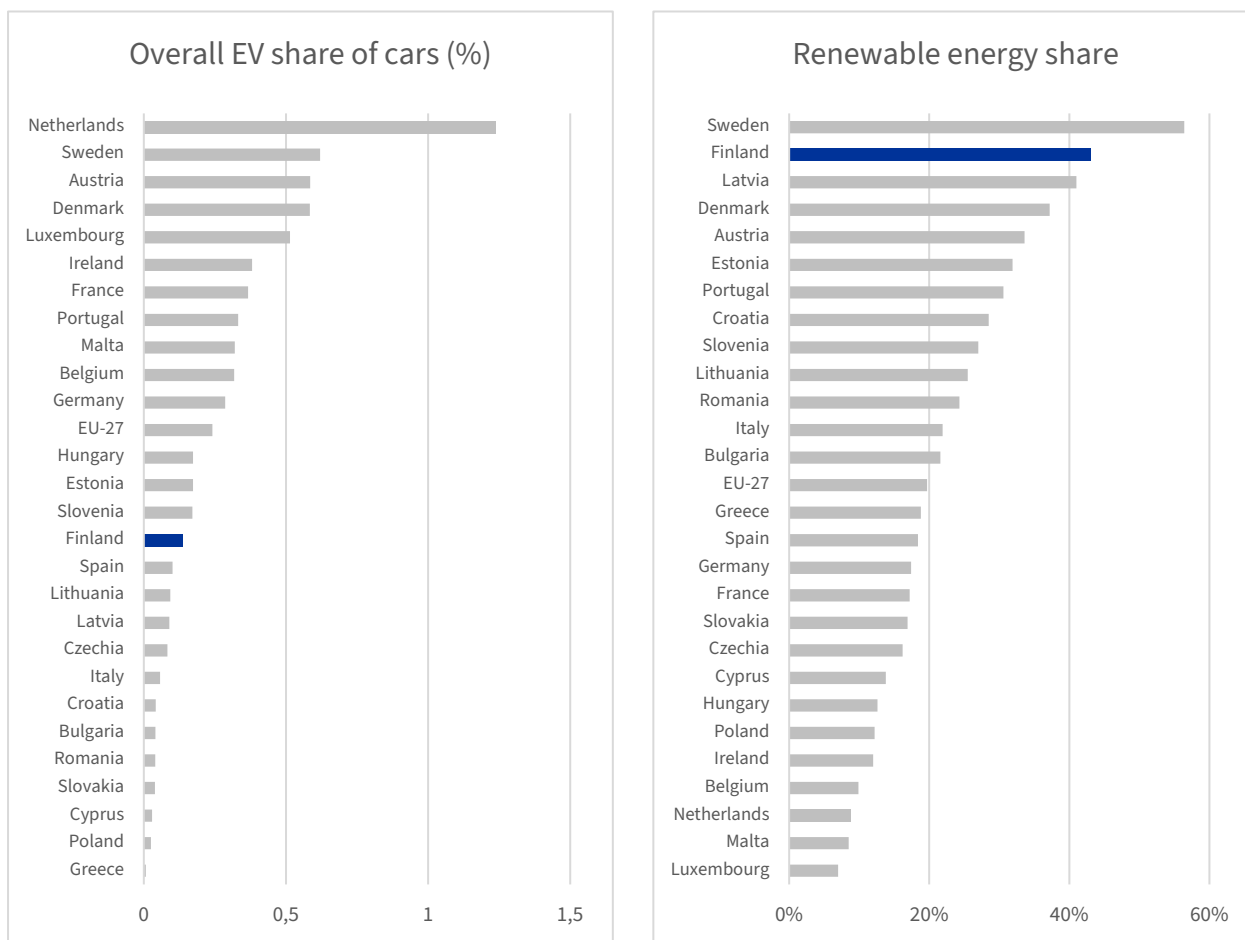


Your arguments

- In terms of fuel infrastructure, you need to ensure that the new objectives account for the particularities of Finland. In your sparsely populated northern areas, distances between villages are large, there is little traffic, and the profitability of charging stations is limited.
- Therefore, you can only commit to the Commission proposal if a 100 km exception rule is applied to roads with little traffic.
- The network of charging stations must ensure sufficient capacity based on actual traffic, not arbitrary distances.
- Your notes:

Background information

Please note: **The negotiations are taking place in 2021!**



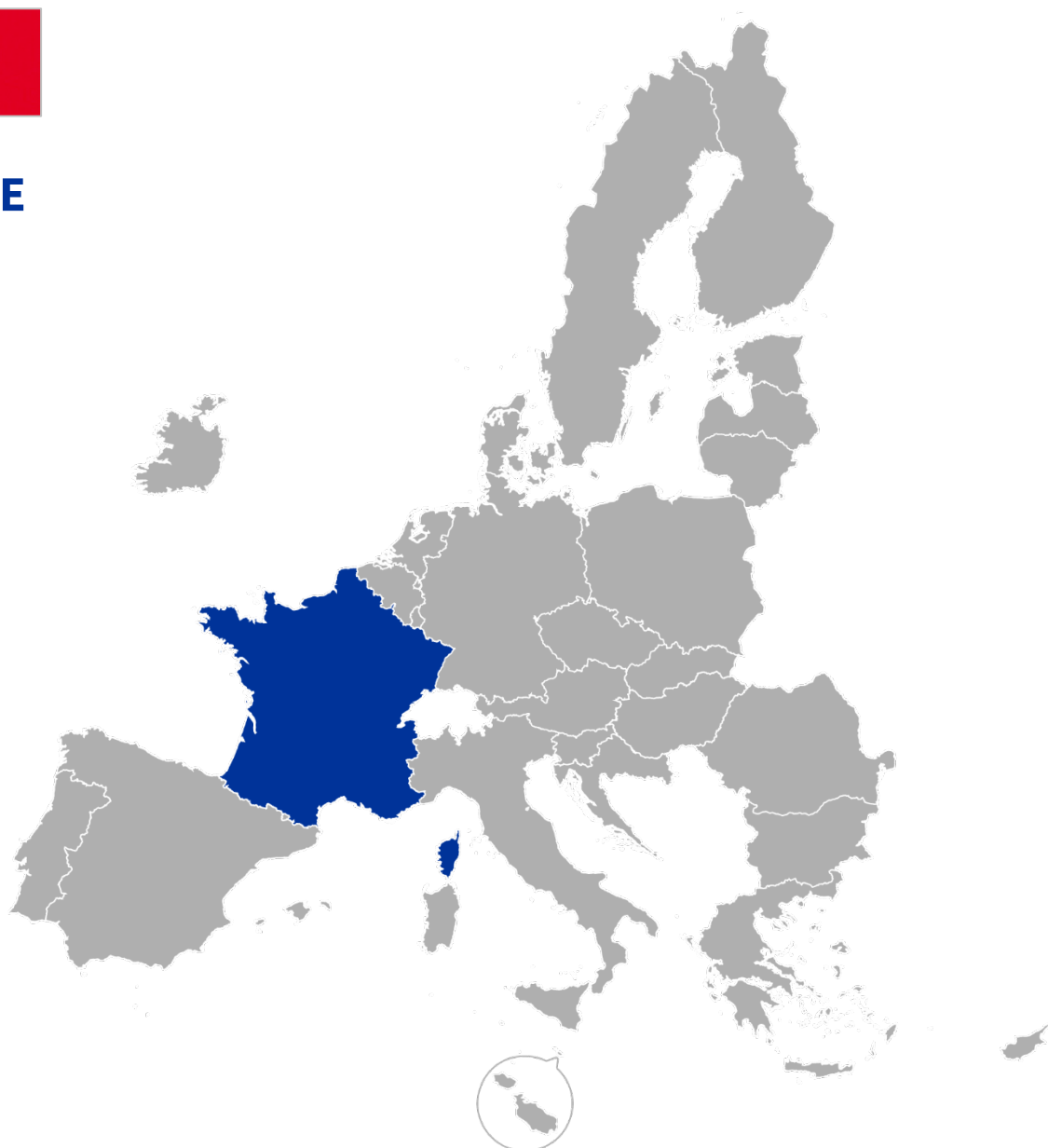
	European Union	Finland
GDP per capita in EUR	30 440	42 740
Population density (persons per square km)	108.9	18.1
Unemployment rate	7.2%	7.7%
Greenhouse gas emissions (CO ₂ equivalents in tonnes per capita)	2 154	2 476
Greenhouse gas emission intensity of electricity generation (gCO ₂ e/kWh)	210	40
Share of renewable energy	19.7%	43.1%
Motorisation rate (cars per 1 000 inhabitants)	555	652
New passenger cars registered in 2019	10 949 740	96 418
Share of new EVs registered in 2019	4.92%	4.4%

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FRANCE



MINISTER FOR A DAY: NEGOTIATING AT 27

■ Regulation for CO₂ emissions for passenger cars

Role profiles | **Standard version** | EN



Council of the
European Union

Proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

on the reduction of CO₂ emissions for new passenger cars
and the deployment of electric vehicle infrastructure

CONTEXT OF THE PROPOSAL

As a party to the Paris Agreement, the EU is committed to combatting climate change. In the European Climate Law, the EU made climate neutrality by 2050 legally binding. This requires a significant reduction in greenhouse gas (GHG) emissions, which the EU seeks to tackle through the European Green Deal, the major initiative of the 2019-2024 European Commission.

The transport sector is of the utmost importance for the success of the Green Deal. As of 2019, transport is responsible for a quarter of all GHG emissions in the EU. Passenger cars and motorcycles are the source of 60% of these emissions, which account for 20% of all EU emissions. Emissions reduction is notoriously difficult in the transport sector – emissions in road transport grew by 28% from 1990 to 2019.

Urgent action is needed to move towards a more sustainable passenger transport system, in which electric vehicles (EVs) play a central role. Despite the increased availability of electric vehicles in recent years, most passenger cars in the EU still rely on petrol and diesel for fuel. The European Commission proposal seeks to plug a key gap in the EU's efforts to fight climate change. It seeks to establish an end date for sales of new fossil-fuelled cars, and a minimum requirement for EV charging infrastructure.

Article 1

Reduction of emissions for new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU from the year 2035.

Article 2

Electric vehicle charging infrastructure

The Member States undertake to provide a network of electric charging points. Charging points may not be more than 60 kilometres apart.



FRANCE

Agenda

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With regard to Article 2, member states should aim to/undertake to install EV charging infrastructure no more than ____ km apart, because we are in favour of _____.

We are confident that we will find a workable compromise during today's meeting.

Thank you.



Note: The presented content is didactically prepared to ensure the flow of the game and the participants' learning experience. It does not necessarily represent real content or real political positions.

	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Austria					
Belgium					
Bulgaria					
Croatia					
Cyprus					
Czechia					
Denmark					
Estonia					
Finland					
France	2035		undertake to	60 km	
Germany					
Greece					
Hungary					
Ireland					

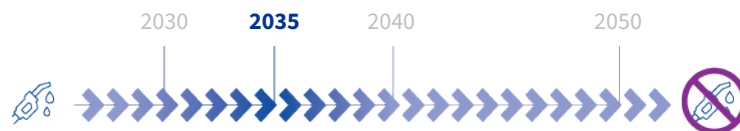
	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Italy					
Latvia					
Lithuania					
Luxembourg					
Malta					
The Netherlands					
Poland					
Portugal					
Romania					
Slovakia					
Slovenia					
Spain					
Sweden					
Commission	2035		undertake to	60 km	

Article 1

Emissions reduction in new passenger vehicles

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☐	2030	... greening new passenger cars on EU roads as quickly as possible.
☒	2035	...moving swiftly but allowing time for companies and consumers to adjust and for infrastructure to be constructed.
☐	2040	... ensuring enough time for consumers and companies to adjust and for the necessary infrastructure to be constructed.
☐	2050	...making it a priority to limit the economic burden on consumers and companies, allowing them the time they need to adapt and for the necessary infrastructure to be constructed.
☐	Other option	



Your arguments

- Your country is the second-largest emitter of greenhouse gases in the EU, as it is also the second-largest economy after Germany.
- EVs are no longer just a trend but the technology of the future. You see a market opportunity in this shift, and your national automotive industry is eager to become a leader in EV innovation. However, the industry has raised concerns about potential negative impacts on competitiveness and jobs if no EU-wide strategy on EVs is established.
- Therefore, you support the Commission proposal as you see it as a balanced approach - neither too ambitious nor too modest.
- Your main goal today is to find a common solution. If the proposal is adopted, it will send a strong and clear signal to all European automotive manufacturers, providing predictability and stability for the industry.
- Your notes:

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Article 2

EV charging infrastructure

The Member States **undertake to** provide a network of electric charging points for cars.

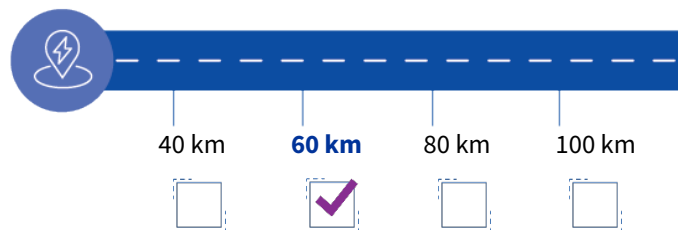
undertake to



aim to



Charging stations may not be more than **60 kilometres** apart.

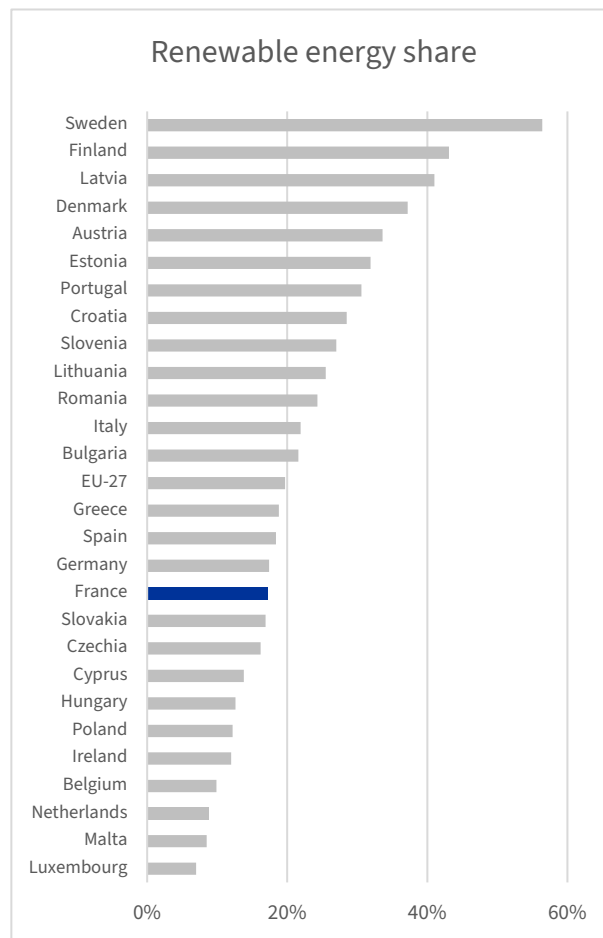
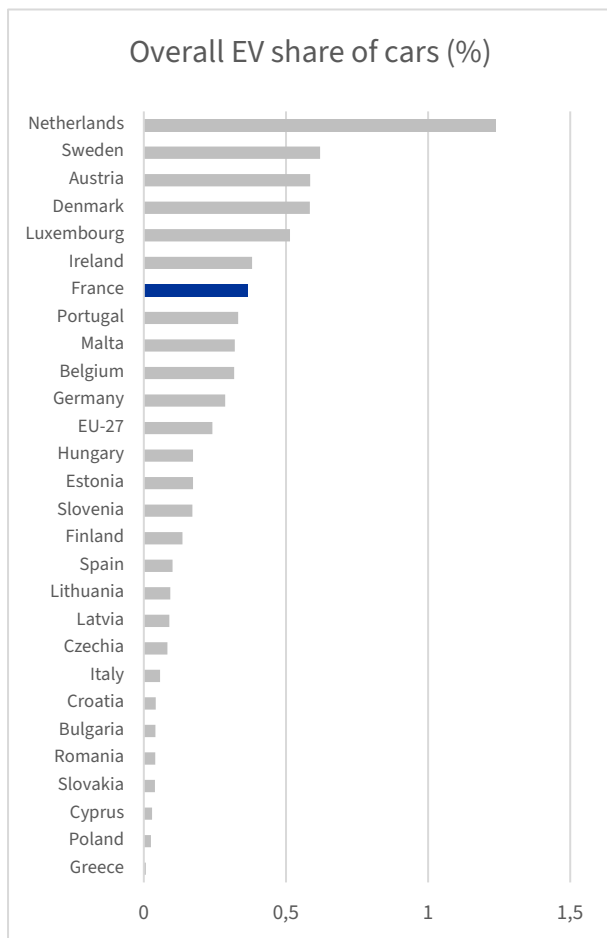


Your arguments

- Your country has already made good progress in the take-up of electric vehicles and charging points, which is why you have ambitious goals for charging infrastructure.
- You believe that the network should be dense and user-friendly to support this transition.
- You are concerned that too much regulation at EU level could conflict with your national climate ambitions.
- Your notes:

Background information

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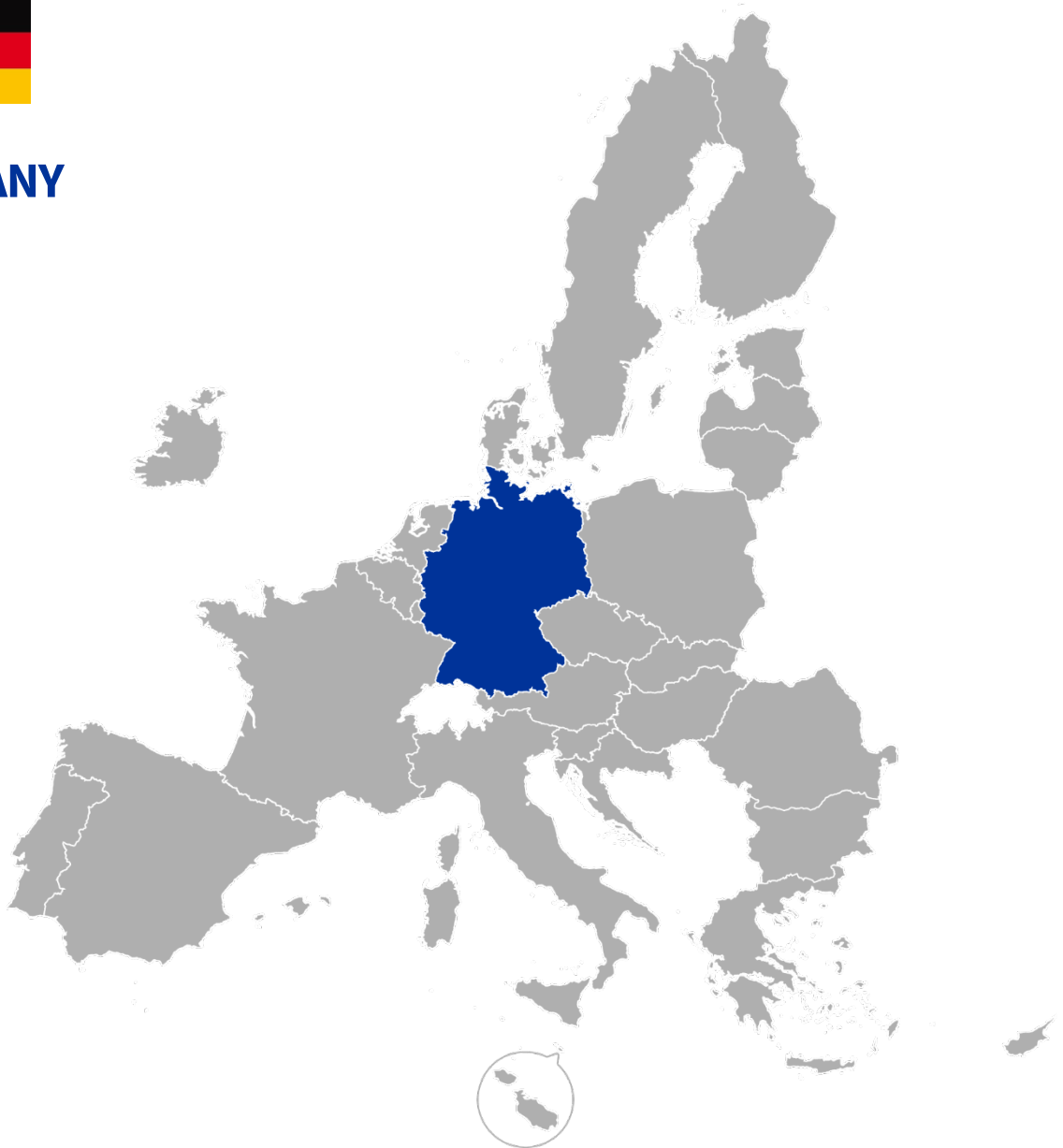
	European Union	France
GDP per capita in EUR	30 440	34 280
Population density (persons per square km)	108.9	106.3
Unemployment rate	7.2%	8%
Greenhouse gas emissions (CO ₂ equivalents in tonnes per capita)	2 154	1 745
Greenhouse gas emission intensity of electricity generation (gCO ₂ e/kWh)	210	50
Share of renewable energy	19.7%	17.2%
Motorisation rate (cars per 1 000 inhabitants)	555	568
New passenger cars registered in 2019	10 949 740	1 631 045
Share of new EVs registered in 2019	4.92%	6.9%

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GERMANY



MINISTER FOR A DAY: NEGOTIATING AT 27

■ Regulation for CO₂ emissions for passenger cars

Role profiles | **Standard version** | EN



Council of the
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Proposal for a

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	Article 1		Article 2		
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Austria					
Belgium					
Bulgaria					
Croatia					
Cyprus					
Czechia					
Denmark					
Estonia					
Finland					
France					
Germany	2035		undertake to	60 km	
Greece					
Hungary					
Ireland					

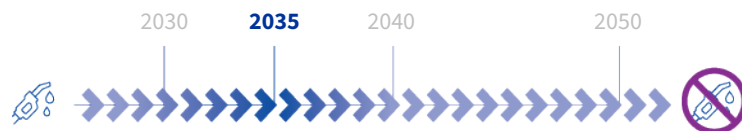
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Latvia					
Lithuania					
Luxembourg					
Malta					
The Netherlands					
Poland					
Portugal					
Romania					
Slovakia					
Slovenia					
Spain					
Sweden					
Commission	2035		undertake to	60 km	

Article 1

Emissions reduction in new passenger vehicles

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☐	2030	... greening new passenger cars on EU roads as quickly as possible.
☒	2035	...moving swiftly but allowing time for companies and consumers to adjust and for infrastructure to be constructed.
☐	2040	... ensuring enough time for consumers and companies to adjust and for the necessary infrastructure to be constructed.
☐	2050	...making it a priority to limit the economic burden on consumers and companies, allowing them the time they need to adapt and for the necessary infrastructure to be constructed.
☐	Other option	



Your arguments

- Your country is the largest emitter of greenhouse gases in the EU, as it is also the largest economy. For the stability of the European Union and its common market, it is always beneficial when the biggest economies, such as Germany and France, are doing well economically. Therefore, you fully support the Commission proposal on EVs, as it provides your industry with sufficient time to adapt while keeping a final phaseout in sight.
- The automotive industry is a key sector for Germany, both in terms of jobs and exports. Therefore, developing the market for EVs is a high priority for your country.
- Even today, at manufacturer level, the strategy is clearly shifting toward electrification. However, many jobs in the supply chain still depend on vehicles powered by petrol and diesel. Therefore, you want to ensure that any agreements reached do not create unmanageable social and economic costs or undermine the competitiveness of your key industries.
- Your notes:

Article 2

EV charging infrastructure

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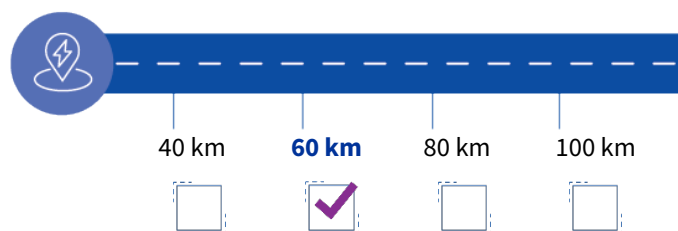
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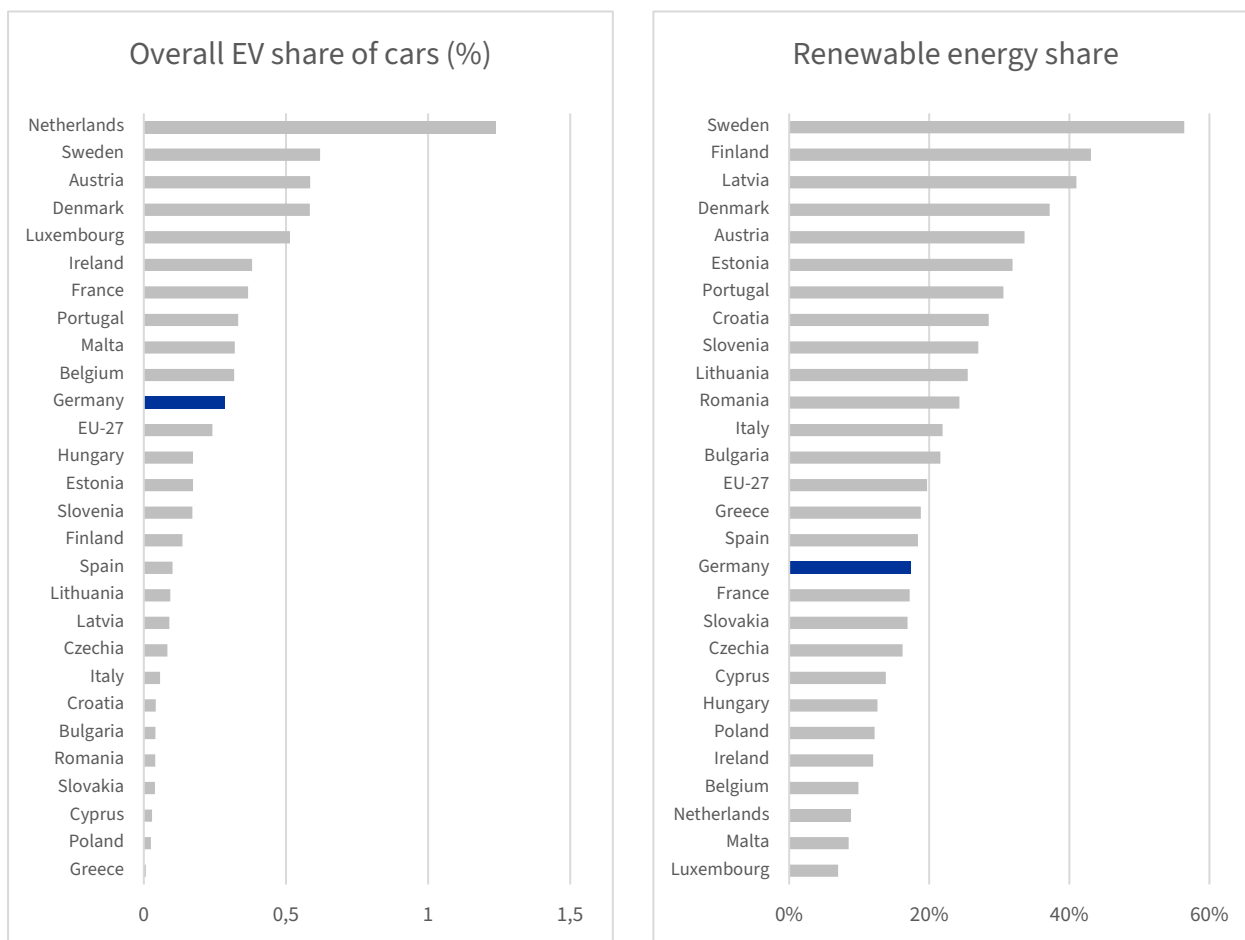


Your arguments

- Germany has high ambitions for fuel infrastructure, having invested significantly in charging and refuelling stations, with its industry partly leading the way in electric mobility.
- Therefore, you support the Commission proposal and strongly advocate for a firm EU-wide commitment.
- A user-friendly and dense network of charging stations is key to truly leading the way towards green transport.
- Your notes:

Background information

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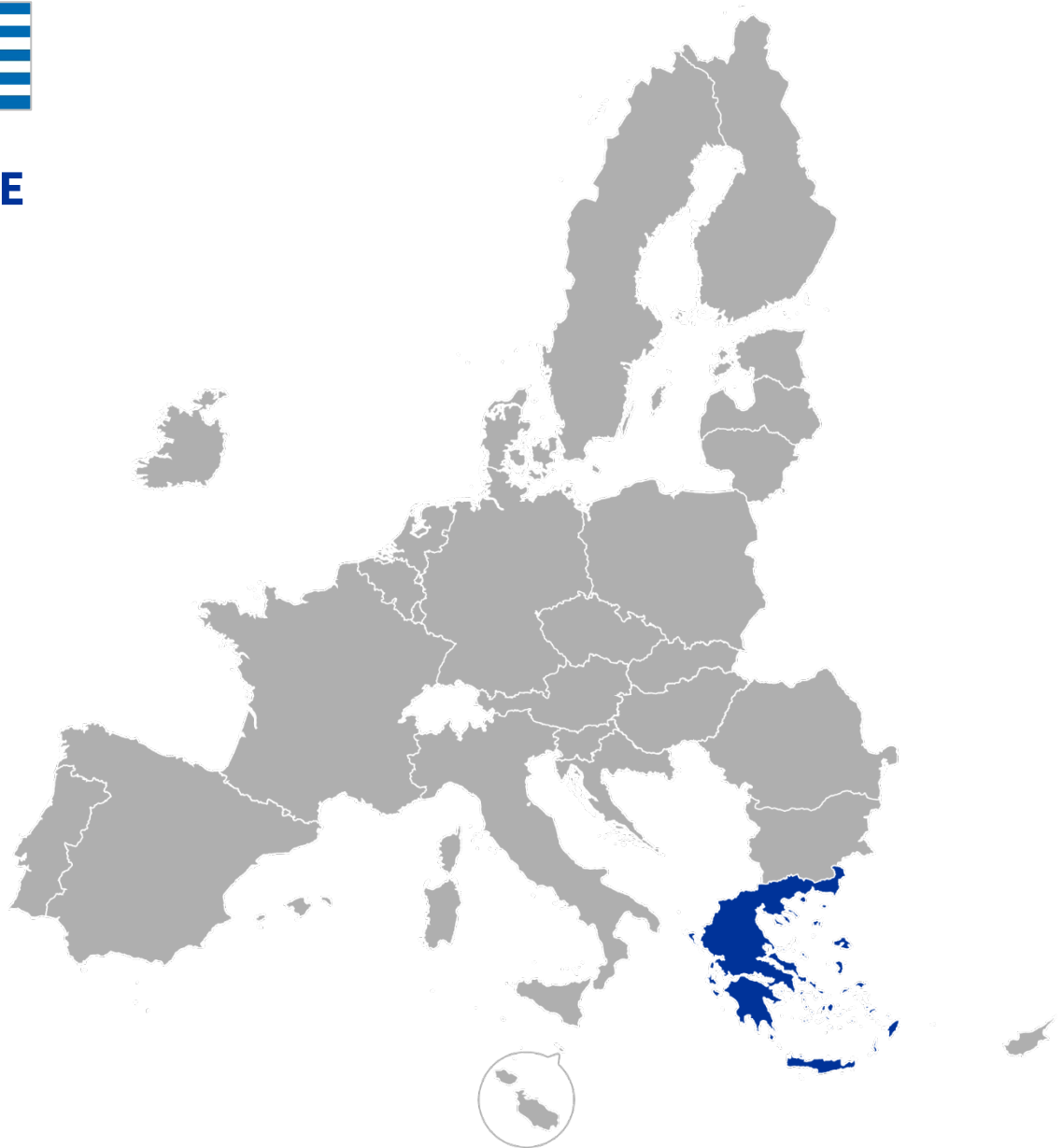
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GREECE



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Belgium					
Bulgaria					
Croatia					
Cyprus					
Czechia					
Denmark					
Estonia					
Finland					
France					
Germany					
Greece	2030		aim to	80 km	
Hungary					
Ireland					

	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Italy					
Latvia					
Lithuania					
Luxembourg					
Malta					
The Netherlands					
Poland					
Portugal					
Romania					
Slovakia					
Slovenia					
Spain					
Sweden					
Commission	2035		undertake to	60 km	

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2030

... greening new passenger cars on EU roads as quickly as possible.



2035

...moving swiftly but allowing time for companies and consumers to adjust and for infrastructure to be constructed.



2040

... ensuring enough time for consumers and companies to adjust and for the necessary infrastructure to be constructed.

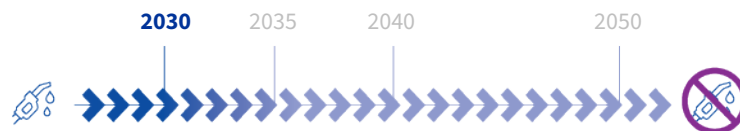


2050

...making it a priority to limit the economic burden on consumers and companies, allowing them the time they need to adapt and for the necessary infrastructure to be constructed.



Other
option



Your arguments

- Climate change is already having a tangible impact on your country's weather, landscape, and biodiversity. With a vast 15 000 km coastline, rising sea levels and extreme weather pose significant risks to both your people and your tourism industry.
- As a result, climate action is a top priority for your country. Currently, your government is preparing a climate law that will serve as Greece's roadmap to achieving carbon neutrality across all sectors by 2050. This law also mandates that all new vehicles must be zero-emission by 2030.
- You support a more ambitious EU-wide phaseout as it aligns more closely with your national commitments. You also believe that transitioning to carbon-neutral energy production is achievable with the right approach.
- Your notes:

Article 2

EV charging infrastructure

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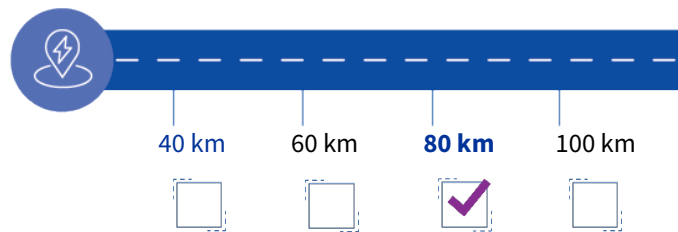
undertake to



aim to



Charging stations may not be more than **80 kilometres** apart.

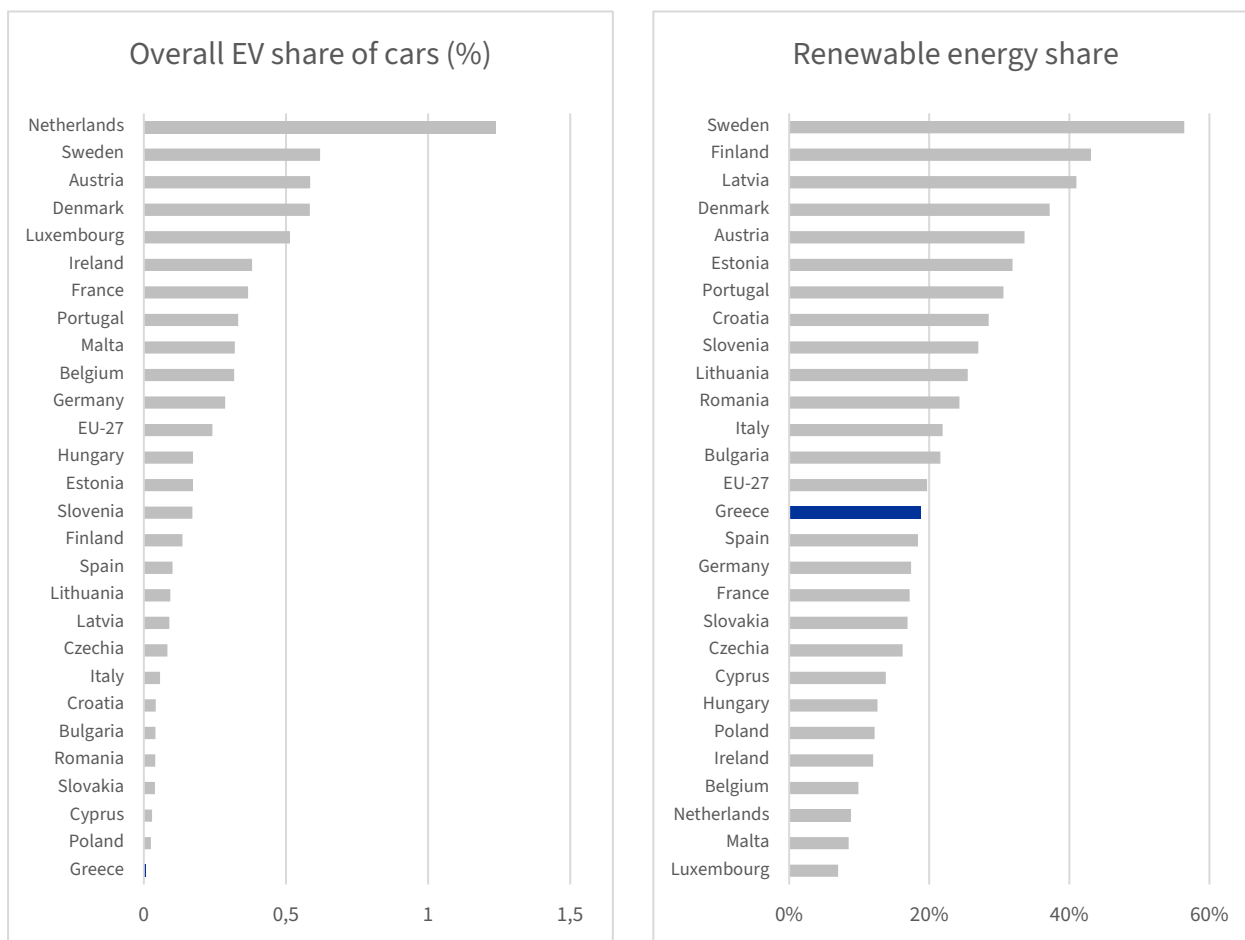


Your arguments

- Each EU member state has a unique road network, influenced by population density and geographic factors, making a one-size-fits-all regulation impractical.
- In Greece, vast rural areas and islands have low vehicle concentrations, meaning that EV charging points would be underused in certain locations. A strict 60 km requirement is neither necessary nor efficient.
- Additionally, you are concerned about the financial burden of the required investment, which could negatively impact the economy. Therefore, you request flexibility in setting national targets to balance sustainability with economic and business interests.
- Your notes:

Background information

Please note: **The negotiations are taking place in 2021!**



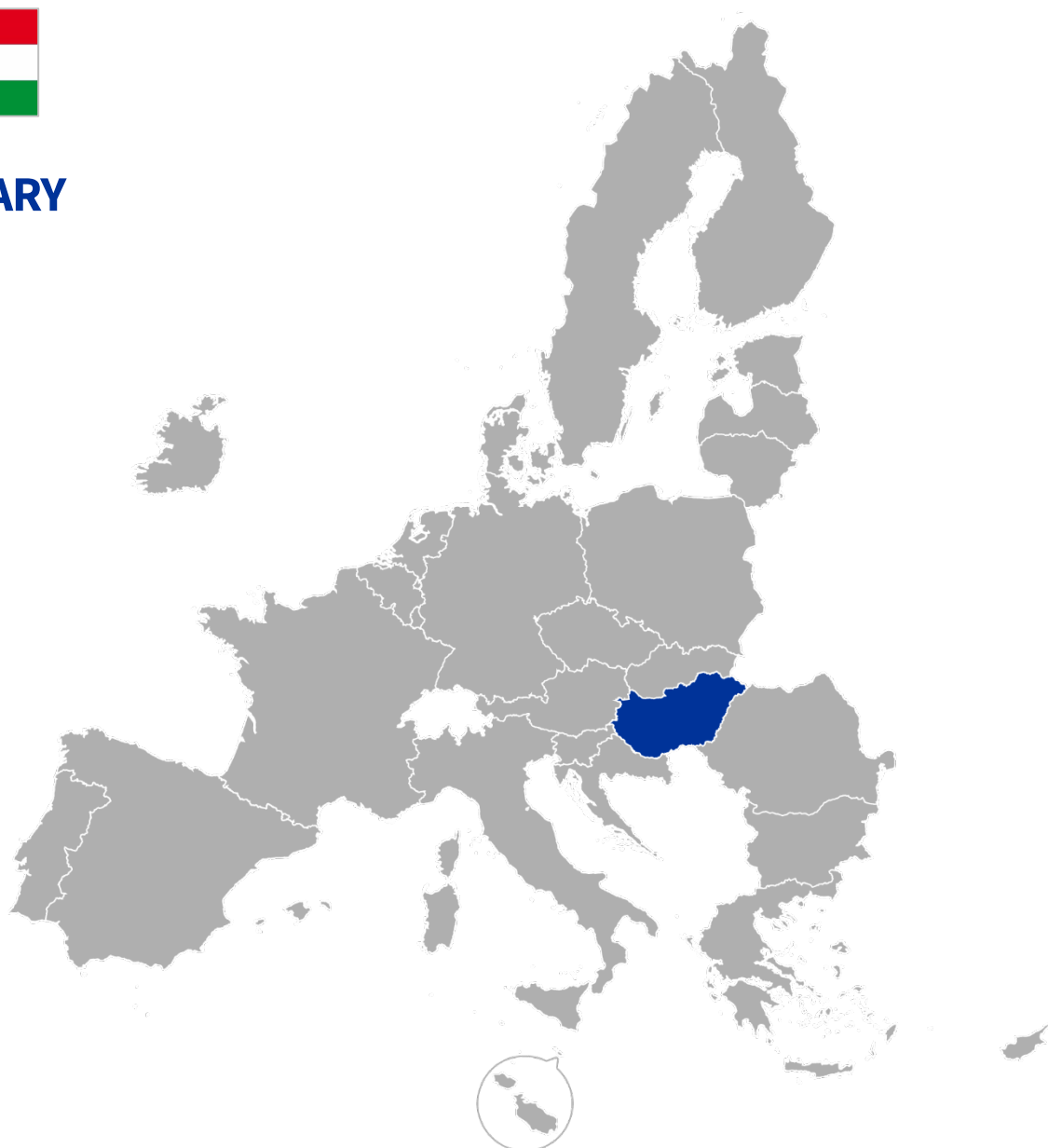
	European Union	Greece
GDP per capita in EUR	30 440	15 660
Population density (persons per square km)	108.9	82.4
Unemployment rate	7.2%	17.6%
Greenhouse gas emissions (CO ₂ equivalents in tonnes per capita)	2 154	2 329
Greenhouse gas emission intensity of electricity generation (gCO ₂ e/kWh)	210	258
Share of renewable energy	19.7%	18.8%
Motorisation rate (cars per 1 000 inhabitants)	555	514
New passenger cars registered in 2019	10 949 740	79 597
Share of new EVs registered in 2019	4.92%	0.9%

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HUNGARY



MINISTER FOR A DAY: NEGOTIATING AT 27

■ Regulation for CO₂ emissions for passenger cars

Role profiles | **Standard version** | EN



Council of the
European Union

Proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

on the reduction of CO₂ emissions for new passenger cars
and the deployment of electric vehicle infrastructure

CONTEXT OF THE PROPOSAL

As a party to the Paris Agreement, the EU is committed to combatting climate change. In the European Climate Law, the EU made climate neutrality by 2050 legally binding. This requires a significant reduction in greenhouse gas (GHG) emissions, which the EU seeks to tackle through the European Green Deal, the major initiative of the 2019-2024 European Commission.

The transport sector is of the utmost importance for the success of the Green Deal. As of 2019, transport is responsible for a quarter of all GHG emissions in the EU. Passenger cars and motorcycles are the source of 60% of these emissions, which account for 20% of all EU emissions. Emissions reduction is notoriously difficult in the transport sector – emissions in road transport grew by 28% from 1990 to 2019.

Urgent action is needed to move towards a more sustainable passenger transport system, in which electric vehicles (EVs) play a central role. Despite the increased availability of electric vehicles in recent years, most passenger cars in the EU still rely on petrol and diesel for fuel. The European Commission proposal seeks to plug a key gap in the EU's efforts to fight climate change. It seeks to establish an end date for sales of new fossil-fuelled cars, and a minimum requirement for EV charging infrastructure.

Article 1

Reduction of emissions for new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU from the year 2035.

Article 2

Electric vehicle charging infrastructure

The Member States undertake to provide a network of electric charging points. Charging points may not be more than 60 kilometres apart.



HUNGARY

Agenda

It is 2021, and on the Transport, Telecommunications and Energy Council's agenda today is the Commission's proposal for a new regulation on greening new passenger cars on EU roads.

You will discuss the draft with the representatives of the other member states, aiming to reach a compromise.



Your primary objective

To agree on a common position of the Council that reflects your interests. You can also consider supporting a compromise option that partly reflects your interests.

Your task

1. Carefully **read your group information**, which sets out your interests and positions.
2. Some of **your arguments** align with the positions of countries such as **Croatia, Cyprus and Poland**. Talk to them to see whether you can cooperate to defend your possible common interests.
3. Prepare an **opening statement** (maximum 1 minute) for the first round of official negotiations. State your position on Articles 1 and 2. The script in the textbox on the left may help you.
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7. It is ultimately **your decision as to how to vote**. Be aware that when it comes to the final vote on a compromise proposal, you need to decide whether you prefer a compromise with which you may not be 100% satisfied or no result.

Madam/Mr President, Commissioner, colleagues,

I would first of all like to thank the Commission for its proposal and the Presidency for including this issue on today's agenda.

In advance of today's meeting, we had fruitful discussions with _____, and we agreed on a common position.

We think it is necessary to revise the targets set out in Article 1 of the regulation. We argue for an early/late phase-out of the registration of non-electric vehicles starting by the year ____, because _____

With regard to Article 2, member states should aim to/undertake to install EV charging infrastructure no more than ____ km apart, because we are in favour of _____.

We are confident that we will find a workable compromise during today's meeting.

Thank you.

Note: The presented content is didactically prepared to ensure the flow of the game and the participants' learning experience. It does not necessarily represent real content or real political positions.

	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Austria					
Belgium					
Bulgaria					
Croatia					
Cyprus					
Czechia					
Denmark					
Estonia					
Finland					
France					
Germany					
Greece					
Hungary	2040		aim to	100 km	
Ireland					

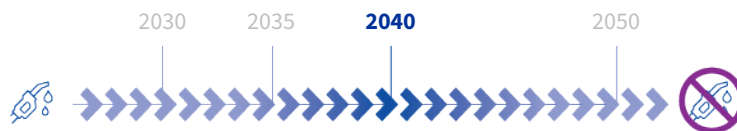
	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Italy					
Latvia					
Lithuania					
Luxembourg					
Malta					
The Netherlands					
Poland					
Portugal					
Romania					
Slovakia					
Slovenia					
Spain					
Sweden					
Commission	2035		undertake to	60 km	

Article 1

Emissions reduction in new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU starting from the year ...

☐	2030	... greening new passenger cars on EU roads as quickly as possible.
☐	2035	...moving swiftly but allowing time for companies and consumers to adjust and for infrastructure to be constructed.
☒	2040	... ensuring enough time for consumers and companies to adjust and for the necessary infrastructure to be constructed.
☐	2050	...making it a priority to limit the economic burden on consumers and companies, allowing them the time they need to adapt and for the necessary infrastructure to be constructed.
☐	Other option	



Your arguments

- Since 2005, your country has reduced emissions at a slower pace than the EU average. In the transport sector, emissions even increased by over 19% between 2005 and 2019 in Hungary. However, you believe that a wider take-up of electric mobility will create opportunities for significant reductions in the future.
- While you understand the Commission's rationale, you do not see this proposal as a top priority at this stage. Instead, you view it as primarily benefiting Germany and France, whose car companies will profit from increased production and export of EVs.
- You call on the European Union to provide concrete financial support for investments, particularly in sustainable energy infrastructure in Hungary, as the current proposal would disproportionately impact your economy. If the EU is unwilling to offer additional funding, you believe that it would be more reasonable to postpone negotiations rather than move forward without adequate reassurances.
- Your notes:

Article 2

EV charging infrastructure

The Member States **aim to** provide a network of electric charging points for cars.

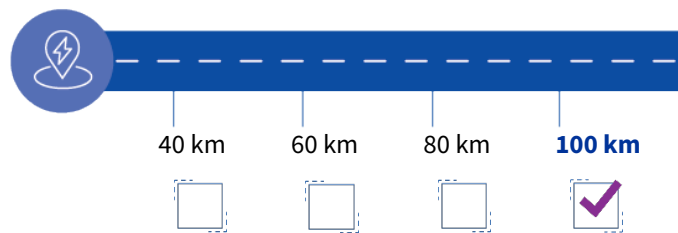
undertake to



aim to



Charging stations may not be more than **100 kilometres** apart.

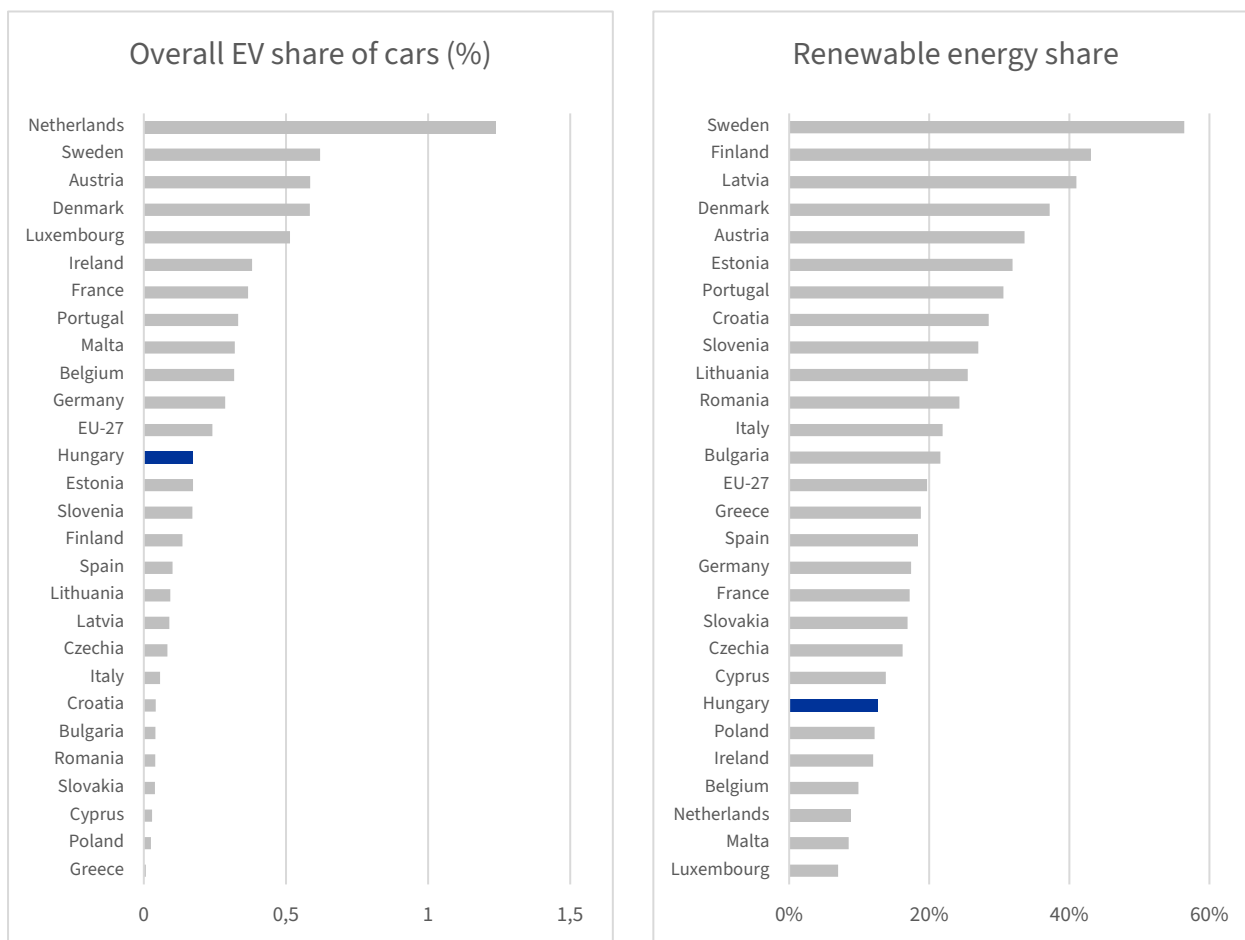


Your arguments

- You do not see an urgent need to rapidly build a comprehensive network of charging points.
- The Commission proposal could impose unnecessary administrative burdens on businesses and local governments, which would be responsible for developing the infrastructure. This bureaucratic overreach may slow down, rather than accelerate, EV take-up.
- You believe that the market will naturally address demand. Where there is a need for charging stations, private investors will step in and fund the necessary infrastructure. As a compromise, you could agree to aim for a 100 km distance between charging points.
- Your notes:

Background information

Please note: **The negotiations are taking place in 2021!**



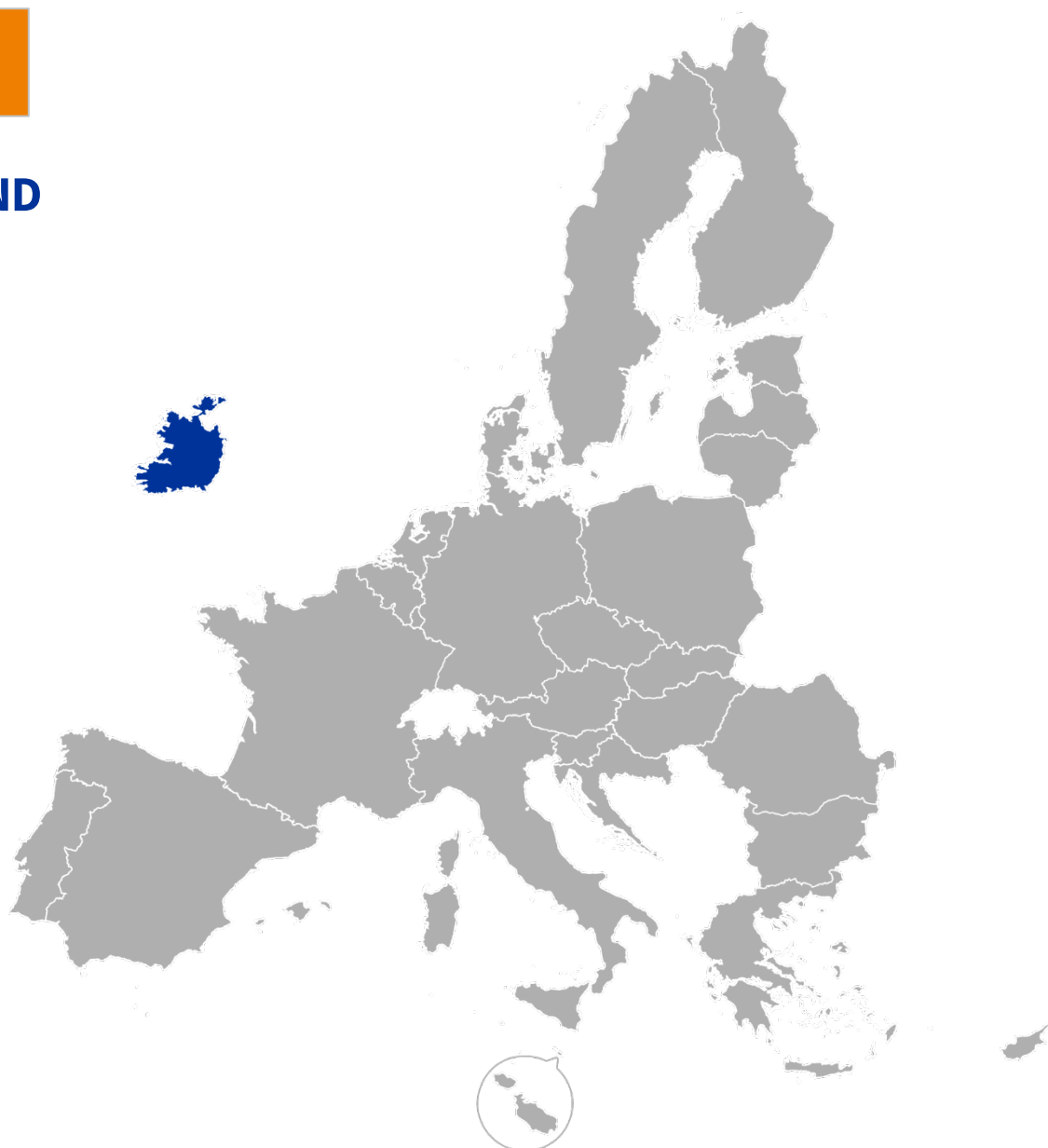
	European Union	Hungary
GDP per capita in EUR	30 440	14 370
Population density (persons per square km)	108.9	107.1
Unemployment rate	7.2%	4.1%
Greenhouse gas emissions (CO ₂ equivalents in tonnes per capita)	2 154	1 899
Greenhouse gas emission intensity of electricity generation (gCO ₂ e/kWh)	210	154
Share of renewable energy	19.7%	12.6%
Motorisation rate (cars per 1 000 inhabitants)	555	406
New passenger cars registered in 2019	10 949 740	128 196
Share of new EVs registered in 2019	4.92%	2.4%

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IRELAND



MINISTER FOR A DAY: NEGOTIATING AT 27

■ Regulation for CO₂ emissions for passenger cars

Role profiles | **Standard version** | EN



**Council of the
European Union**

Proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

on the reduction of CO₂ emissions for new passenger cars
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CONTEXT OF THE PROPOSAL

As a party to the Paris Agreement, the EU is committed to combatting climate change. In the European Climate Law, the EU made climate neutrality by 2050 legally binding. This requires a significant reduction in greenhouse gas (GHG) emissions, which the EU seeks to tackle through the European Green Deal, the major initiative of the 2019-2024 European Commission.

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Urgent action is needed to move towards a more sustainable passenger transport system, in which electric vehicles (EVs) play a central role. Despite the increased availability of electric vehicles in recent years, most passenger cars in the EU still rely on petrol and diesel for fuel. The European Commission proposal seeks to plug a key gap in the EU's efforts to fight climate change. It seeks to establish an end date for sales of new fossil-fuelled cars, and a minimum requirement for EV charging infrastructure.

Article 1

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Article 2

Electric vehicle charging infrastructure

The Member States undertake to provide a network of electric charging points. Charging points may not be more than 60 kilometres apart.



IRELAND

Agenda

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We think it is necessary to revise the targets set out in Article 1 of the regulation. We argue for an early/late phase-out of the registration of non-electric vehicles starting by the year ____, because _____

With regard to Article 2, member states should aim to/undertake to install EV charging infrastructure no more than ____ km apart, because we are in favour of _____.

We are confident that we will find a workable compromise during today's meeting.

Thank you.



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	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Austria					
Belgium					
Bulgaria					
Croatia					
Cyprus					
Czechia					
Denmark					
Estonia					
Finland					
France					
Germany					
Greece					
Hungary					
Ireland	2030		undertake to	60 km	

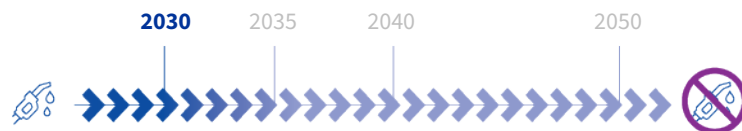
	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Italy					
Latvia					
Lithuania					
Luxembourg					
Malta					
The Netherlands					
Poland					
Portugal					
Romania					
Slovakia					
Slovenia					
Spain					
Sweden					
Commission	2035		undertake to	60 km	

Article 1

Emissions reduction in new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU starting from the year ...

☒	2030	... greening new passenger cars on EU roads as quickly as possible.
☐	2035	...moving swiftly but allowing time for companies and consumers to adjust and for infrastructure to be constructed.
☐	2040	... ensuring enough time for consumers and companies to adjust and for the necessary infrastructure to be constructed.
☐	2050	...making it a priority to limit the economic burden on consumers and companies, allowing them the time they need to adapt and for the necessary infrastructure to be constructed.
☐	Other option	



Your arguments

- Your country is currently ramping up its national efforts to reduce emissions, including expanding sustainable mobility options, reducing reliance on fossil fuels, and accelerating the electrification of new passenger cars on your roads.
- Setting a clear and early phaseout goal for fossil-fuelled vehicles will provide certainty for electric vehicle manufacturers, ensuring that demand for EVs will soon increase across the EU. This will encourage investment, innovation, and a faster transition to sustainable transport.
- By taking bold action, the EU can establish itself as a global leader in innovation and technology — an essential step, as Chinese car manufacturers are already making efforts to enter and dominate the European market.
- You believe that large-scale behavioural change is possible, and that new mobility can contribute to a cleaner, safer, and more sustainable transport system for all.
- Your notes:

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Article 2

EV charging infrastructure

The Member States **undertake to** provide a network of electric charging points for cars.

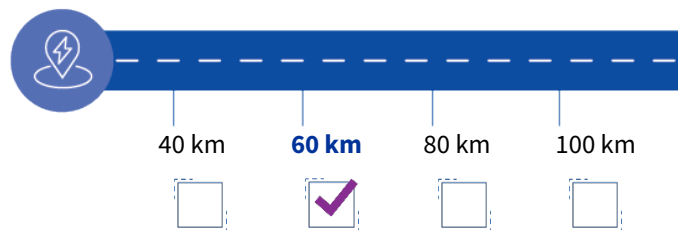
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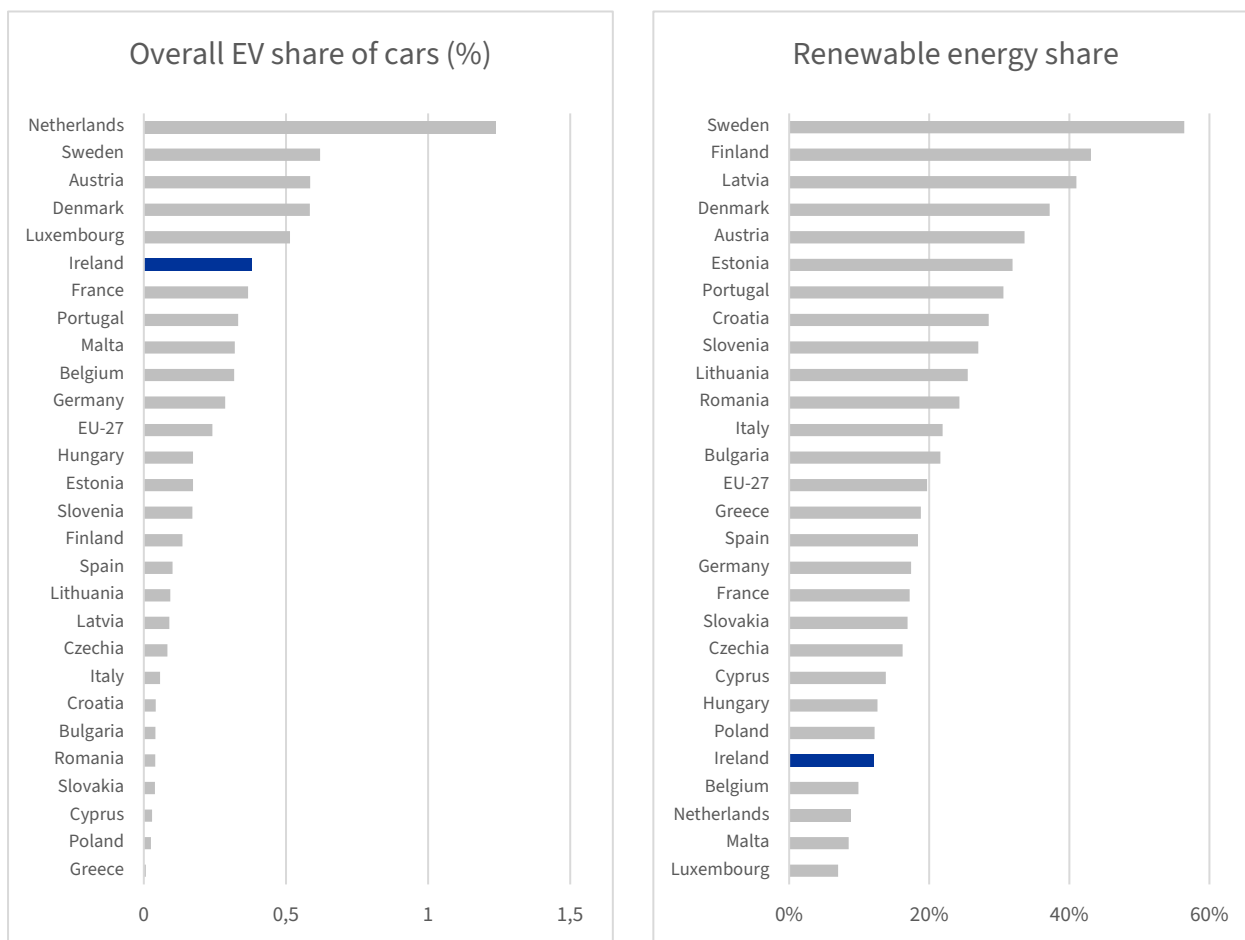


Your arguments

- You have high ambitions for charging infrastructure and have already made significant investments in charging stations.
- A widespread network, covering both urban and rural areas, ensures that EV charging is accessible to a broader population, particularly in underserved regions where private stations may be limited.
- You prefer reasonably short distances between charging points to improve accessibility for users. This prevents drivers from having to travel extra kilometres just to find a charging station.
- Your notes:

Background information

Please note: **The negotiations are taking place in 2021!**



	European Union	Ireland
GDP per capita in EUR	30 440	75 920
Population density (persons per square km)	108.9	71.9
Unemployment rate	7.2%	5.9%
Greenhouse gas emissions (CO ₂ equivalents in tonnes per capita)	2 154	3 688
Greenhouse gas emission intensity of electricity generation (gCO ₂ e/kWh)	210	260
Share of renewable energy	19.7%	12.0%
Motorisation rate (cars per 1 000 inhabitants)	555	452
New passenger cars registered in 2019	10 949 740	92 393
Share of new EVs registered in 2019	4.92%	4.4%

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ITALY



MINISTER FOR A DAY: NEGOTIATING AT 27

■ Regulation for CO₂ emissions for passenger cars

Role profiles | **Standard version** | EN



Council of the
European Union

Proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

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Article 1

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Article 2

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Agenda

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With regard to Article 2, member states should aim to/undertake to install EV charging infrastructure no more than ____ km apart, because we are in favour of _____.

We are confident that we will find a workable compromise during today's meeting.

Thank you.



	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Austria					
Belgium					
Bulgaria					
Croatia					
Cyprus					
Czechia					
Denmark					
Estonia					
Finland					
France					
Germany					
Greece					
Hungary					
Ireland					

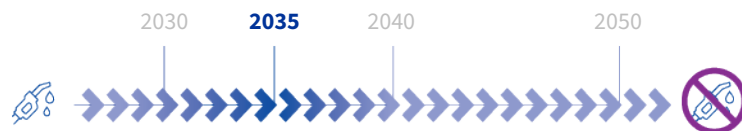
	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Italy	2035	excluding small-volume manufacturers	undertake to	60 km	
Latvia					
Lithuania					
Luxembourg					
Malta					
The Netherlands					
Poland					
Portugal					
Romania					
Slovakia					
Slovenia					
Spain					
Sweden					
Commission	2035		undertake to	60 km	

Article 1

Emissions reduction in new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU starting from the year ...

☐	2030	... greening new passenger cars on EU roads as quickly as possible.
☐	2035	...moving swiftly but allowing time for companies and consumers to adjust and for infrastructure to be constructed.
☐	2040	... ensuring enough time for consumers and companies to adjust and for the necessary infrastructure to be constructed.
☐	2050	...making it a priority to limit the economic burden on consumers and companies, allowing them the time they need to adapt and for the necessary infrastructure to be constructed.
☒	Other option	2035, excluding small-volume manufacturers



Your arguments

- As one of the largest car producers and designers in the EU, you recognise the critical role that electric mobility will play in the future of the automotive industry. You support the Commission proposal as you see it as a balanced approach - neither too ambitious nor too modest.
- However, you are aware that the sustainability of the energy system, particularly from an environmental perspective, must be pursued carefully, considering its economic impact on consumers and businesses. Small and medium-sized enterprises, which form the backbone of the Italian economy, are especially vulnerable. A sharp rise in energy prices due to the energy transition would harm your economy.
- Therefore, you are in favour of excluding small-volume manufacturers, including the luxury car segment, from the regulation to prevent negative impacts on your national economy.
- Your notes:

Article 2

EV charging infrastructure

The Member States **undertake to** provide a network of electric charging points for cars.

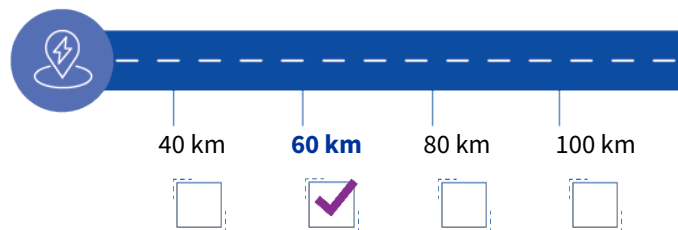
undertake to



aim to



Charging stations may not be more than **60 kilometres** apart.

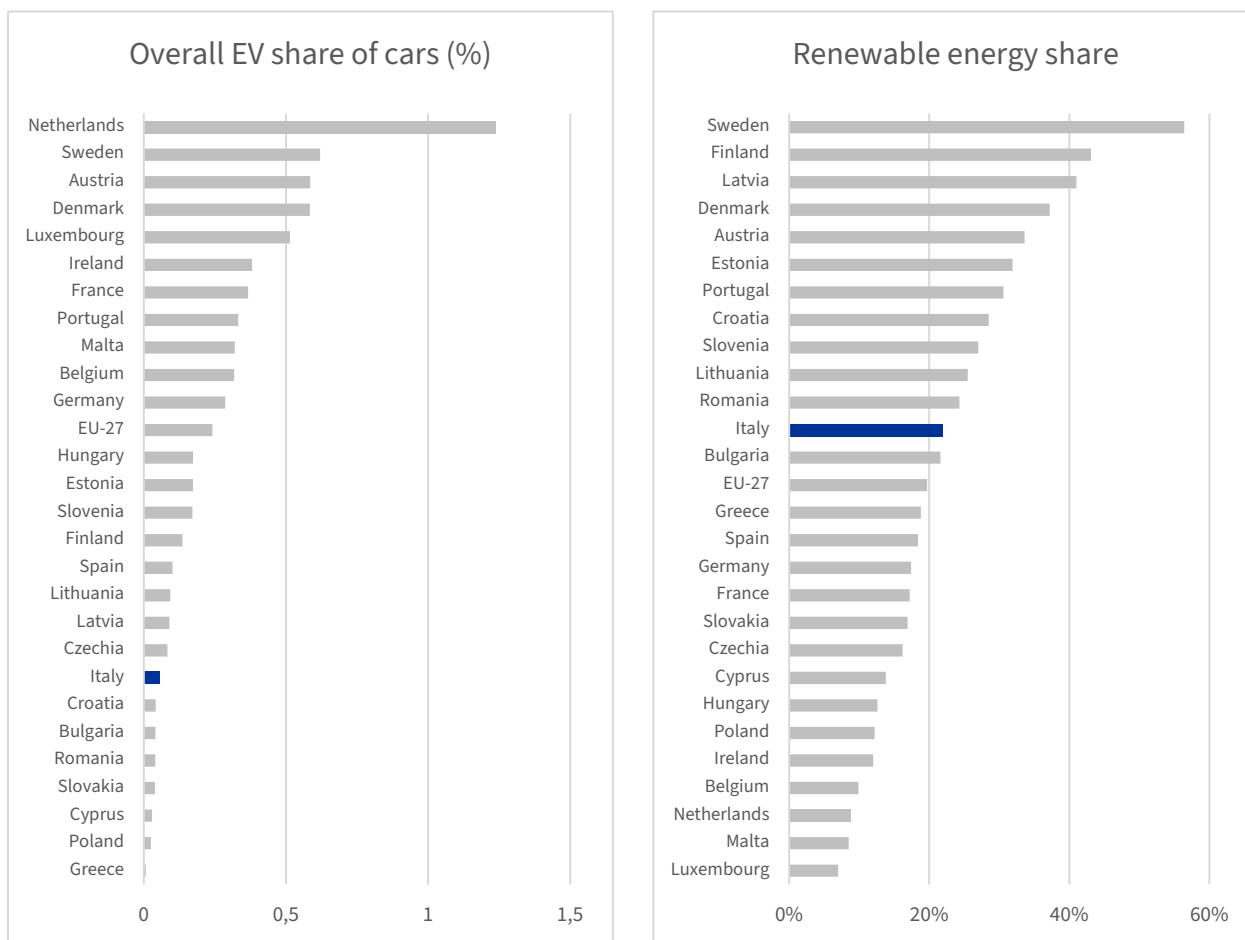


Your arguments

- You have high ambitions for the charging infrastructure, recognising that the car industry plays a crucial role in the future of your national economy. For this reason, you have already made significant investments in the infrastructure needed to support this market transition.
- You advocate for a good EV infrastructure as it can boost property values in cities and villages, attracting more tourists and international investors seeking EV-friendly environments.
- Your notes:

Background information

Please note: **The negotiations are taking place in 2021!**



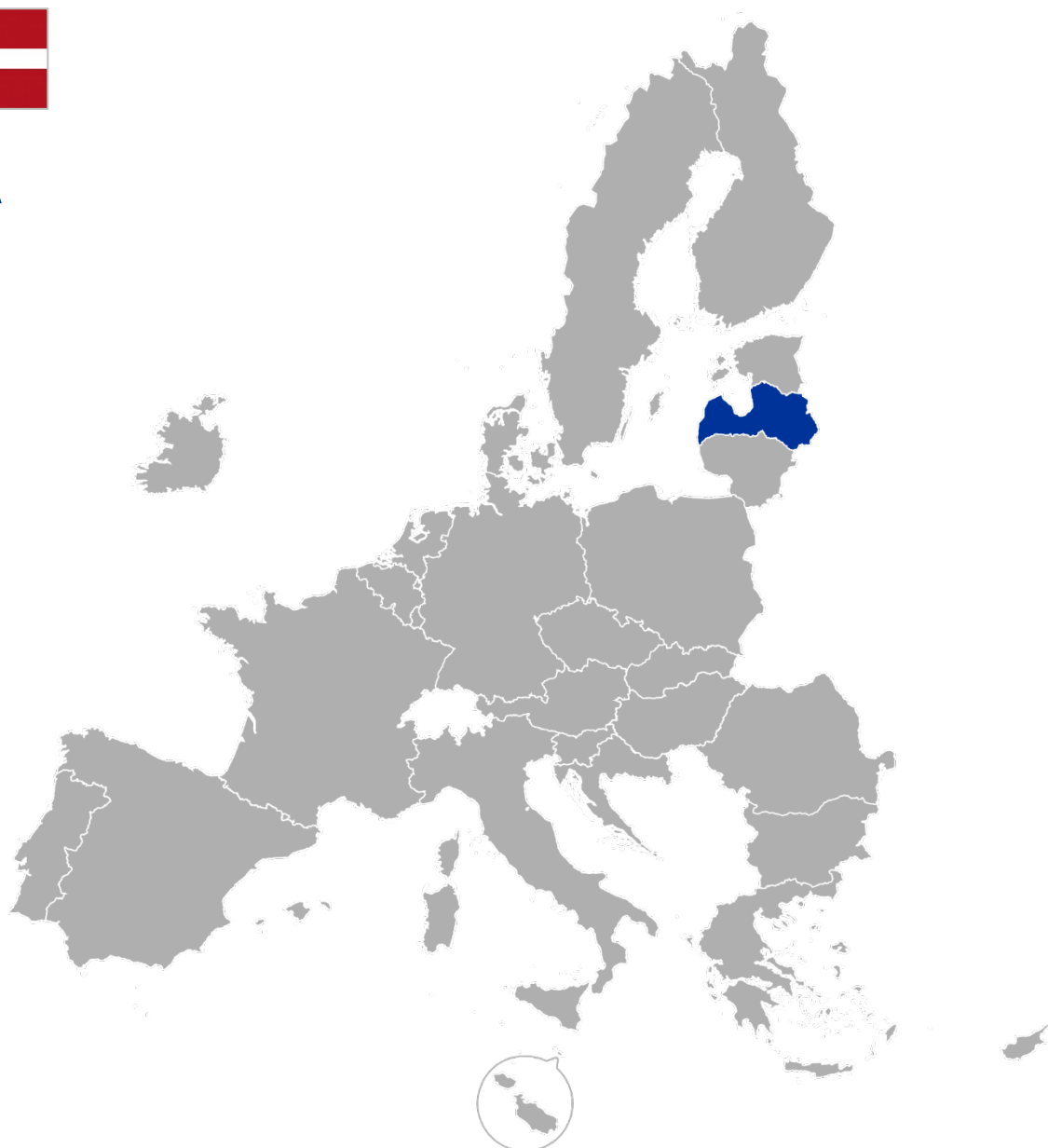
	European Union	Italy
GDP per capita in EUR	30 440	28 100
Population density (persons per square km)	108.9	200.6
Unemployment rate	7.2%	9.3%
Greenhouse gas emissions (CO ₂ equivalents in tonnes per capita)	2 154	1 837
Greenhouse gas emission intensity of electricity generation (gCO ₂ e/kWh)	210	225
Share of renewable energy	19.7%	21.9%
Motorisation rate (cars per 1 000 inhabitants)	555	671
New passenger cars registered in 2019	10 949 740	1 437 259
Share of new EVs registered in 2019	4.92%	2.2%

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LATVIA



MINISTER FOR A DAY: NEGOTIATING AT 27

■ Regulation for CO₂ emissions for passenger cars

Role profiles | **Standard version** | EN



Council of the
European Union

Proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

on the reduction of CO₂ emissions for new passenger cars
and the deployment of electric vehicle infrastructure

CONTEXT OF THE PROPOSAL

As a party to the Paris Agreement, the EU is committed to combatting climate change. In the European Climate Law, the EU made climate neutrality by 2050 legally binding. This requires a significant reduction in greenhouse gas (GHG) emissions, which the EU seeks to tackle through the European Green Deal, the major initiative of the 2019-2024 European Commission.

The transport sector is of the utmost importance for the success of the Green Deal. As of 2019, transport is responsible for a quarter of all GHG emissions in the EU. Passenger cars and motorcycles are the source of 60% of these emissions, which account for 20% of all EU emissions. Emissions reduction is notoriously difficult in the transport sector – emissions in road transport grew by 28% from 1990 to 2019.

Urgent action is needed to move towards a more sustainable passenger transport system, in which electric vehicles (EVs) play a central role. Despite the increased availability of electric vehicles in recent years, most passenger cars in the EU still rely on petrol and diesel for fuel. The European Commission proposal seeks to plug a key gap in the EU's efforts to fight climate change. It seeks to establish an end date for sales of new fossil-fuelled cars, and a minimum requirement for EV charging infrastructure.

Article 1

Reduction of emissions for new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU from the year 2035.

Article 2

Electric vehicle charging infrastructure

The Member States undertake to provide a network of electric charging points. Charging points may not be more than 60 kilometres apart.



LATVIA

Agenda

It is 2021, and on the Transport, Telecommunications and Energy Council's agenda today is the Commission's proposal for a new regulation on greening new passenger cars on EU roads.

You will discuss the draft with the representatives of the other member states, aiming to reach a compromise.

Your primary objective

To agree on a common position of the Council that reflects your interests. You can also consider supporting a compromise option that partly reflects your interests.

Your task

1. Carefully **read your group information**, which sets out your interests and positions.
2. Some of **your arguments** align with the positions of countries such as **Bulgaria, Czechia and Romania**. Talk to them to see whether you can cooperate to defend your possible common interests.
3. Prepare an **opening statement** (maximum 1 minute) for the first round of official negotiations. State your position on Articles 1 and 2. The script in the textbox on the left may help you.
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6. During the official negotiations, **present your positions and arguments**. Where your arguments align with those of other countries, it can be useful to present your arguments together to give them greater weight.
7. It is ultimately **your decision as to how to vote**. Be aware that when it comes to the final vote on a compromise proposal, you need to decide whether you prefer a compromise with which you may not be 100% satisfied or no result.

Madam/Mr President, Commissioner, colleagues,

I would first of all like to thank the Commission for its proposal and the Presidency for including this issue on today's agenda.

In advance of today's meeting, we had fruitful discussions with _____, and we agreed on a common position.

We think it is necessary to revise the targets set out in Article 1 of the regulation. We argue for an early/late phase-out of the registration of non-electric vehicles starting by the year ____, because _____

With regard to Article 2, member states should aim to/undertake to install EV charging infrastructure no more than ____ km apart, because we are in favour of _____.

We are confident that we will find a workable compromise during today's meeting.

Thank you.



Note: The presented content is didactically prepared to ensure the flow of the game and the participants' learning experience. It does not necessarily represent real content or real political positions.

	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Austria					
Belgium					
Bulgaria					
Croatia					
Cyprus					
Czechia					
Denmark					
Estonia					
Finland					
France					
Germany					
Greece					
Hungary					
Ireland					

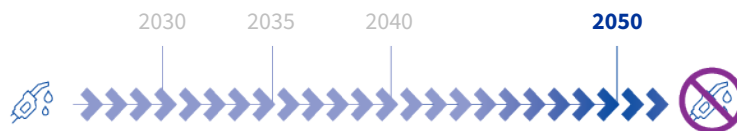
	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Italy					
Latvia	2050		aim to	80 km	
Lithuania					
Luxembourg					
Malta					
The Netherlands					
Poland					
Portugal					
Romania					
Slovakia					
Slovenia					
Spain					
Sweden					
Commission	2035		undertake to	60 km	

Article 1

Emissions reduction in new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU starting from the year ...

☐	2030	... greening new passenger cars on EU roads as quickly as possible.
☐	2035	...moving swiftly but allowing time for companies and consumers to adjust and for infrastructure to be constructed.
☐	2040	... ensuring enough time for consumers and companies to adjust and for the necessary infrastructure to be constructed.
☒	2050	...making it a priority to limit the economic burden on consumers and companies, allowing them the time they need to adapt and for the necessary infrastructure to be constructed.
☐	Other option	



Your arguments

- Your country's strategic priority for the next period is to enhance the quality of life and drive regional development.
- One of the key challenges is the high proportion of aging vehicles on your roads and the continuous import of used combustion engine cars from other member states. The average car age is the highest in the EU, at over 11 years. Many Latvians cannot afford new climate-friendly vehicles.
- Given these constraints, you find it challenging to fully support the Commission proposal. You advocate for derogations, emphasising the position of lower-income countries that may struggle to see tangible benefits in the sustainable transition.
- Your notes:

Article 2

EV charging infrastructure

The Member States **aim to** provide a network of electric charging points for cars.

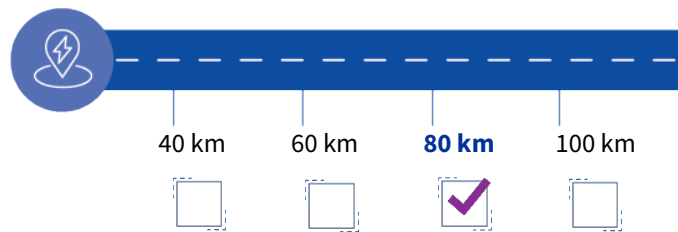
undertake to



aim to



Charging stations may not be more than **80 kilometres** apart.

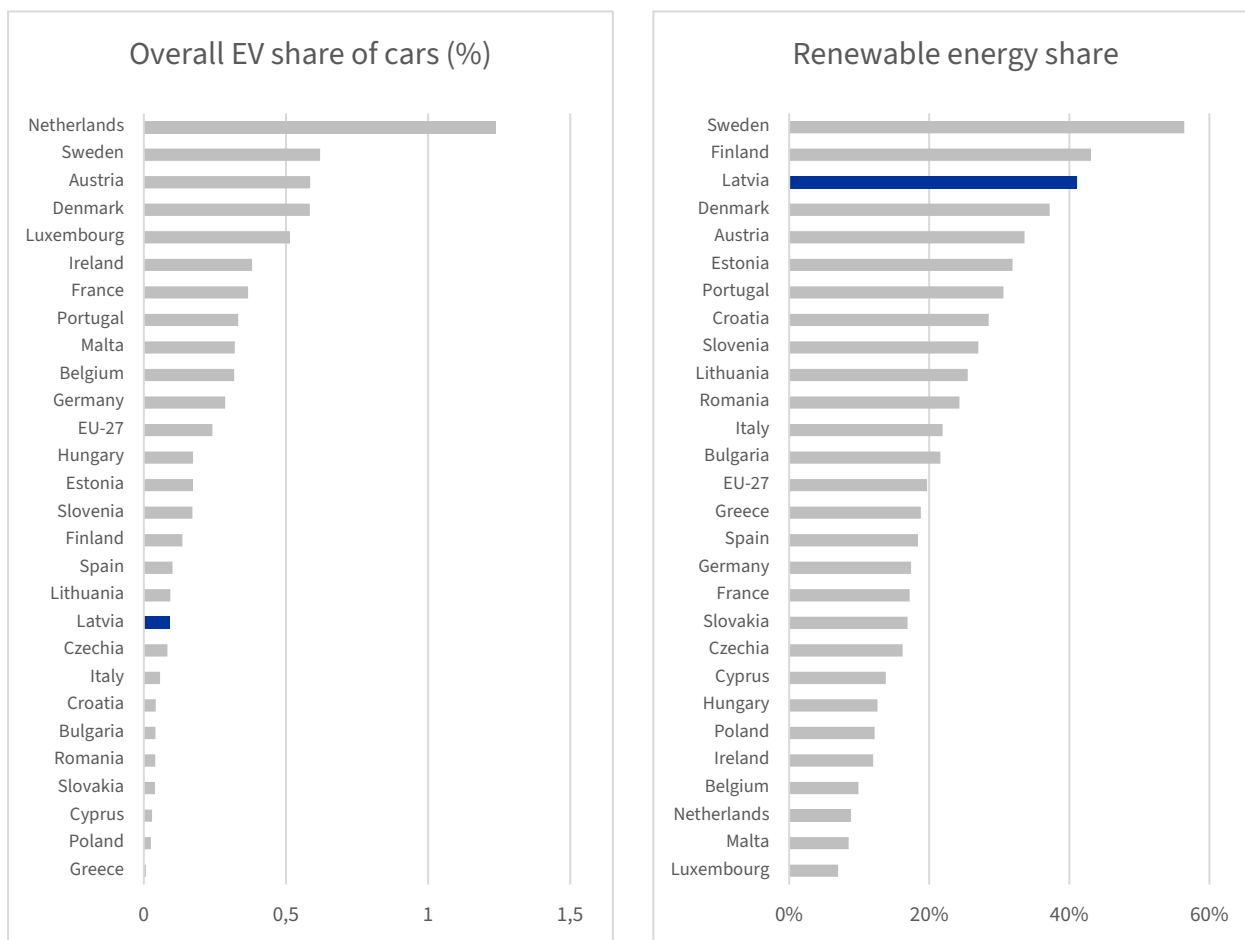


Your arguments

- You understand the importance of EVs and the need for the development of charging points across the country. However, given the availability of financial resources, you are in favour of greater distances between charging and refuelling stations.
- Your more cautious approach is also driven by concerns about the electricity grid, which is highly dependent on Russia, as are the grids of Estonia and Lithuania.
- Additionally, building a station every 60 km would not be justified based on the volume of traffic on many of your roads. A more targeted approach would be more efficient.
- Your notes:

Background information

Please note: **The negotiations are taking place in 2021!**



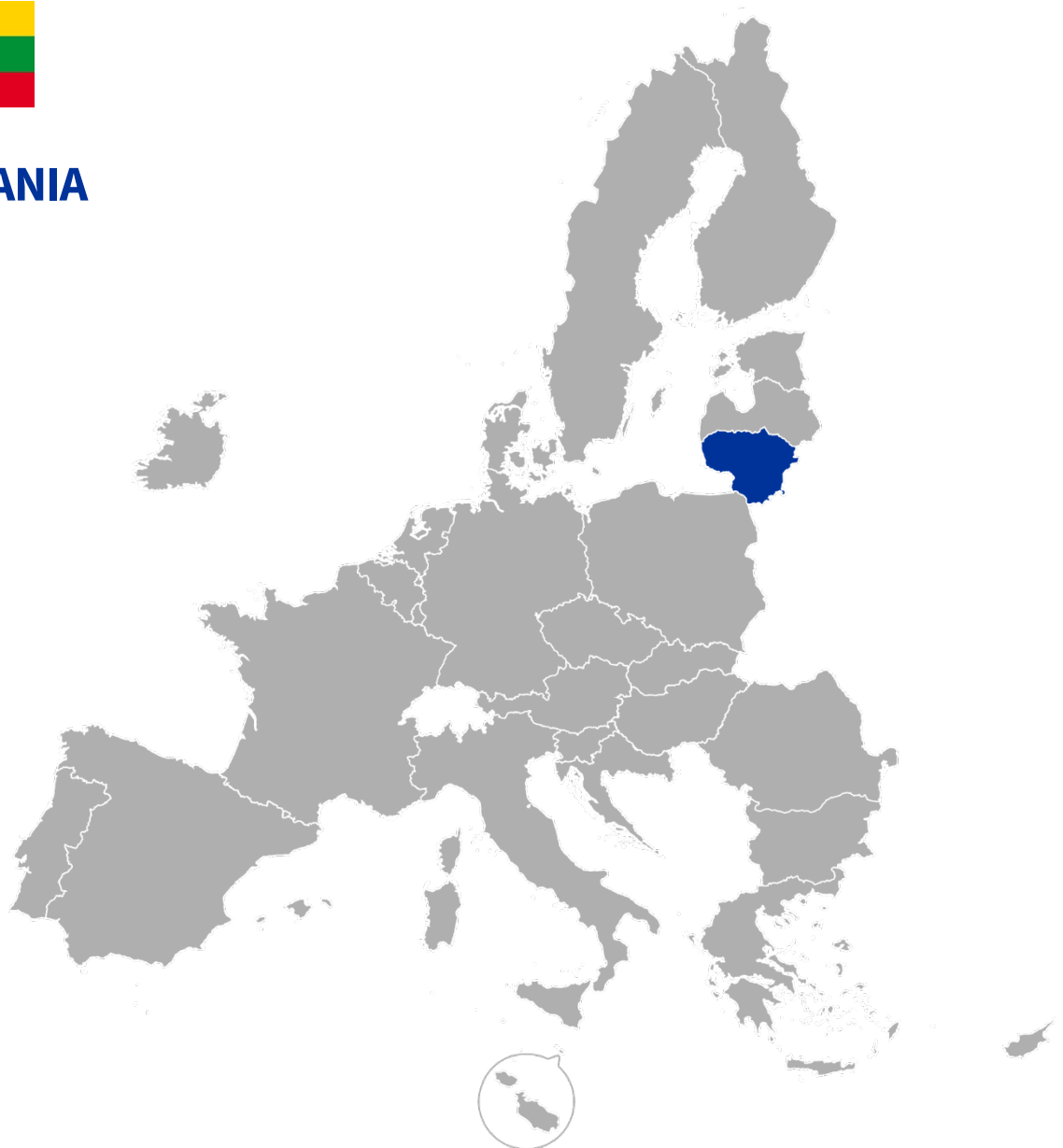
	European Union	Latvia
GDP per capita in EUR	30 440	15 370
Population density (persons per square km)	108.9	30.2
Unemployment rate	7.2%	8.1%
Greenhouse gas emissions (CO ₂ equivalents in tonnes per capita)	2 154	149
Greenhouse gas emission intensity of electricity generation (gCO ₂ e/kWh)	210	67
Share of renewable energy	19.7%	41.0%
Motorisation rate (cars per 1 000 inhabitants)	555	390
New passenger cars registered in 2019	10 949 740	13 725
Share of new EVs registered in 2019	4.92%	2.6%

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LITHUANIA



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Role profiles | **Standard version** | EN



Council of the
European Union

Proposal for a

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Thank you.



	Article 1		Article 2		
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Belgium					
Bulgaria					
Croatia					
Cyprus					
Czechia					
Denmark					
Estonia					
Finland					
France					
Germany					
Greece					
Hungary					
Ireland					

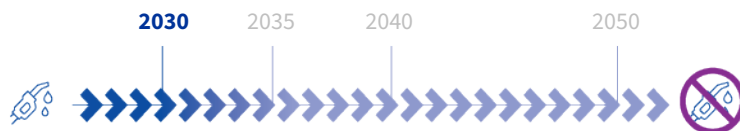
	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Italy					
Latvia					
Lithuania	2030		undertake to	100 km	
Luxembourg					
Malta					
The Netherlands					
Poland					
Portugal					
Romania					
Slovakia					
Slovenia					
Spain					
Sweden					
Commission	2035		undertake to	60 km	

Article 1

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☐	2035	...moving swiftly but allowing time for companies and consumers to adjust and for infrastructure to be constructed.
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☐	2050	...making it a priority to limit the economic burden on consumers and companies, allowing them the time they need to adapt and for the necessary infrastructure to be constructed.
☐	Other option	



Your arguments

- Sustainable development and economic growth are key priorities for your country. For you, this means investing in a socially equitable transformation. Your country is aiming for 100% domestic renewable energy-based electricity generation by 2050. This goal is also driven by concerns over potential economic conflicts with Russia, given your current dependence on the Russian-controlled electricity grid, along with Estonia and Latvia. Strengthening electricity independence and security is essential for a stable and resilient future.
- Setting a clear and early phaseout goal for fossil-fuelled vehicles will provide certainty for EV manufacturers, ensuring that demand for EVs will soon increase across the EU. This will encourage investment, innovation, and a faster transition to sustainable transport.
- You also undertake to make zero-emission public transport more accessible and affordable, especially for low-income groups, and encourage other countries to do the same. The future of mobility lies not only in zero-emission individual cars but also in a greater collective use of road and rail for a more efficient, sustainable transport system.
- Your notes:

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Article 2

EV charging infrastructure

The Member States **undertake to** provide a network of electric charging points for cars.

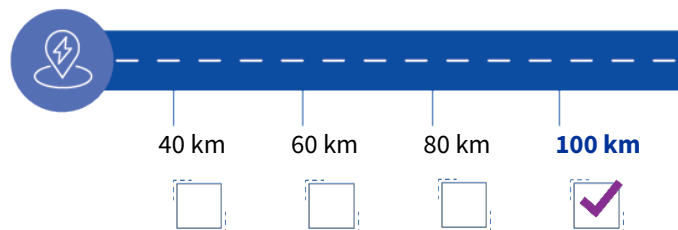
undertake to



aim to



Charging stations may not be more than **100 kilometres** apart.

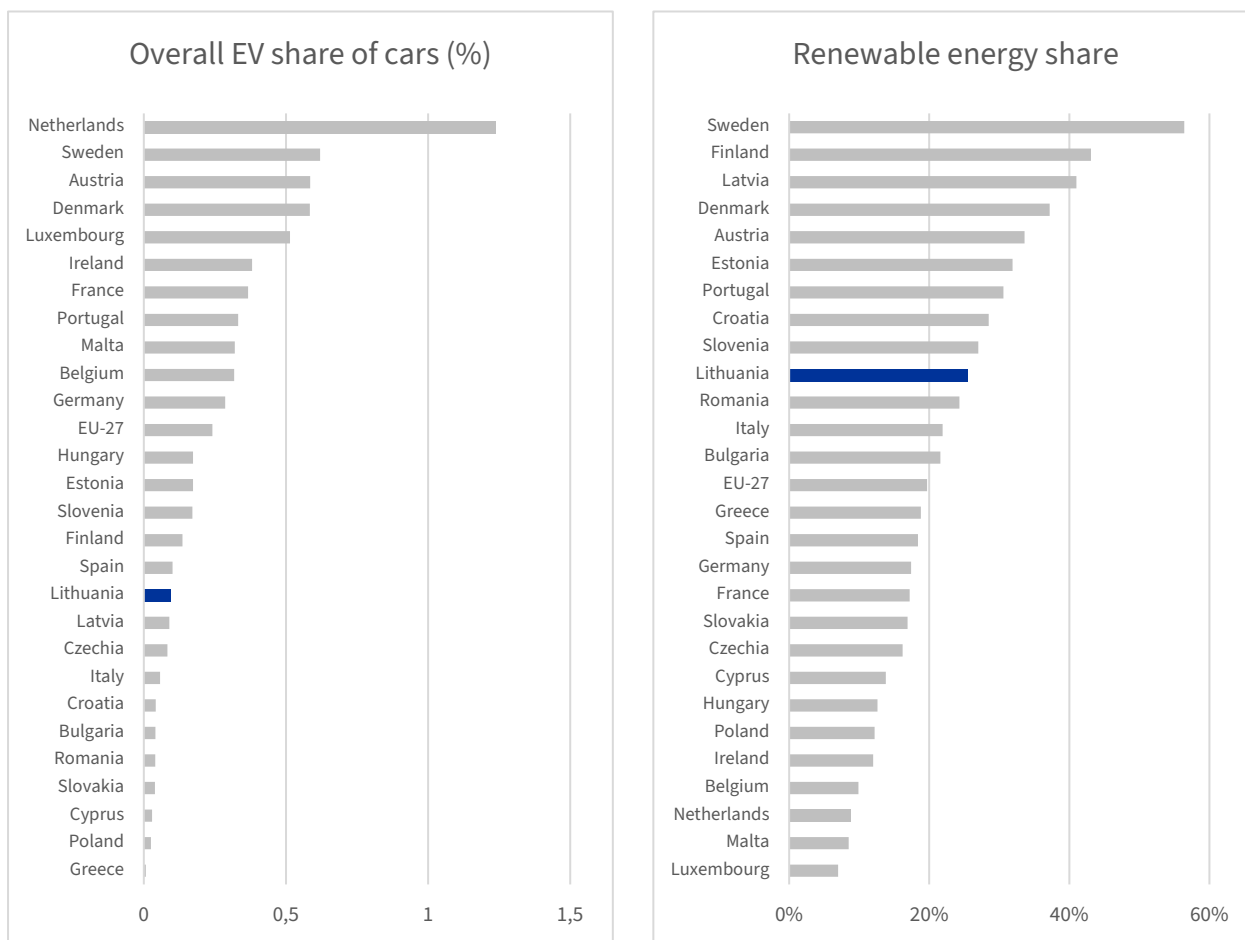


Your arguments

- Your government is working towards 60 000 EV charging points by 2030. However, you are concerned about the additional financial resources needed to meet the 60 km distance requirement and would prefer greater distances.
- The most important factor for you is a firm commitment which supports the green energy transition, facilitates cross-border travel, and avoids the complications of incompatible charging networks. The goal should be a truly integrated mobility experience.
- Starting with a 100 km distance between charging points should be the priority. If successful, the EU can later consider shortening the distances.
- Your notes:

Background information

Please note: **The negotiations are taking place in 2021!**



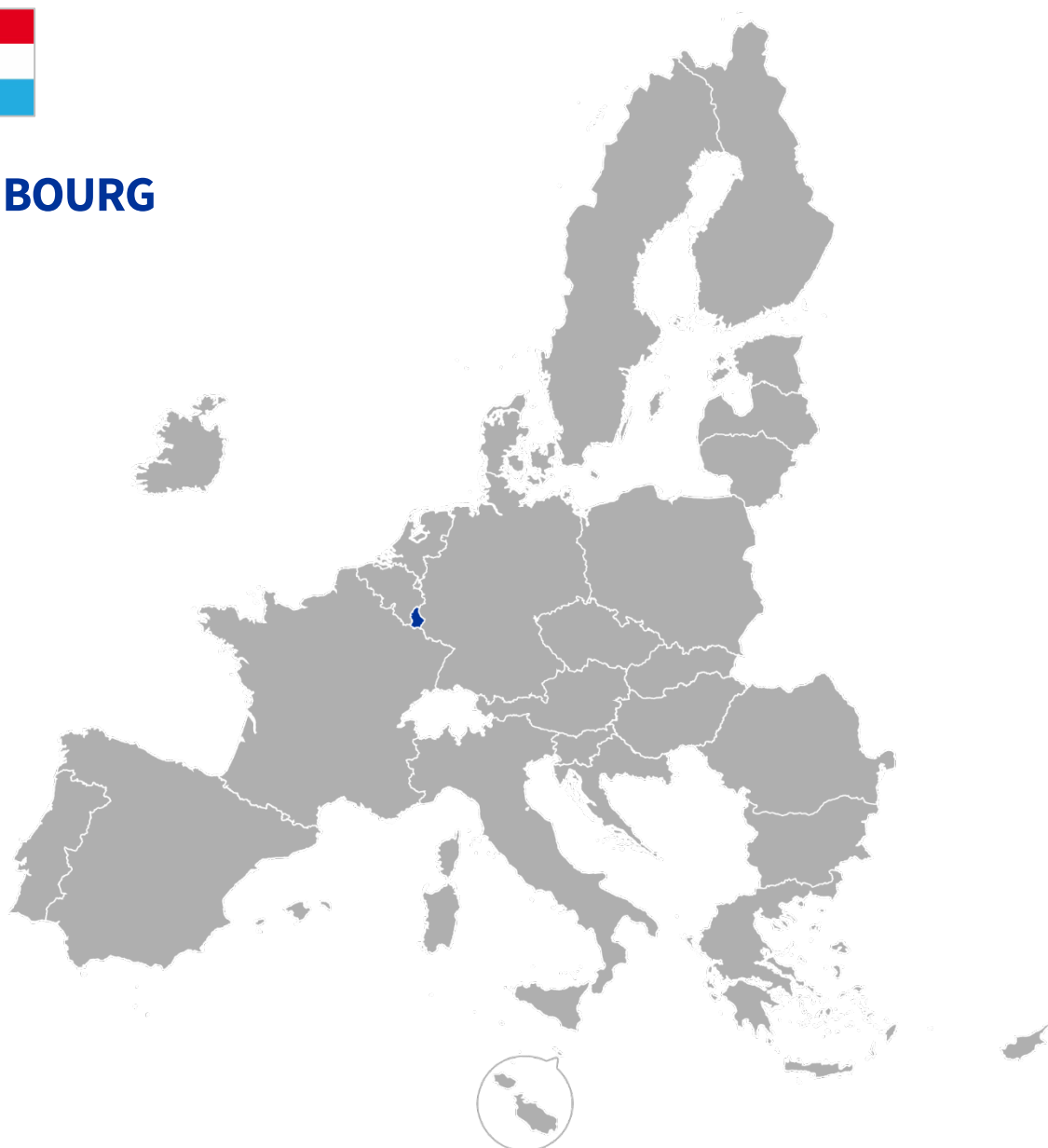
	European Union	Lithuania
GDP per capita in EUR	30 440	17 890
Population density (persons per square km)	108.9	44.6
Unemployment rate	7.2%	8.5%
Greenhouse gas emissions (CO ₂ equivalents in tonnes per capita)	2 154	2 184
Greenhouse gas emission intensity of electricity generation (gCO ₂ e/kWh)	210	124
Share of renewable energy	19.7%	25.5%
Motorisation rate (cars per 1 000 inhabitants)	555	557
New passenger cars registered in 2019	10 949 740	40 878
Share of new EVs registered in 2019	4.92%	1.2%

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LUXEMBOURG



MINISTER FOR A DAY: NEGOTIATING AT 27

■ Regulation for CO₂ emissions for passenger cars

Role profiles | **Standard version** | EN



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Proposal for a

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We are confident that we will find a workable compromise during today's meeting.

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	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
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Belgium					
Bulgaria					
Croatia					
Cyprus					
Czechia					
Denmark					
Estonia					
Finland					
France					
Germany					
Greece					
Hungary					
Ireland					

	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Italy					
Latvia					
Lithuania					
Luxembourg	2030		undertake to	60 km	
Malta					
The Netherlands					
Poland					
Portugal					
Romania					
Slovakia					
Slovenia					
Spain					
Sweden					
Commission	2035		undertake to	60 km	

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2030

... greening new passenger cars on EU roads as quickly as possible.



2035

...moving swiftly but allowing time for companies and consumers to adjust and for infrastructure to be constructed.



2040

... ensuring enough time for consumers and companies to adjust and for the necessary infrastructure to be constructed.

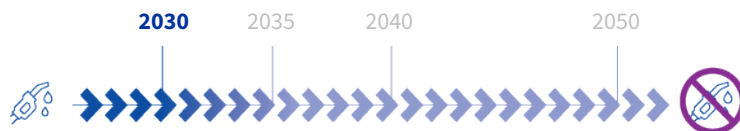


2050

...making it a priority to limit the economic burden on consumers and companies, allowing them the time they need to adapt and for the necessary infrastructure to be constructed.



Other
option



Your arguments

- Although your country is one of the smallest in the EU, you are a leader in climate action. You intend to uphold this role in these negotiations. No one should underestimate your commitment.
- Climate change has demonstrated that markets do not regulate themselves, as market forces alone are not sufficient to drive the necessary transition. Targeted policies and incentives are essential to accelerate sustainable solutions and mitigate future climate risks.
- Setting a clear and early phaseout goal for fossil-fuelled vehicles will provide certainty for electric vehicle manufacturers, ensuring that demand for EVs will soon increase across the EU. This will encourage investment, innovation, and a faster transition to sustainable transport.
- Your notes:

Article 2

EV charging infrastructure

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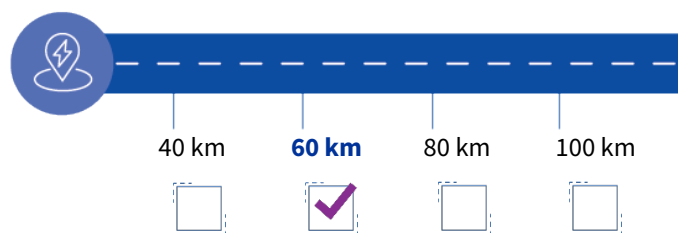
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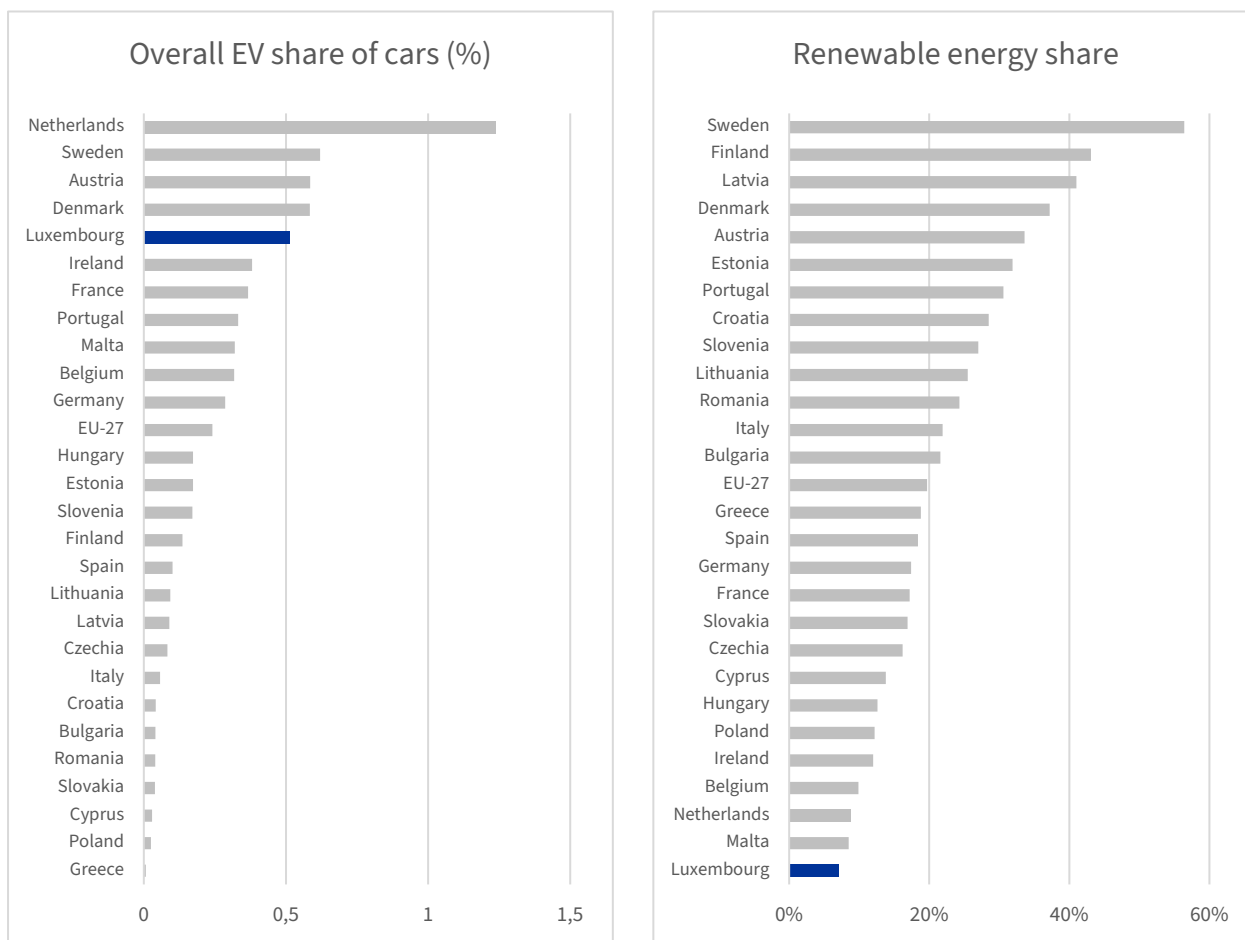


Your arguments

- You have high ambitions for charging infrastructure and have already made significant investments in charging stations.
- A widespread network, covering both urban and rural areas, ensures that EV charging is accessible to a broader population, particularly in underserved regions where private stations may be limited.
- You prefer reasonably short distances between charging points to improve accessibility for users. This prevents drivers from having to travel extra kilometres just to find a charging station.
- Your notes:

Background information

Please note: **The negotiations are taking place in 2021!**



	European Union	Luxembourg
GDP per capita in EUR	30 440	102 230
Population density (persons per square km)	108.9	239.8
Unemployment rate	7.2%	6.8%
Greenhouse gas emissions (CO ₂ equivalents in tonnes per capita)	2 154	4 186
Greenhouse gas emission intensity of electricity generation (gCO ₂ e/kWh)	210	56
Share of renewable energy	19.7%	7.0%
Motorisation rate (cars per 1 000 inhabitants)	555	682
New passenger cars registered in 2019	10 949 740	45 198
Share of new EVs registered in 2019	4.92%	5.5%

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MALTA



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I would first of all like to thank the Commission for its proposal and the Presidency for including this issue on today's agenda.

In advance of today's meeting, we had fruitful discussions with _____, and we agreed on a common position.

We think it is necessary to revise the targets set out in Article 1 of the regulation. We argue for an early/late phase-out of the registration of non-electric vehicles starting by the year ____, because _____

With regard to Article 2, member states should aim to/undertake to install EV charging infrastructure no more than ____ km apart, because we are in favour of _____.

We are confident that we will find a workable compromise during today's meeting.

Thank you.

3. Prepare an **opening statement** (maximum 1 minute) for the first round of official negotiations. State your position on Articles 1 and 2. The script in the textbox on the left may help you.
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7. It is ultimately **your decision as to how to vote**. Be aware that when it comes to the final vote on a compromise proposal, you need to decide whether you prefer a compromise with which you may not be 100% satisfied or no result.



	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Austria					
Belgium					
Bulgaria					
Croatia					
Cyprus					
Czechia					
Denmark					
Estonia					
Finland					
France					
Germany					
Greece					
Hungary					
Ireland					

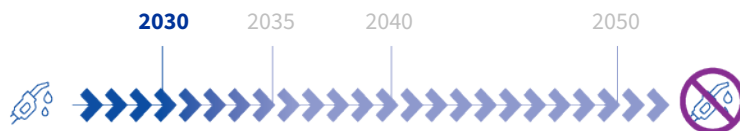
	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Italy					
Latvia					
Lithuania					
Luxembourg					
Malta	2030		undertake to	100 km	
The Netherlands					
Poland					
Portugal					
Romania					
Slovakia					
Slovenia					
Spain					
Sweden					
Commission	2035		undertake to	60 km	

Article 1

Emissions reduction in new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU starting from the year ...

☒	2030	... greening new passenger cars on EU roads as quickly as possible.
☐	2035	...moving swiftly but allowing time for companies and consumers to adjust and for infrastructure to be constructed.
☐	2040	... ensuring enough time for consumers and companies to adjust and for the necessary infrastructure to be constructed.
☐	2050	...making it a priority to limit the economic burden on consumers and companies, allowing them the time they need to adapt and for the necessary infrastructure to be constructed.
☐	Other option	



Your arguments

- Climate change is a top priority for your country, and urgent international action is needed to address its growing negative impacts, such as extreme heat and coastal floods, which are already visible nationwide.
- Setting a clear and early phaseout goal for fossil-fuelled vehicles will provide certainty for EV manufacturers, ensuring that demand for EVs will soon increase across the EU. This will encourage investment, innovation, and a faster transition to sustainable transport.
- By taking bold action, the EU can establish itself as a global leader in innovation and technology — an essential step, as Chinese car manufacturers are already making efforts to enter and dominate the European market.
- Your notes:

Article 2

EV charging infrastructure

The Member States **undertake to** provide a network of electric charging points for cars.

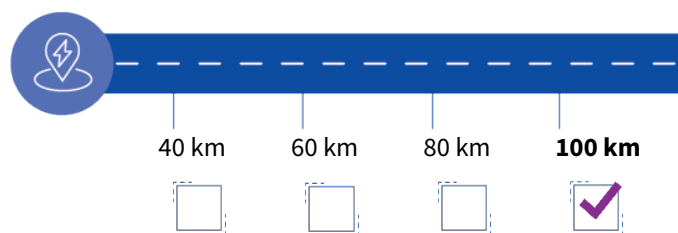
undertake to



aim to



Charging stations may not be more than **100 kilometres** apart.

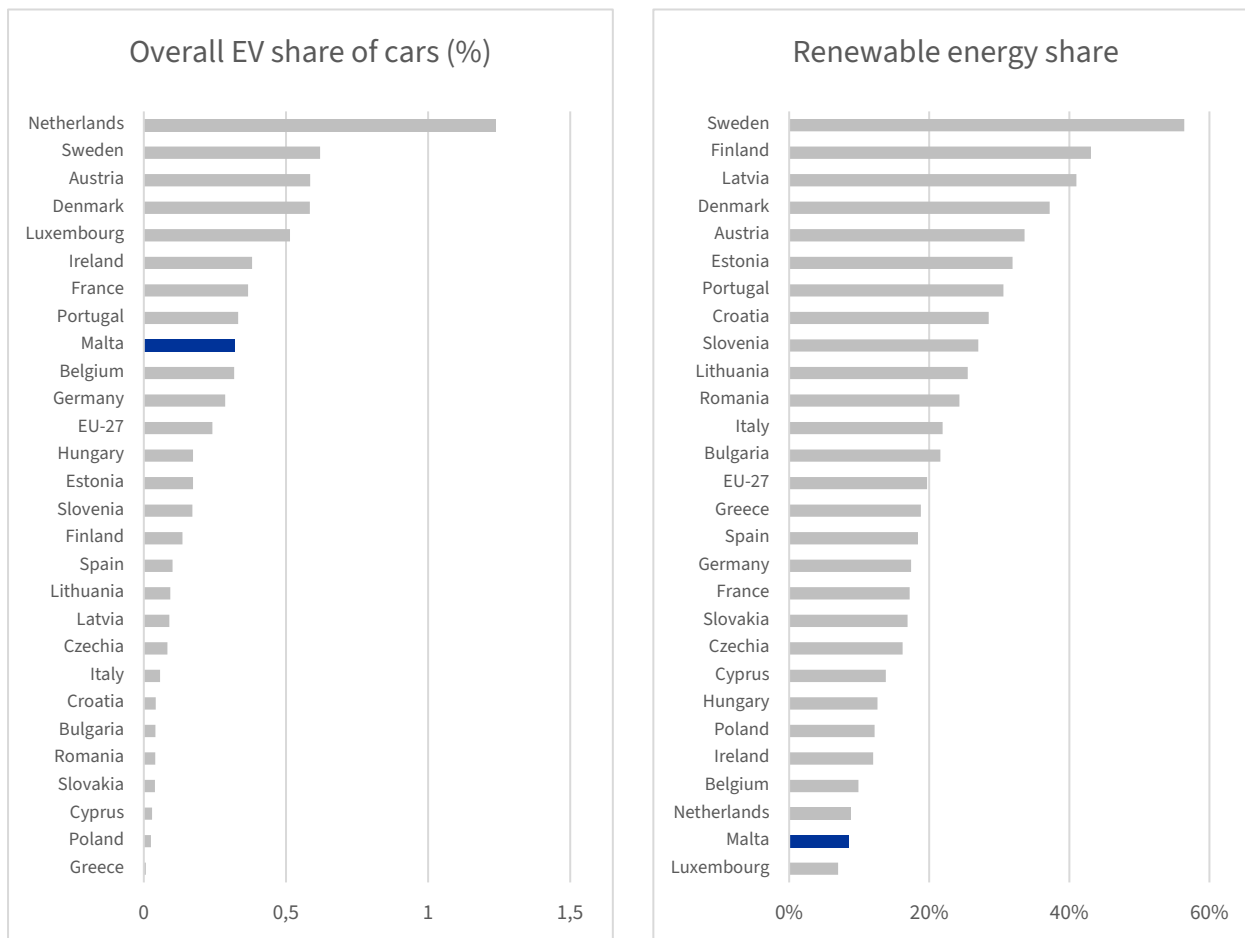


Your arguments

- It is crucial for you to commit to an EU-wide EV charging infrastructure today to ensure that the acceleration of EV take-up does not lose momentum.
- However, a more measured approach is necessary. Not all EU countries have a green energy mix, and promoting EV take-up without ensuring sufficient renewable energy sources could inadvertently increase reliance on coal or gas-powered electricity.
- A practical compromise is to agree to greater minimum distances between charging points, balancing accessibility and efficiency. Where necessary, countries can opt for shorter distances. For example, in smaller nations like Malta, which is only 27 km wide, charging stations would need to be closer together.
- Your notes:

Background information

Please note: **The negotiations are taking place in 2021!**



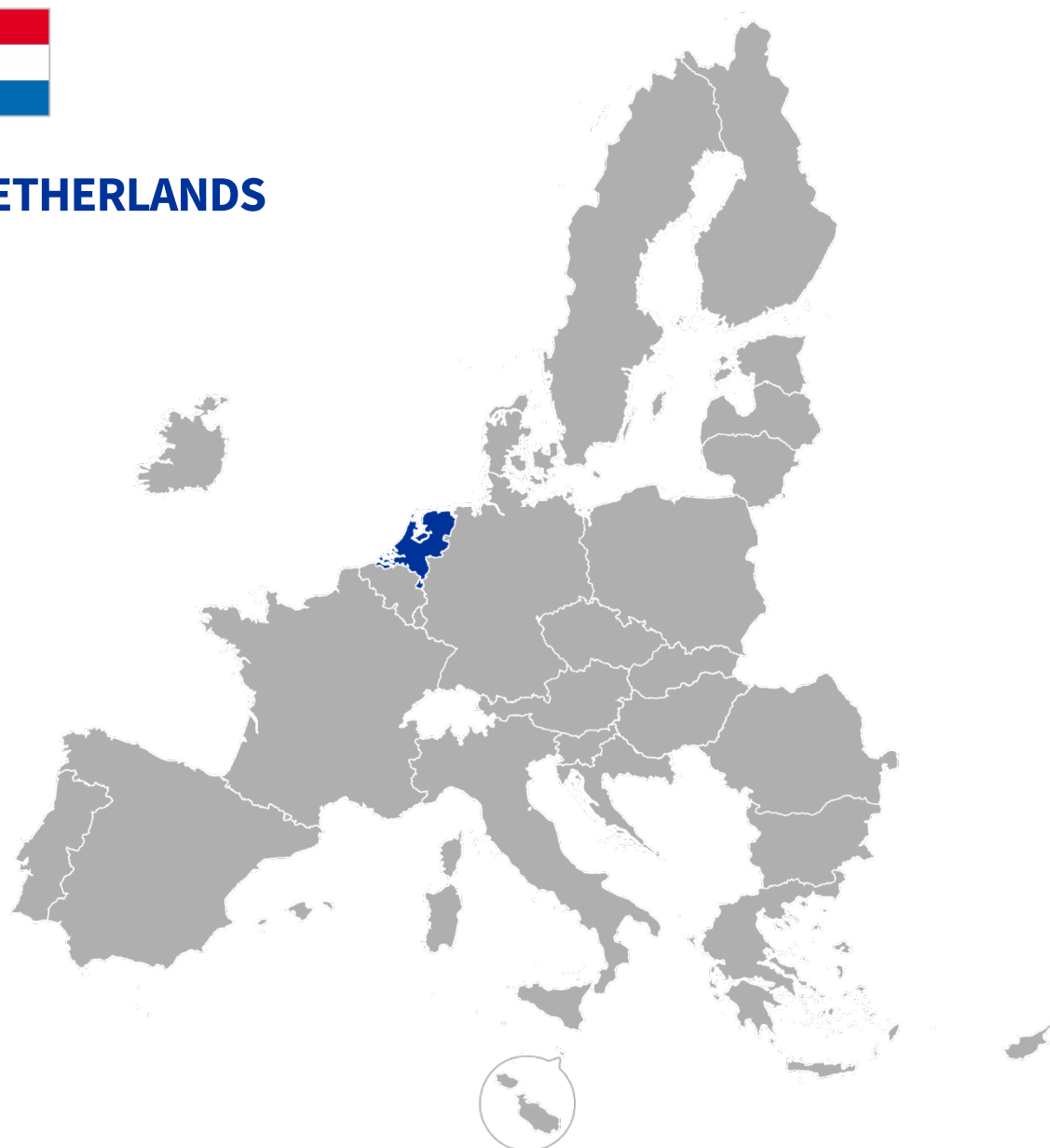
	European Union	Malta
GDP per capita in EUR	30 440	27 880
Population density (persons per square km)	108.9	1 610.4
Unemployment rate	7.2%	4.9%
Greenhouse gas emissions (CO ₂ equivalents in tonnes per capita)	2 154	1 537
Greenhouse gas emission intensity of electricity generation (gCO ₂ e/kWh)	210	342
Share of renewable energy	19.7%	8.5%
Motorisation rate (cars per 1 000 inhabitants)	555	597
New passenger cars registered in 2019	10 949 740	4 602
Share of new EVs registered in 2019	4.92%	3.9%

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THE NETHERLANDS



MINISTER FOR A DAY: NEGOTIATING AT 27

■ Regulation for CO₂ emissions for passenger cars

Role profiles | **Standard version** | EN



Council of the
European Union

Proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

on the reduction of CO₂ emissions for new passenger cars
and the deployment of electric vehicle infrastructure

CONTEXT OF THE PROPOSAL

As a party to the Paris Agreement, the EU is committed to combatting climate change. In the European Climate Law, the EU made climate neutrality by 2050 legally binding. This requires a significant reduction in greenhouse gas (GHG) emissions, which the EU seeks to tackle through the European Green Deal, the major initiative of the 2019-2024 European Commission.

The transport sector is of the utmost importance for the success of the Green Deal. As of 2019, transport is responsible for a quarter of all GHG emissions in the EU. Passenger cars and motorcycles are the source of 60% of these emissions, which account for 20% of all EU emissions. Emissions reduction is notoriously difficult in the transport sector – emissions in road transport grew by 28% from 1990 to 2019.

Urgent action is needed to move towards a more sustainable passenger transport system, in which electric vehicles (EVs) play a central role. Despite the increased availability of electric vehicles in recent years, most passenger cars in the EU still rely on petrol and diesel for fuel. The European Commission proposal seeks to plug a key gap in the EU's efforts to fight climate change. It seeks to establish an end date for sales of new fossil-fuelled cars, and a minimum requirement for EV charging infrastructure.

Article 1

Reduction of emissions for new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU from the year 2035.

Article 2

Electric vehicle charging infrastructure

The Member States undertake to provide a network of electric charging points. Charging points may not be more than 60 kilometres apart.



THE NETHERLANDS

Agenda

It is 2021, and on the Transport, Telecommunications and Energy Council's agenda today is the Commission's proposal for a new regulation on greening new passenger cars on EU roads.

You will discuss the draft with the representatives of the other member states, aiming to reach a compromise.



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With regard to Article 2, member states should aim to/undertake to install EV charging infrastructure no more than ____ km apart, because we are in favour of _____.

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Belgium					
Bulgaria					
Croatia					
Cyprus					
Czechia					
Denmark					
Estonia					
Finland					
France					
Germany					
Greece					
Hungary					
Ireland					

	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Italy					
Latvia					
Lithuania					
Luxembourg					
Malta					
The Netherlands	2030		undertake to	40 km	
Poland					
Portugal					
Romania					
Slovakia					
Slovenia					
Spain					
Sweden					
Commission	2035		undertake to	60 km	

Article 1

Emissions reduction in new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU starting from the year ...



2030

... greening new passenger cars on EU roads as quickly as possible.



2035

...moving swiftly but allowing time for companies and consumers to adjust and for infrastructure to be constructed.



2040

... ensuring enough time for consumers and companies to adjust and for the necessary infrastructure to be constructed.

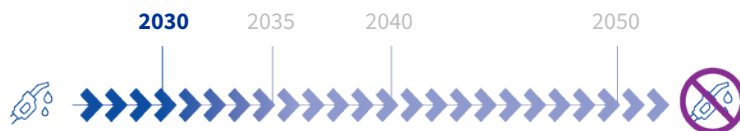


2050

...making it a priority to limit the economic burden on consumers and companies, allowing them the time they need to adapt and for the necessary infrastructure to be constructed.



Other
option



Your arguments

- The topic of climate change is high on the agenda of your country. You are a relatively affluent country and can afford (even costly) investments in electric mobility and infrastructure.
- You believe that a well-considered long-term perspective would enable a gradual transition, prevent shock effects and ensure that your country and others can seize economic opportunities, such as new jobs, innovation, and foreign investments in European companies.
- The job market directly linked to EVs is growing rapidly, creating more than 1 000 new jobs per year in the Netherlands and fostering the development of capacities and expertise. You feel sure that other countries will also benefit from new jobs in the sector.
- Your notes:

Article 2

EV charging infrastructure

The Member States **undertake to** provide a network of electric charging points for cars.

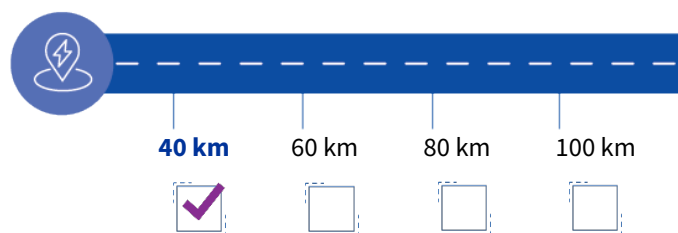
undertake to



aim to



Charging stations may not be more than **40 kilometres** apart.

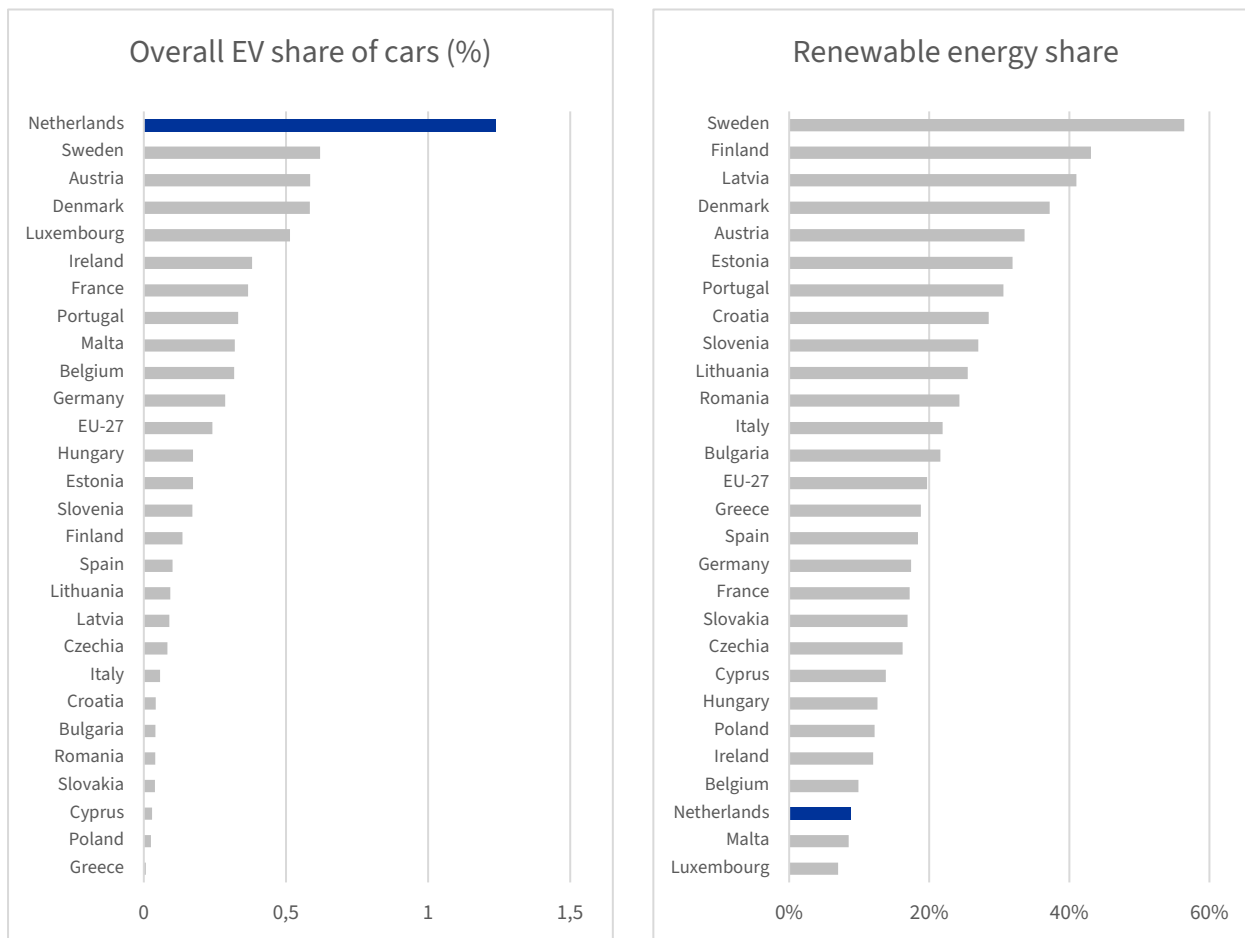


Your arguments

- Your country is already making good progress on the take-up of EVs. That is why you are also ambitious with regard to the charging infrastructure. The network should be dense and user-friendly.
- Your experience tells you that where there is infrastructure, people will use it. Member states should undertake to expand their charging infrastructure. This will accelerate the take-up of EVs.
- In your densely populated country, charging stations will be less than 40 kilometres apart. You would be open to reducing the distance to 30 kilometres to ensure even greater accessibility.
- Your notes:

Background information

Please note: **The negotiations are taking place in 2021!**



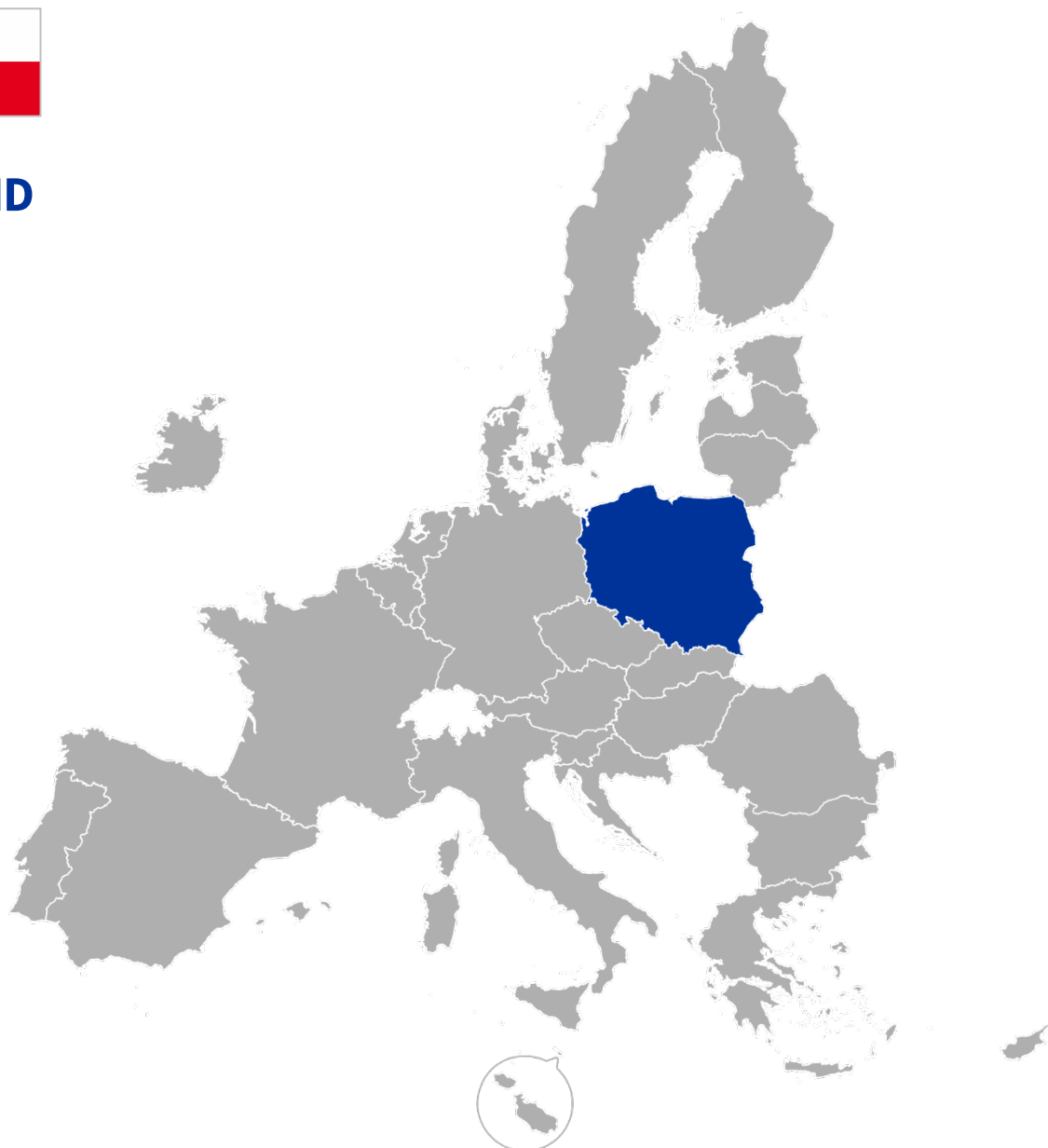
	European Union	The Netherlands
GDP per capita in EUR	30 440	46 810
Population density (persons per square km)	108.9	507.3
Unemployment rate	7.2%	4.9%
Greenhouse gas emissions (CO ₂ equivalents in tonnes per capita)	2 154	3 033
Greenhouse gas emission intensity of electricity generation (gCO ₂ e/kWh)	210	263
Share of renewable energy	19.7%	8.8%
Motorisation rate (cars per 1 000 inhabitants)	555	497
New passenger cars registered in 2019	10 949 740	355 431
Share of new EVs registered in 2019	4.92%	20.5%

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POLAND



MINISTER FOR A DAY: NEGOTIATING AT 27

■ Regulation for CO₂ emissions for passenger cars

Role profiles | **Standard version** | EN



**Council of the
European Union**

Proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

on the reduction of CO₂ emissions for new passenger cars
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The transport sector is of the utmost importance for the success of the Green Deal. As of 2019, transport is responsible for a quarter of all GHG emissions in the EU. Passenger cars and motorcycles are the source of 60% of these emissions, which account for 20% of all EU emissions. Emissions reduction is notoriously difficult in the transport sector – emissions in road transport grew by 28% from 1990 to 2019.

Urgent action is needed to move towards a more sustainable passenger transport system, in which electric vehicles (EVs) play a central role. Despite the increased availability of electric vehicles in recent years, most passenger cars in the EU still rely on petrol and diesel for fuel. The European Commission proposal seeks to plug a key gap in the EU's efforts to fight climate change. It seeks to establish an end date for sales of new fossil-fuelled cars, and a minimum requirement for EV charging infrastructure.

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Article 2

Electric vehicle charging infrastructure

The Member States undertake to provide a network of electric charging points. Charging points may not be more than 60 kilometres apart.



POLAND

Agenda

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Your task

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With regard to Article 2, member states should aim to/undertake to install EV charging infrastructure no more than ____ km apart, because we are in favour of _____.

We are confident that we will find a workable compromise during today's meeting.

Thank you.

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	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
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Belgium					
Bulgaria					
Croatia					
Cyprus					
Czechia					
Denmark					
Estonia					
Finland					
France					
Germany					
Greece					
Hungary					
Ireland					

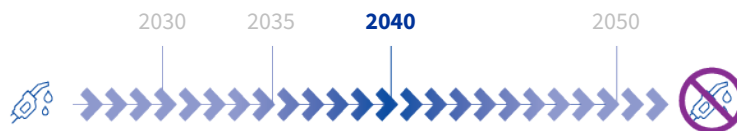
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Latvia					
Lithuania					
Luxembourg					
Malta					
The Netherlands					
Poland	2040		aim to	100 km	
Portugal					
Romania					
Slovakia					
Slovenia					
Spain					
Sweden					
Commission	2035		undertake to	60 km	

Article 1

Emissions reduction in new passenger vehicles

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☐	2030	... greening new passenger cars on EU roads as quickly as possible.
☐	2035	...moving swiftly but allowing time for companies and consumers to adjust and for infrastructure to be constructed.
☒	2040	... ensuring enough time for consumers and companies to adjust and for the necessary infrastructure to be constructed.
☐	2050	...making it a priority to limit the economic burden on consumers and companies, allowing them the time they need to adapt and for the necessary infrastructure to be constructed.
☐	Other option	



Your arguments

- Your country has historically relied heavily on coal for energy generation, giving it a different starting point in the transition to sustainable energy compared to other EU countries. Given this context, you emphasise the importance of a just transition for coal-dependent regions.
- In Poland, for instance, employment in the mining industry declined by 33% between 2010 and 2019, leading to tensions among miners and labour unions. While efforts are being made to retrain workers for roles in the wind energy sector, these initiatives require significant investment.
- You have some reservations regarding the rapid rollout of EVs in Poland. A more gradual and balanced approach is necessary to prevent market disruption. This offers society and businesses more time to adapt while mitigating potential unintended consequences.
- Your notes:

Article 2

EV charging infrastructure

The Member States **aim to** provide a network of electric charging points for cars.

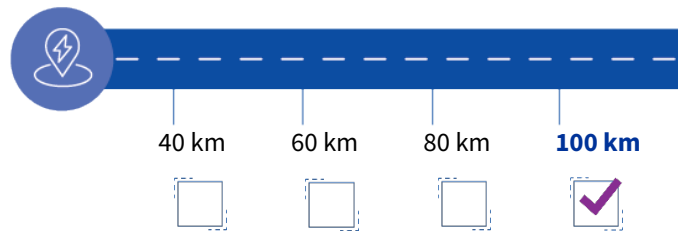
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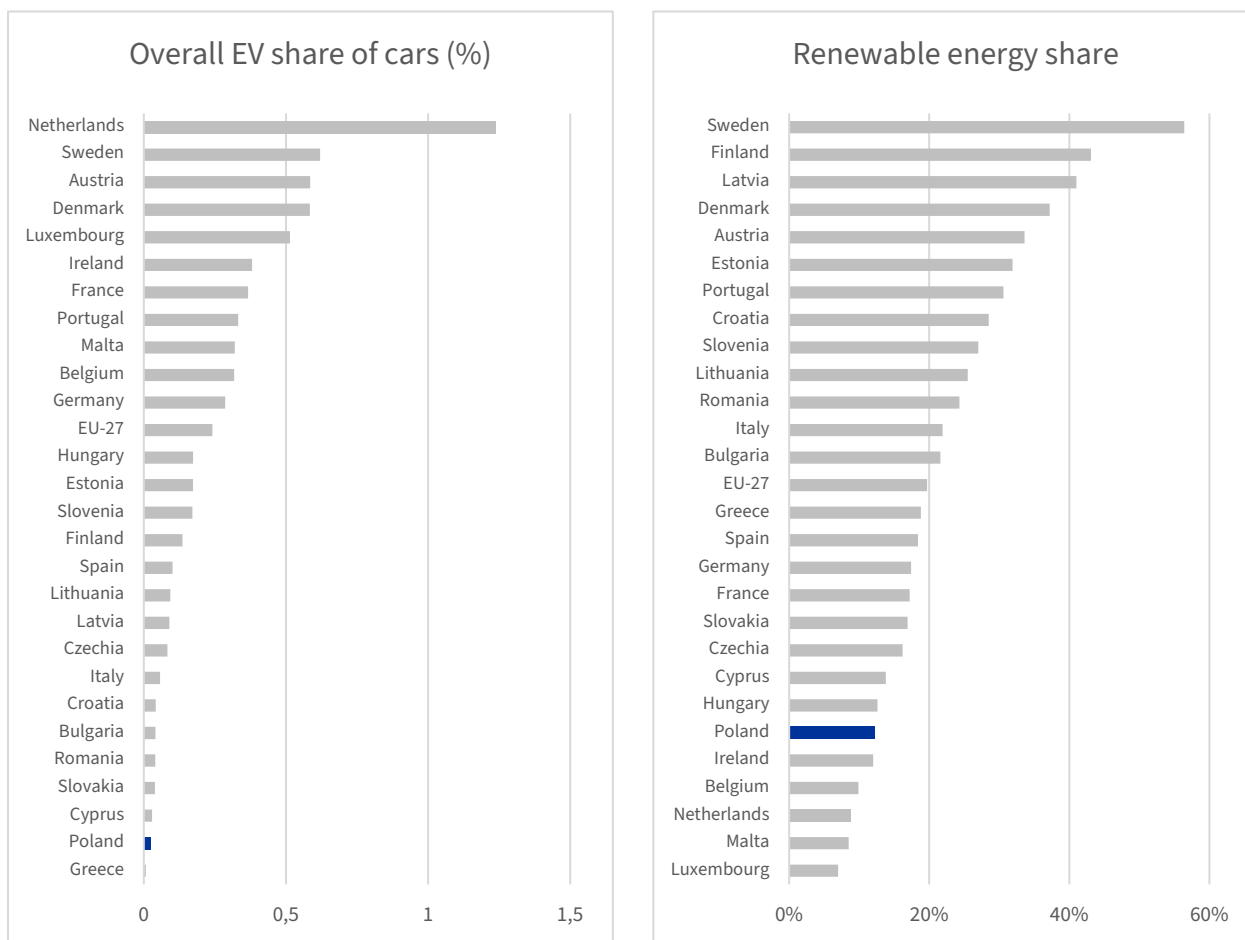


Your arguments

- You do not oppose the Commission proposal on fuel infrastructure and you understand its rationale.
- However, given the structure of your market, you do not see a pressing need or opportunity to accelerate the transition to alternative fuels.
- In countries with slow EV take-up rates, such as Poland, mandating charging points across the EU could place a significant financial burden on municipalities and taxpayers. Therefore, you are in favour of a non-mandatory approach, allowing flexibility in meeting targets based on national circumstances.
- Your notes:

Background information

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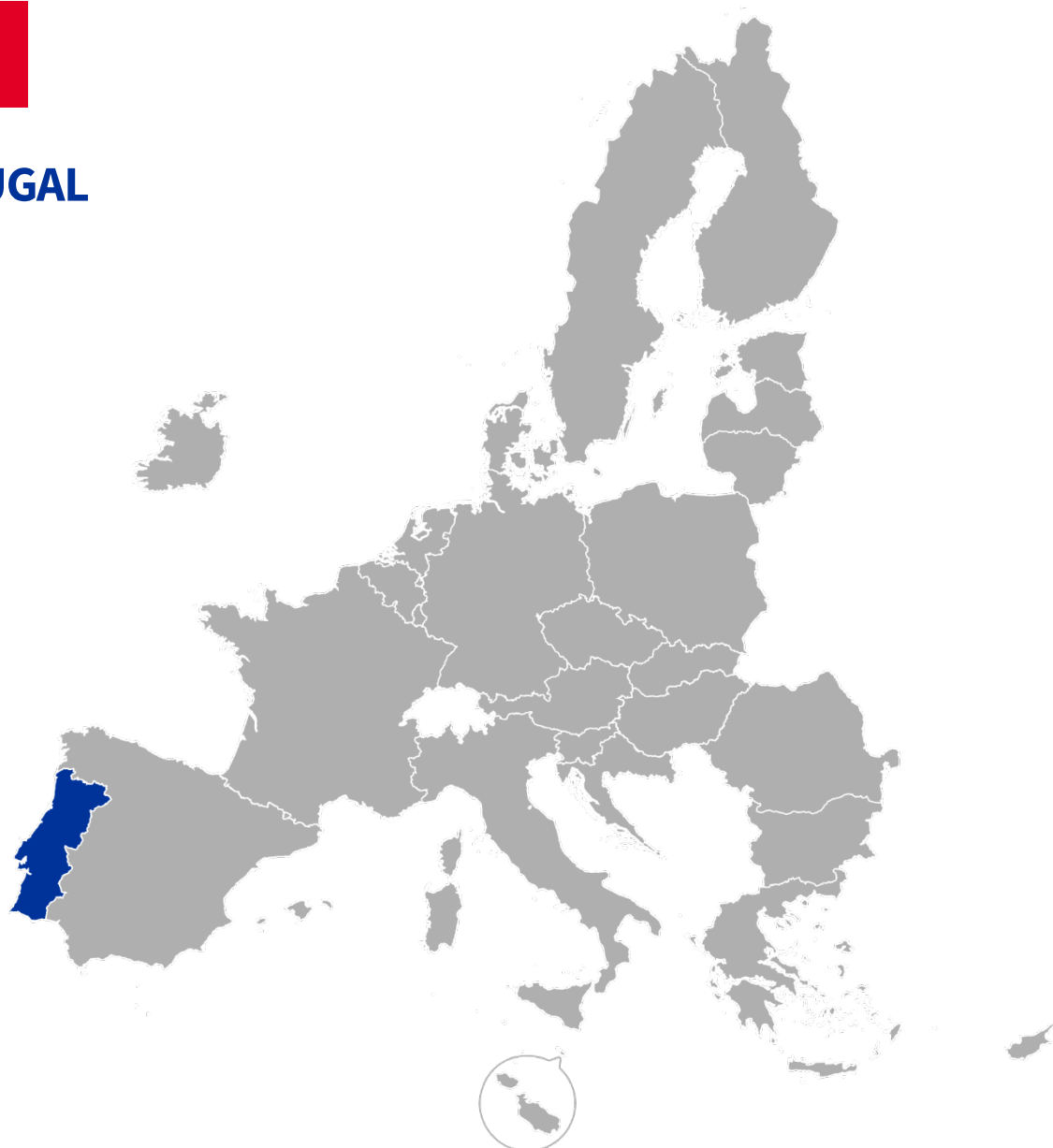
	European Union	Poland
GDP per capita in EUR	30 440	14 310
Population density (persons per square km)	108.9	123.6
Unemployment rate	7.2%	3.2%
Greenhouse gas emissions (CO ₂ equivalents in tonnes per capita)	2 154	2 785
Greenhouse gas emission intensity of electricity generation (gCO ₂ e/kWh)	210	614
Share of renewable energy	19.7%	12.2%
Motorisation rate (cars per 1 000 inhabitants)	555	566
New passenger cars registered in 2019	10 949 740	1 179 776
Share of new EVs registered in 2019	4.92%	0.3%

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PORTUGAL



MINISTER FOR A DAY: NEGOTIATING AT 27

■ Regulation for CO₂ emissions for passenger cars

Role profiles | **Standard version** | EN



Council of the
European Union

Proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

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Bulgaria					
Croatia					
Cyprus					
Czechia					
Denmark					
Estonia					
Finland					
France					
Germany					
Greece					
Hungary					
Ireland					

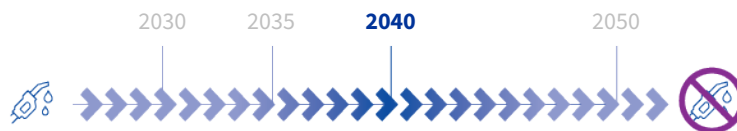
	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Italy					
Latvia					
Lithuania					
Luxembourg					
Malta					
The Netherlands					
Poland					
Portugal	2040		aim to	80 km	
Romania					
Slovakia					
Slovenia					
Spain					
Sweden					
Commission	2035		undertake to	60 km	

Article 1

Emissions reduction in new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU starting from the year ...

☐	2030	... greening new passenger cars on EU roads as quickly as possible.
☐	2035	...moving swiftly but allowing time for companies and consumers to adjust and for infrastructure to be constructed.
☒	2040	... ensuring enough time for consumers and companies to adjust and for the necessary infrastructure to be constructed.
☐	2050	...making it a priority to limit the economic burden on consumers and companies, allowing them the time they need to adapt and for the necessary infrastructure to be constructed.
☐	Other option	



Your arguments

- Your country is strongly committed to climate action, as it is already experiencing the severe consequences of extreme weather.
- A critical yet often overlooked aspect of this debate is the reliance on minerals, such as lithium and cobalt, which are essential for EV batteries. Their extraction has serious environmental and health impacts on mining regions, making it imperative to rethink mobility from a wider perspective, rather than focusing solely on EVs.
- Given your country's broader approach to sustainable transport, you advocate for a more cautious and predictable transition.
- Your notes:

Article 2

EV charging infrastructure

The Member States **aim to** provide a network of electric charging points for cars.

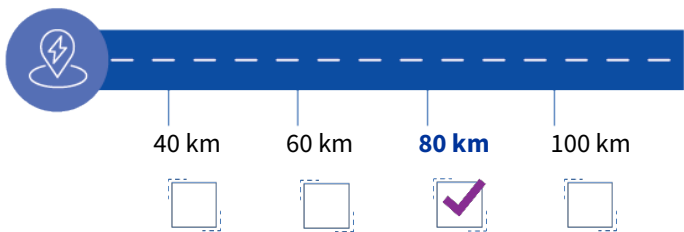
undertake to



aim to



Charging stations may not be more than **80 kilometres** apart.



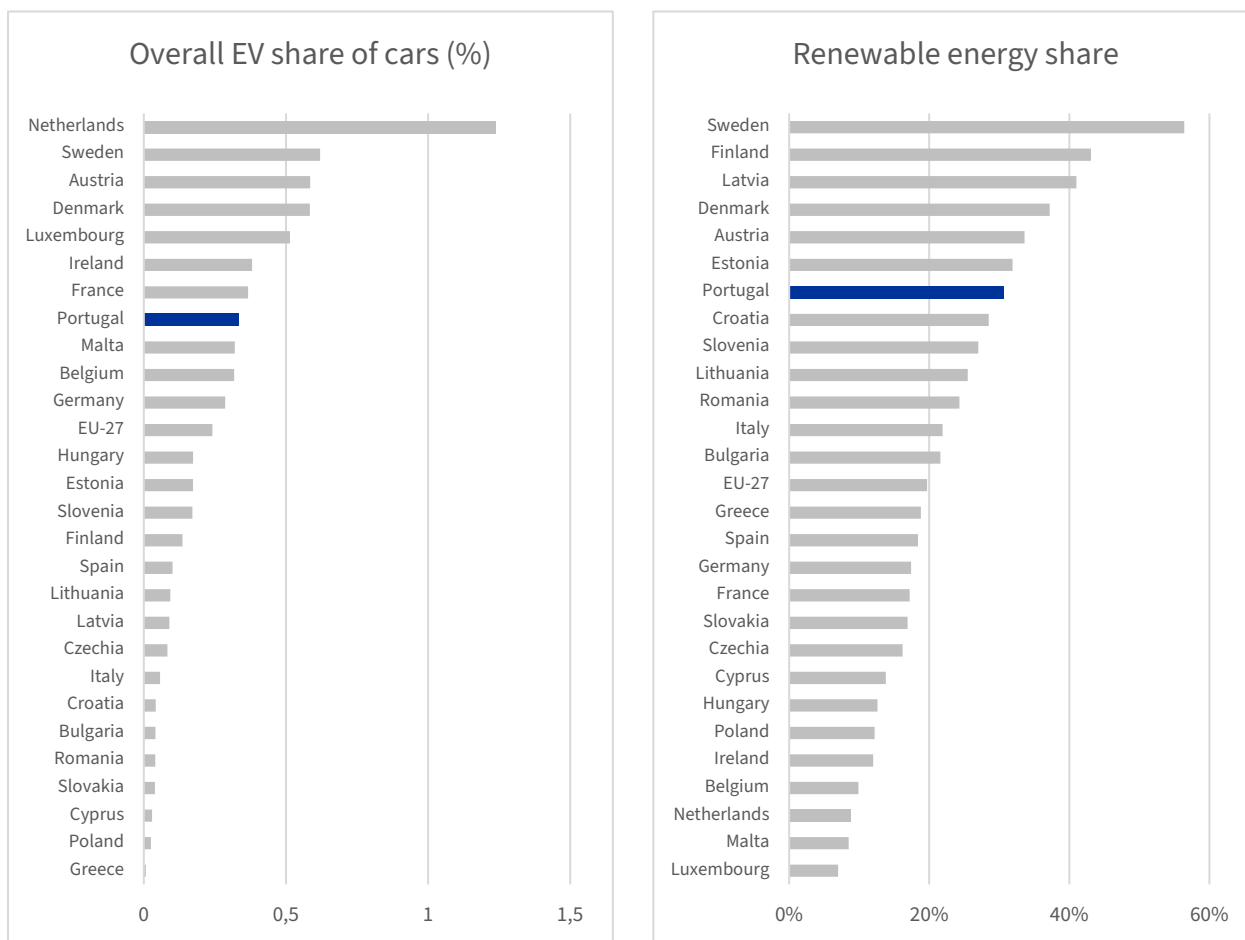
Your arguments

- Despite your long-term support for a gradual rollout of EVs, you are concerned about the significant investments required for charging infrastructure.
- Portugal’s power grid currently lacks the capacity to support large-scale EV charging without costly upgrades. Additionally, the grid is sometimes affected by extreme weather conditions, leading to blackouts.
- Therefore, before committing to investments in charging points, it is crucial to prioritise urgent upgrades to the grid to ensure that it is more stable and less prone to volatility.
- Your notes:

Note: The presented content is didactically prepared to ensure the flow of the game and the participants’ learning experience. It does not necessarily represent real content or real political positions.

Background information

Please note: **The negotiations are taking place in 2021!**



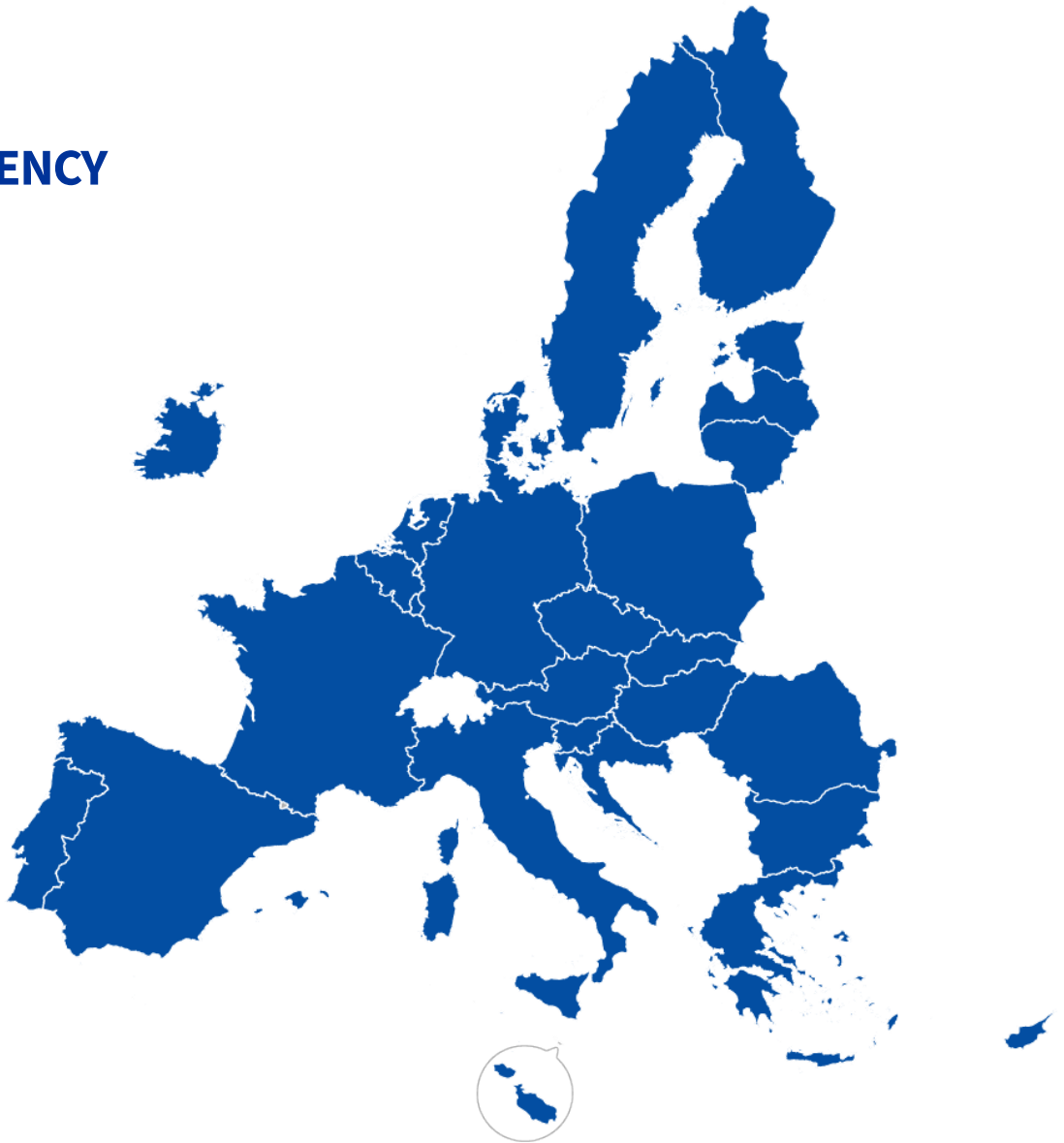
	European Union	Portugal
GDP per capita in EUR	30 440	19 360
Population density (persons per square km)	108.9	113.0
Unemployment rate	7.2%	7.1%
Greenhouse gas emissions (CO ₂ equivalents in tonnes per capita)	2 154	1 554
Greenhouse gas emission intensity of electricity generation (gCO ₂ e/kWh)	210	119
Share of renewable energy	19.7%	30.6%
Motorisation rate (cars per 1 000 inhabitants)	555	535
New passenger cars registered in 2019	10 949 740	202 986
Share of new EVs registered in 2019	4.92%	3.9%

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PRESIDENCY



MINISTER FOR A DAY: NEGOTIATING AT 27

■ Regulation for CO₂ emissions for passenger cars

Role profiles | **Standard version** | EN



Council of the
European Union

Proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

on the reduction of CO₂ emissions for new passenger cars
and the deployment of electric vehicle infrastructure

CONTEXT OF THE PROPOSAL

As a party to the Paris Agreement, the EU is committed to combatting climate change. In the European Climate Law, the EU made climate neutrality by 2050 legally binding. This requires a significant reduction in greenhouse gas (GHG) emissions, which the EU seeks to tackle through the European Green Deal, the major initiative of the 2019-2024 European Commission.

The transport sector is of the utmost importance for the success of the Green Deal. As of 2019, transport is responsible for a quarter of all GHG emissions in the EU. Passenger cars and motorcycles are the source of 60% of these emissions, which account for 20% of all EU emissions. Emissions reduction is notoriously difficult in the transport sector – emissions in road transport grew by 28% from 1990 to 2019.

Urgent action is needed to move towards a more sustainable passenger transport system, in which electric vehicles (EVs) play a central role. Despite the increased availability of electric vehicles in recent years, most passenger cars in the EU still rely on petrol and diesel for fuel. The European Commission proposal seeks to plug a key gap in the EU's efforts to fight climate change. It seeks to establish an end date for sales of new fossil-fuelled cars, and a minimum requirement for EV charging infrastructure.

Article 1

Reduction of emissions for new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU from the year 2035.

Article 2

Electric vehicle charging infrastructure

The Member States undertake to provide a network of electric charging points. Charging points may not be more than 60 kilometres apart.



Agenda

It is 2021, and on the Transport, Telecommunications and Energy Council's agenda today is the Commission's proposal for a new regulation on greening new passenger cars on EU roads. You will discuss the draft with the representatives of the other member states, aiming to reach a compromise.

Your primary objective

To agree on a common position of the Council by double majority (meaning at least 55% of the member states, representing 65% of the EU population). Ideally, unanimity is always sought, but if this is not attainable the double majority rule will be applied. In practice, most decisions are not put to a vote, but the presidency tries to find a compromise that can be supported by all delegations.



Your role

You join the delegation of the member state currently holding the presidency. The game facilitator will tell you which country this is.

As part of the delegation, it is your task to chair the official negotiations while your colleagues present your country's interests and positions. You are responsible for overseeing all official talks, giving delegates the floor and keeping to the schedule.

Opening

1. You should **formally open the meeting**, welcome all delegates and the Commission and explain the purpose of the meeting (maximum 1 minute). The script in the textbox on the next page may help you.
2. After this, you **ask the Commission representative to present the draft**.
3. This is **followed by the opening statements of the member states** (maximum 1 minute each), called by you in order of the requests to speak. Invite member states to clearly state where they share common interests with other member states.

Discussions

1. **Moderate the ensuing official negotiations.** Ministers can speak only when given the floor by you. Call delegates in the order in which requests to speak have been made.
2. Ask delegates not to repeat arguments and positions that have already been put forward. Invite member states with similar positions to speak on behalf of each other. **Time is limited!**
3. Official **negotiations are interrupted for informal talks.** You announce the beginning of informal talks and the time when the formal meeting will reconvene. Informal talks can take place without your supervision.

Reach an agreement

1. During the informal talks, you have time to **prepare a compromise proposal.** Of course, you can also ask the member states if they have suggestions for a compromise.
2. You put the most promising proposal(s) for Articles 1 and 2 to a vote. The final **text is adopted by a double majority** (55% of member states, representing at least 65% of the EU population). Use the voting calculator to count the votes. The game facilitator will help you with this.
3. When it comes to the final vote on a compromise proposal, remind the member states that at this stage they have to decide whether they prefer a compromise with which they may not be 100% satisfied or no result.

Members of the Council, Commissioner,

I am pleased to open today's meeting of the Transport, Telecommunications and Energy Council.

As you know, _____ currently holds the Council Presidency and will chair the negotiations. It will be my role to moderate today's meeting, and I will not be presenting our country's positions on the topic.

On today's agenda is a new regulation on the reduction of CO₂ emissions for new passenger cars and the deployment of electric vehicle infrastructure. The topic is of great importance for all European citizens, as well as for the EU's role in the world, because _____

Before giving the floor to the Commission, I would like to underline that the Council's Legal Service has reviewed the proposal and informed us that it is in conformity with the Treaties and has the necessary legal basis.

We now kindly ask the Commission to present its proposal. Afterwards, each of you will have the opportunity to present your country's position in a short opening statement. We are looking forward to a constructive and fruitful debate.

Commissioner, the floor is yours!

Article 1

Emissions reduction in new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU starting from the year ...

☐	2030	... greening new passenger cars on EU roads as quickly as possible.
☐	2035	...moving swiftly but allowing time for companies and consumers to adjust and for infrastructure to be constructed.
☐	2040	... ensuring enough time for consumers and companies to adjust and for the necessary infrastructure to be constructed.
☐	2050	...making it a priority to limit the economic burden on consumers and companies, allowing them the time they need to adapt and for the necessary infrastructure to be constructed.
☐	Other option	

Article 2

EV charging infrastructure

The Member States ... provide a network of electric charging points for cars.

undertake to	aim to
☐	☐

Charging stations may not be more than ... apart.



40 km

60 km

80 km

100 km

☐

☐

☐

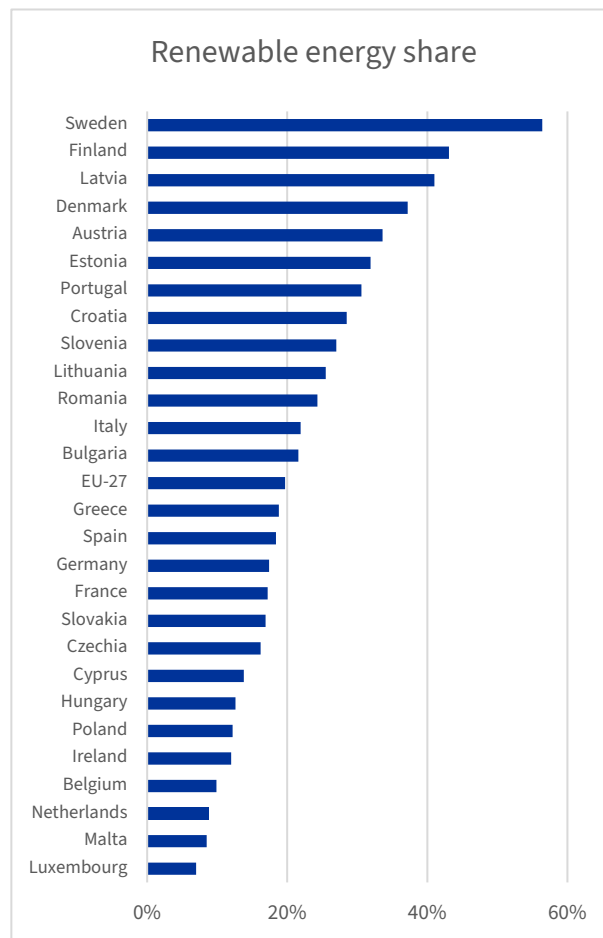
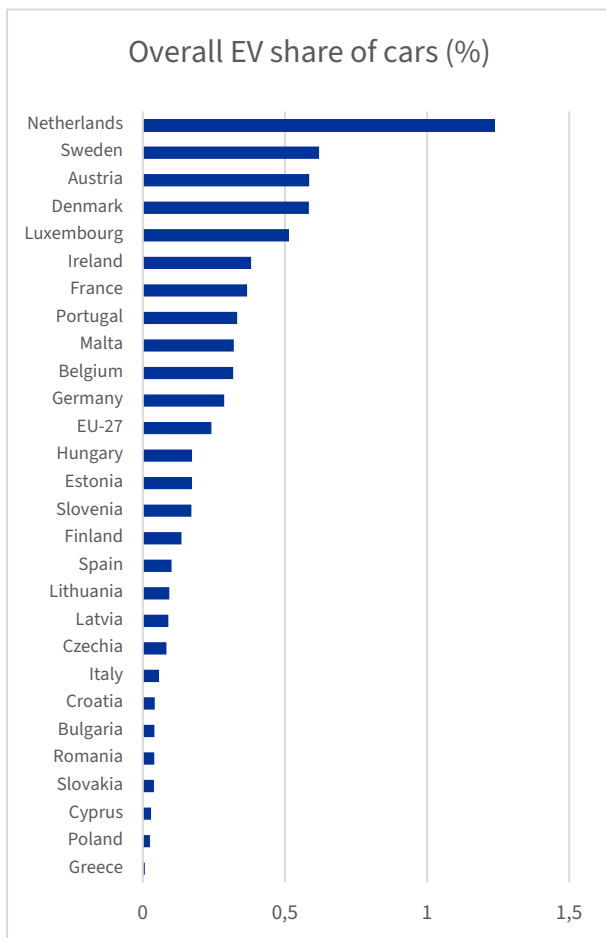
☐

	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Austria	2030		undertake to	40 km	
Belgium	2030		undertake to	40 km	
Bulgaria	2050		aim to	80 km	
Croatia	2040		aim to	100 km	
Cyprus	2040		aim to	100 km	
Czechia	2050		aim to	80 km	
Denmark	2030		undertake to	40 km	
Estonia	2040		aim to	80 km	
Finland	2030		aim to	60 km	100 km on low-traffic roads
France	2035		undertake to	60 km	
Germany	2035		undertake to	60 km	
Greece	2030		aim to	80 km	
Hungary	2040		aim to	100 km	
Ireland	2030		undertake to	60 km	

	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Italy	2035	excluding small-volume manufacturers	undertake to	60 km	
Latvia	2050		aim to	80 km	
Lithuania	2030		undertake to	100 km	
Luxembourg	2030		undertake to	60 km	
Malta	2030		undertake to	100 km	
The Netherlands	2030		undertake to	40 km	
Poland	2040		aim to	100 km	
Portugal	2040		aim to	80 km	
Romania	2050		aim to	80 km	
Slovakia	2035		undertake to	60 km	
Slovenia	2035		aim to	80 km	
Spain	2040		aim to	80 km	
Sweden	2030		aim to	60 km	100 km on low-traffic roads
Commission	2035		undertake to	60 km	

Background information

Please note: **The negotiations are taking place in 2021!**



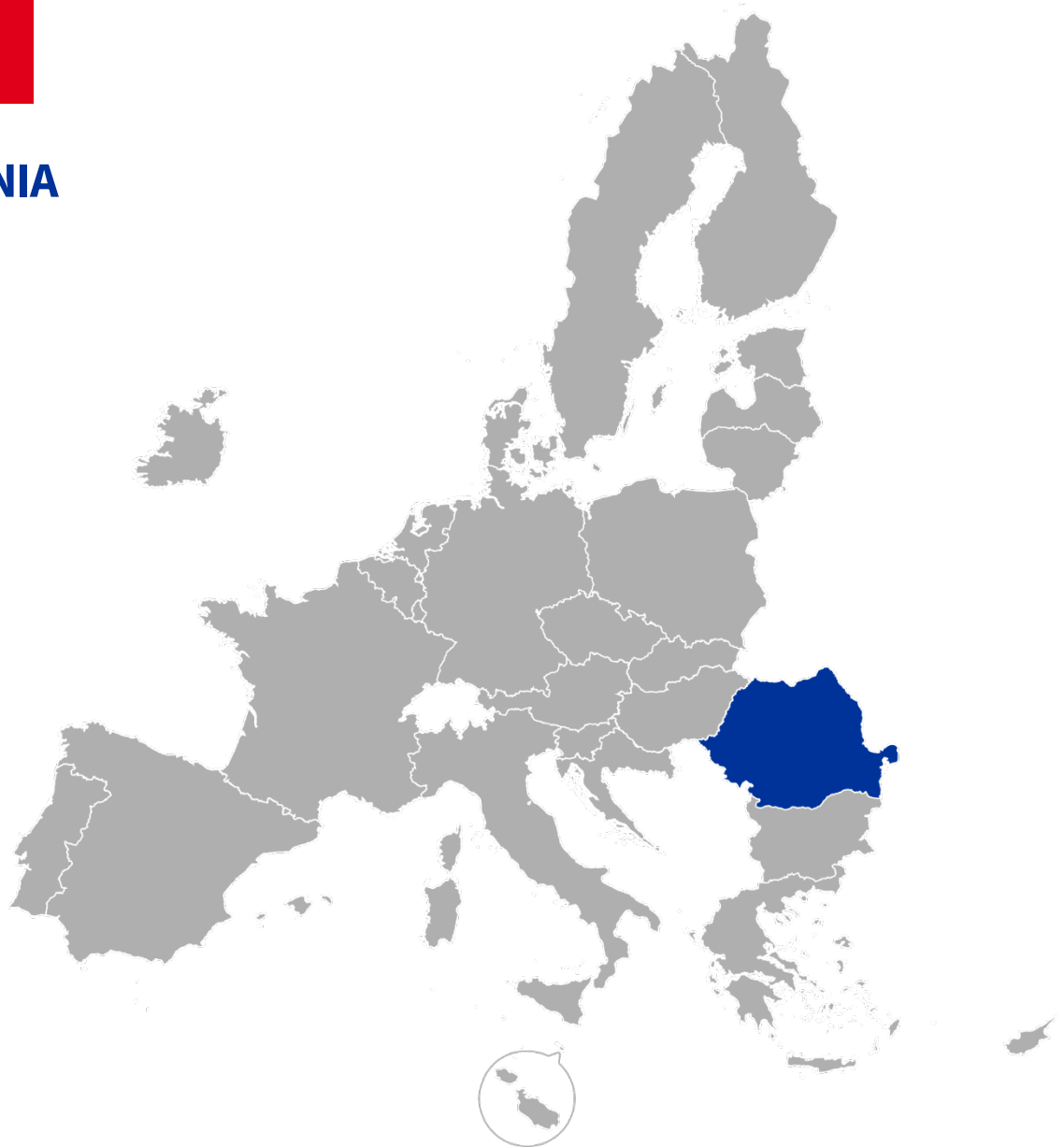
	European Union
GDP per capita in EUR	30 440
Population density (persons per square km)	108.9
Unemployment rate	7.2%
Greenhouse gas emissions (CO ₂ equivalents in tonnes per capita)	2 154
Greenhouse gas emission intensity of electricity generation (gCO ₂ e/kWh)	210
Share of renewable energy	19.7%
Motorisation rate (cars per 1 000 inhabitants)	555
New passenger cars registered in 2019	10 949 740
Share of new EVs registered in 2019	4.92%

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ROMANIA



MINISTER FOR A DAY: NEGOTIATING AT 27

■ Regulation for CO₂ emissions for passenger cars

Role profiles | **Standard version** | EN



Council of the
European Union

Proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

on the reduction of CO₂ emissions for new passenger cars
and the deployment of electric vehicle infrastructure

CONTEXT OF THE PROPOSAL

As a party to the Paris Agreement, the EU is committed to combatting climate change. In the European Climate Law, the EU made climate neutrality by 2050 legally binding. This requires a significant reduction in greenhouse gas (GHG) emissions, which the EU seeks to tackle through the European Green Deal, the major initiative of the 2019-2024 European Commission.

The transport sector is of the utmost importance for the success of the Green Deal. As of 2019, transport is responsible for a quarter of all GHG emissions in the EU. Passenger cars and motorcycles are the source of 60% of these emissions, which account for 20% of all EU emissions. Emissions reduction is notoriously difficult in the transport sector – emissions in road transport grew by 28% from 1990 to 2019.

Urgent action is needed to move towards a more sustainable passenger transport system, in which electric vehicles (EVs) play a central role. Despite the increased availability of electric vehicles in recent years, most passenger cars in the EU still rely on petrol and diesel for fuel. The European Commission proposal seeks to plug a key gap in the EU's efforts to fight climate change. It seeks to establish an end date for sales of new fossil-fuelled cars, and a minimum requirement for EV charging infrastructure.

Article 1

Reduction of emissions for new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU from the year 2035.

Article 2

Electric vehicle charging infrastructure

The Member States undertake to provide a network of electric charging points. Charging points may not be more than 60 kilometres apart.



Agenda

It is 2021, and on the Transport, Telecommunications and Energy Council's agenda today is the Commission's proposal for a new regulation on greening new passenger cars on EU roads.

You will discuss the draft with the representatives of the other member states, aiming to reach a compromise.



Your primary objective

To agree on a common position of the Council that reflects your interests. You can also consider supporting a compromise option that partly reflects your interests.

Your task

1. Carefully **read your group information**, which sets out your interests and positions.
2. Some of **your arguments** align with the positions of countries such as **Bulgaria, Czechia and Latvia**. Talk to them to see whether you can cooperate to defend your possible common interests.
3. Prepare an **opening statement** (maximum 1 minute) for the first round of official negotiations. State your position on Articles 1 and 2. The script in the textbox on the left may help you.
4. Make your opening statement when the presidency (who chairs the meeting) gives you the floor. If you agree with the positions of other countries that have already spoken, make this clear.
5. Listen to the positions of the other countries. **Fill in the table on the next page** to keep track of their positions. A major part of the negotiations is about listening to each other and finding solutions that work for everyone.
6. During the official negotiations, **present your positions and arguments**. Where your arguments align with those of other countries, it can be useful to present your arguments together to give them greater weight.
7. It is ultimately **your decision as to how to vote**. Be aware that when it comes to the final vote on a compromise proposal, you need to decide whether you prefer a compromise with which you may not be 100% satisfied or no result.

Madam/Mr President, Commissioner, colleagues,

I would first of all like to thank the Commission for its proposal and the Presidency for including this issue on today's agenda.

In advance of today's meeting, we had fruitful discussions with _____, and we agreed on a common position.

We think it is necessary to revise the targets set out in Article 1 of the regulation. We argue for an early/late phase-out of the registration of non-electric vehicles starting by the year ____, because _____

With regard to Article 2, member states should aim to/undertake to install EV charging infrastructure no more than ____ km apart, because we are in favour of _____.

We are confident that we will find a workable compromise during today's meeting.

Thank you.

	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Austria					
Belgium					
Bulgaria					
Croatia					
Cyprus					
Czechia					
Denmark					
Estonia					
Finland					
France					
Germany					
Greece					
Hungary					
Ireland					

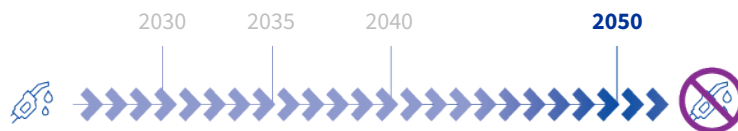
	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Italy					
Latvia					
Lithuania					
Luxembourg					
Malta					
The Netherlands					
Poland					
Portugal					
Romania	2050		aim to	80 km	
Slovakia					
Slovenia					
Spain					
Sweden					
Commission	2035		undertake to	60 km	

Article 1

Emissions reduction in new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU starting from the year ...

☐	2030	... greening new passenger cars on EU roads as quickly as possible.
☐	2035	...moving swiftly but allowing time for companies and consumers to adjust and for infrastructure to be constructed.
☐	2040	... ensuring enough time for consumers and companies to adjust and for the necessary infrastructure to be constructed.
☒	2050	...making it a priority to limit the economic burden on consumers and companies, allowing them the time they need to adapt and for the necessary infrastructure to be constructed.
☐	Other option	



Your arguments

- Your country is committed to making a fair contribution to reducing emissions in the transport sector, while ensuring that this transition does not harm the national economy. While several climate organisations have criticised Romania's transition plans as not ambitious enough, you are implementing changes within the limits of what is economically feasible.
- A major concern is the continued influx of second-hand cars, which has negatively impacted both climate and energy performance in the past. You acknowledge that changing consumer habits is necessary, but you see this as a long-term objective closely tied to Romania's economic development.
- You strongly oppose a full phaseout of combustion engine vehicles by 2035, advocating instead for a later deadline. A 2050 phaseout is far more realistic, giving your economy and population the necessary time to adapt.
- Your notes:

Article 2

EV charging infrastructure

The Member States **aim at** provide a network of electric charging points for cars.

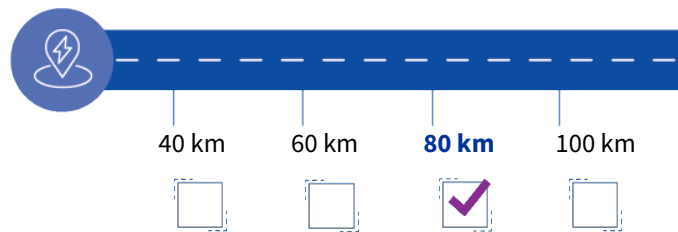
undertake to



aim to



Charging stations may not be more than **80 kilometres** apart.

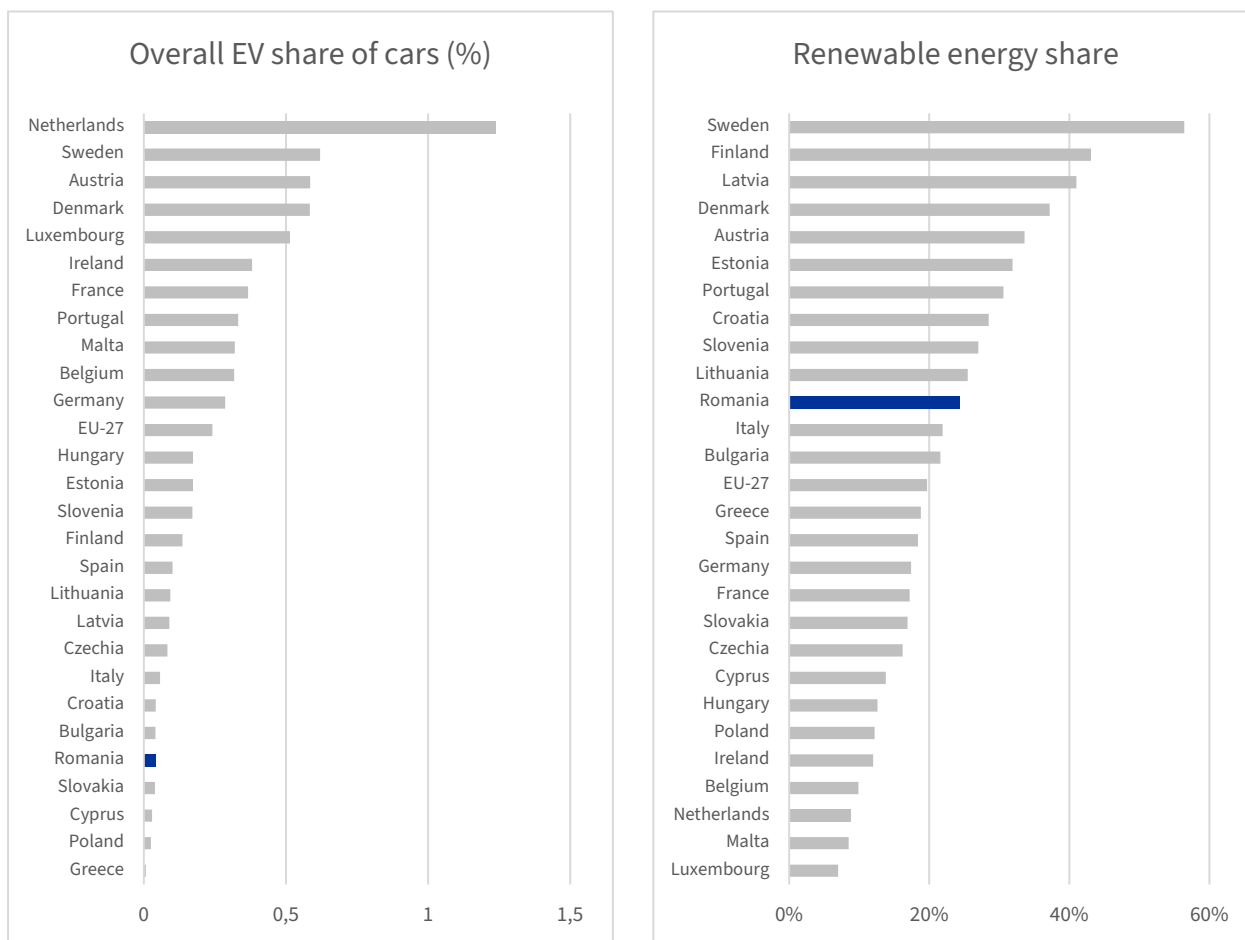


Your arguments

- Your country relies on a growing second-hand market for EVs, which will take time to develop as EV take-up in wealthier Western European member states is only beginning to accelerate.
- Given this, you are strongly against any binding commitment to charging infrastructure expansion.
- Additionally, you are concerned about the fairness of the proposal, as public funds used for EV infrastructure would primarily benefit EV owners, while non-EV owners would effectively be subsidising a system they do not use.
- Your notes:

Background information

Please note: **The negotiations are taking place in 2021!**



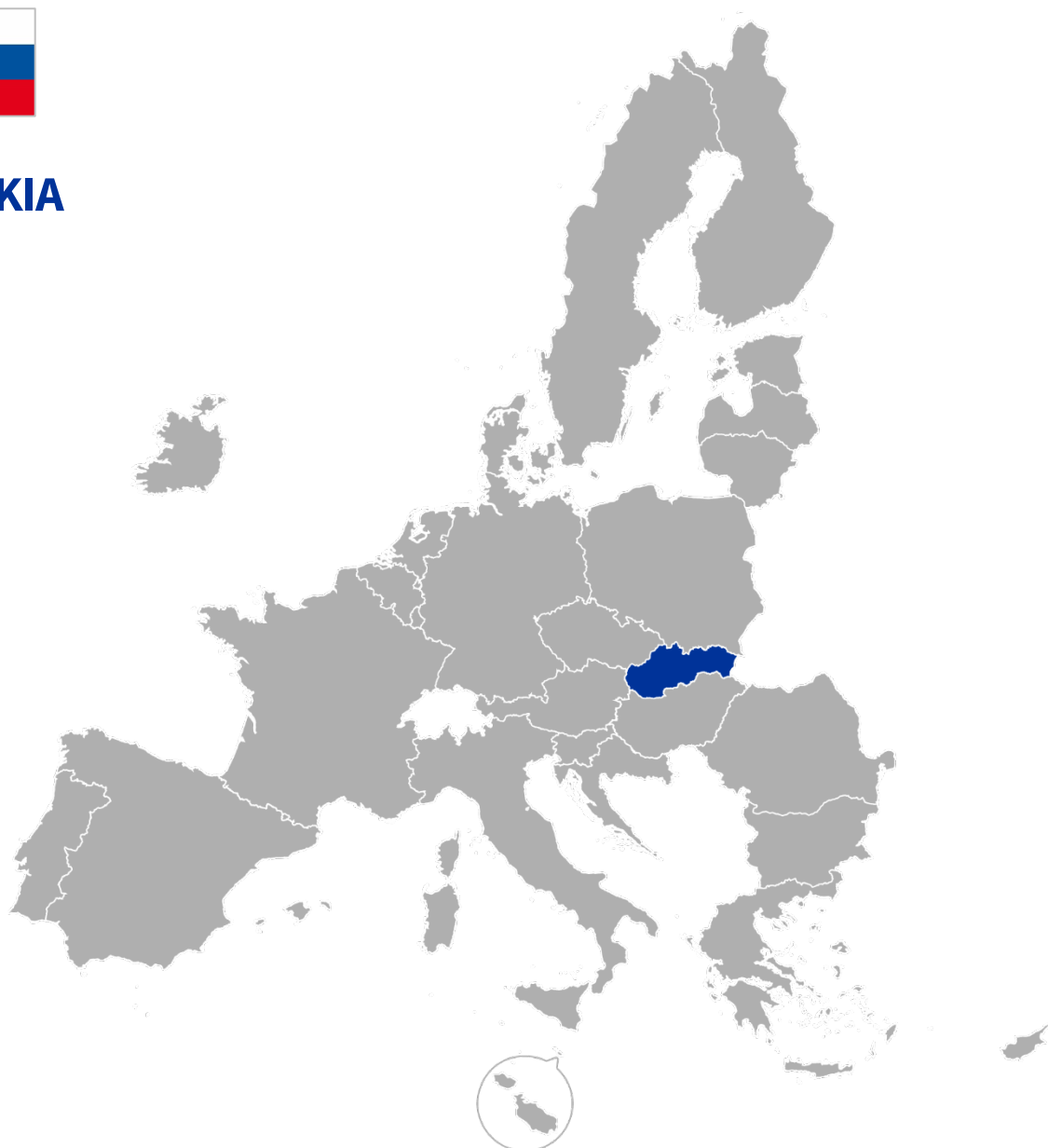
	European Union	Romania
GDP per capita in EUR	30 440	11 460
Population density (persons per square km)	108.9	82.7
Unemployment rate	7.2%	6.1%
Greenhouse gas emissions (CO ₂ equivalents in tonnes per capita)	2 154	1 464
Greenhouse gas emission intensity of electricity generation (gCO ₂ e/kWh)	210	234
Share of renewable energy	19.7%	24.3%
Motorisation rate (cars per 1 000 inhabitants)	555	379
New passenger cars registered in 2019	10 949 740	126 329
Share of new EVs registered in 2019	4.92%	2.3%

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SLOVAKIA



MINISTER FOR A DAY: NEGOTIATING AT 27

■ Regulation for CO₂ emissions for passenger cars

Role profiles | **Standard version** | EN



Council of the
European Union

Proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

on the reduction of CO₂ emissions for new passenger cars
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CONTEXT OF THE PROPOSAL

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Article 1

Reduction of emissions for new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU from the year 2035.

Article 2

Electric vehicle charging infrastructure

The Member States undertake to provide a network of electric charging points. Charging points may not be more than 60 kilometres apart.



SLOVAKIA

Agenda

It is 2021, and on the Transport, Telecommunications and Energy Council's agenda today is the Commission's proposal for a new regulation on greening new passenger cars on EU roads.

You will discuss the draft with the representatives of the other member states, aiming to reach a compromise.

Your primary objective

To agree on a common position of the Council that reflects your interests. You can also consider supporting a compromise option that partly reflects your interests.

Your task

1. Carefully **read your group information**, which sets out your interests and positions.
2. Some of **your arguments** align with the positions of countries such as **France, Germany and Italy**. Talk to them to see whether you can cooperate to defend your possible common interests.
3. Prepare an **opening statement** (maximum 1 minute) for the first round of official negotiations. State your position on Articles 1 and 2. The script in the textbox on the left may help you.
4. Make your opening statement when the presidency (who chairs the meeting) gives you the floor. If you agree with the positions of other countries that have already spoken, make this clear.
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6. During the official negotiations, **present your positions and arguments**. Where your arguments align with those of other countries, it can be useful to present your arguments together to give them greater weight.
7. It is ultimately **your decision as to how to vote**. Be aware that when it comes to the final vote on a compromise proposal, you need to decide whether you prefer a compromise with which you may not be 100% satisfied or no result.

Madam/Mr President, Commissioner, colleagues,

I would first of all like to thank the Commission for its proposal and the Presidency for including this issue on today's agenda.

In advance of today's meeting, we had fruitful discussions with _____, and we agreed on a common position.

We think it is necessary to revise the targets set out in Article 1 of the regulation. We argue for an early/late phase-out of the registration of non-electric vehicles starting by the year ____, because _____

With regard to Article 2, member states should aim to/undertake to install EV charging infrastructure no more than ____ km apart, because we are in favour of _____.

We are confident that we will find a workable compromise during today's meeting.

Thank you.



Note: The presented content is didactically prepared to ensure the flow of the game and the participants' learning experience. It does not necessarily represent real content or real political positions.

	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Austria					
Belgium					
Bulgaria					
Croatia					
Cyprus					
Czechia					
Denmark					
Estonia					
Finland					
France					
Germany					
Greece					
Hungary					
Ireland					

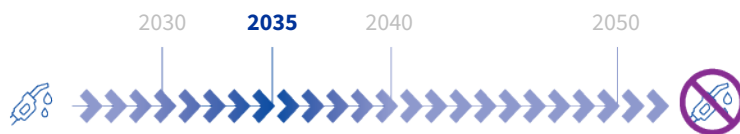
	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Italy					
Latvia					
Lithuania					
Luxembourg					
Malta					
The Netherlands					
Poland					
Portugal					
Romania					
Slovakia	2035		undertake to	60 km	
Slovenia					
Spain					
Sweden					
Commission	2035		undertake to	60 km	

Article 1

Emissions reduction in new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU starting from the year ...

- ☐ 2030 ... greening new passenger cars on EU roads as quickly as possible.
- ☒ **2035** ...moving swiftly but allowing time for companies and consumers to adjust and for infrastructure to be constructed.
- ☐ 2040 ... ensuring enough time for consumers and companies to adjust and for the necessary infrastructure to be constructed.
- ☐ Other option _____



Your arguments

- Your country is an aspiring leader in climate action. Earlier this year, your government approved the 'Greener Slovakia' environmental policy strategy, which sets objectives for protecting natural resources, reducing pollution, and advancing a circular economy. This reinforces your leadership in the field, and you are eager to voice your position today.
- Slovakia is home to manufacturing plants for major automotive companies, with 177 000 jobs directly in the sector and many more in related industries. In 2019, manufacturers were expected to produce over one million cars. The automotive industry is a cornerstone of the Slovak economy, contributing 13% of GDP, nearly 50% of industrial production, and 46% of exports.
- You support the Commission proposal as you see it as a balanced approach - neither too ambitious nor too modest.
- Your notes:

Article 2

EV charging infrastructure

The Member States **undertake to** provide a network of electric charging points for cars.

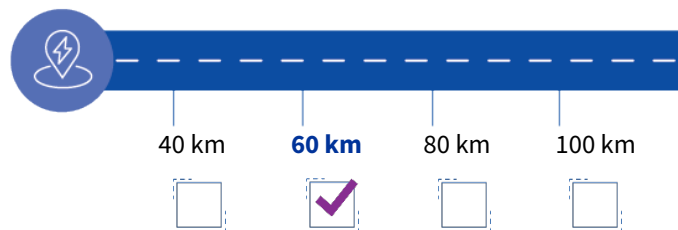
undertake to



aim to



Charging stations may not be more than **60 kilometres** apart.

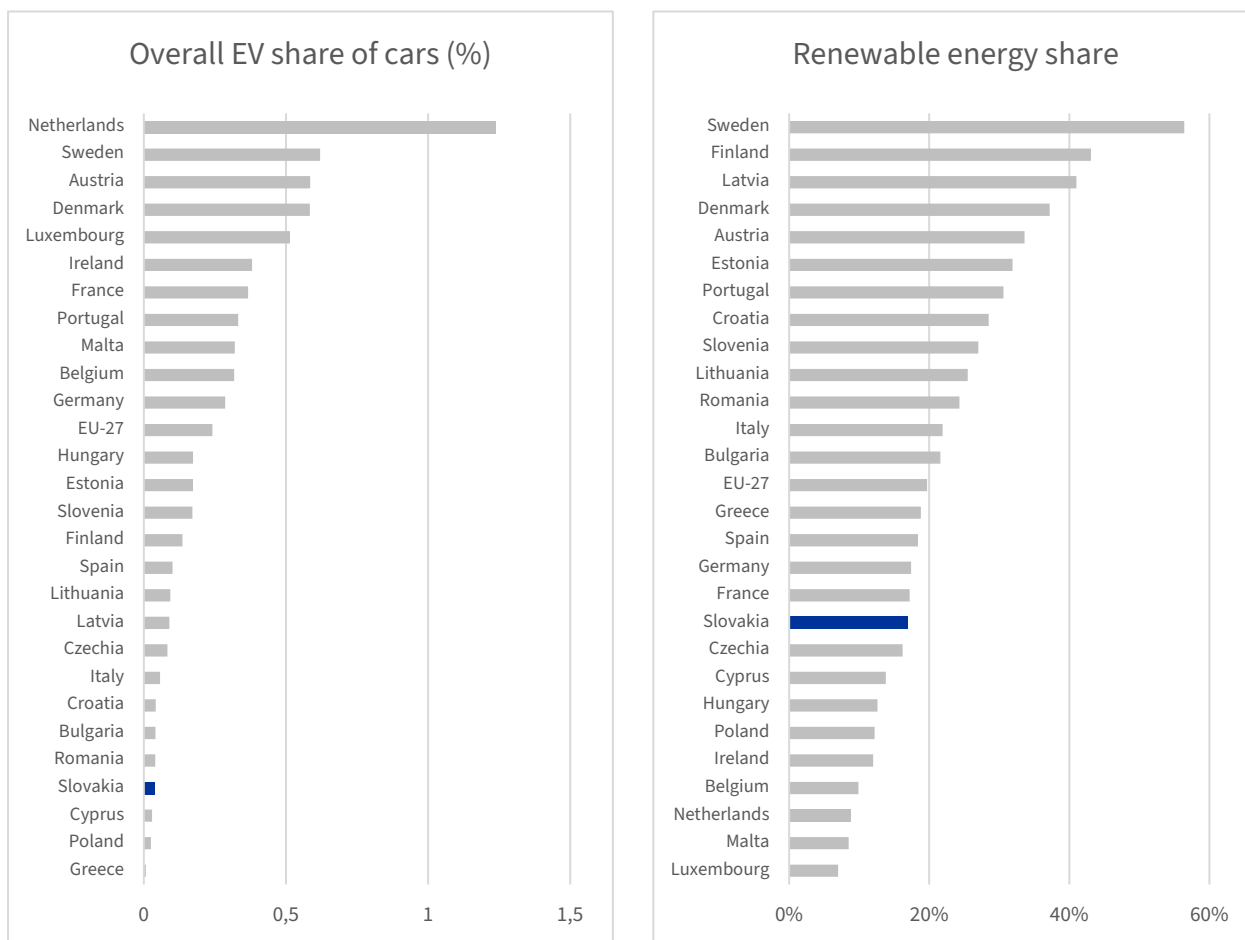


Your arguments

- You do not necessarily oppose the Commission proposal but prefer a more cautious approach.
- EV technologies are evolving rapidly, with new innovations such as wireless charging and battery swapping emerging regularly.
- Given this uncertainty, large-scale investments in current charging infrastructure risk becoming obsolete, potentially leading to wasted resources. A more flexible strategy is needed to adapt to future developments.
- Your notes:

Background information

Please note: **The negotiations are taking place in 2021!**



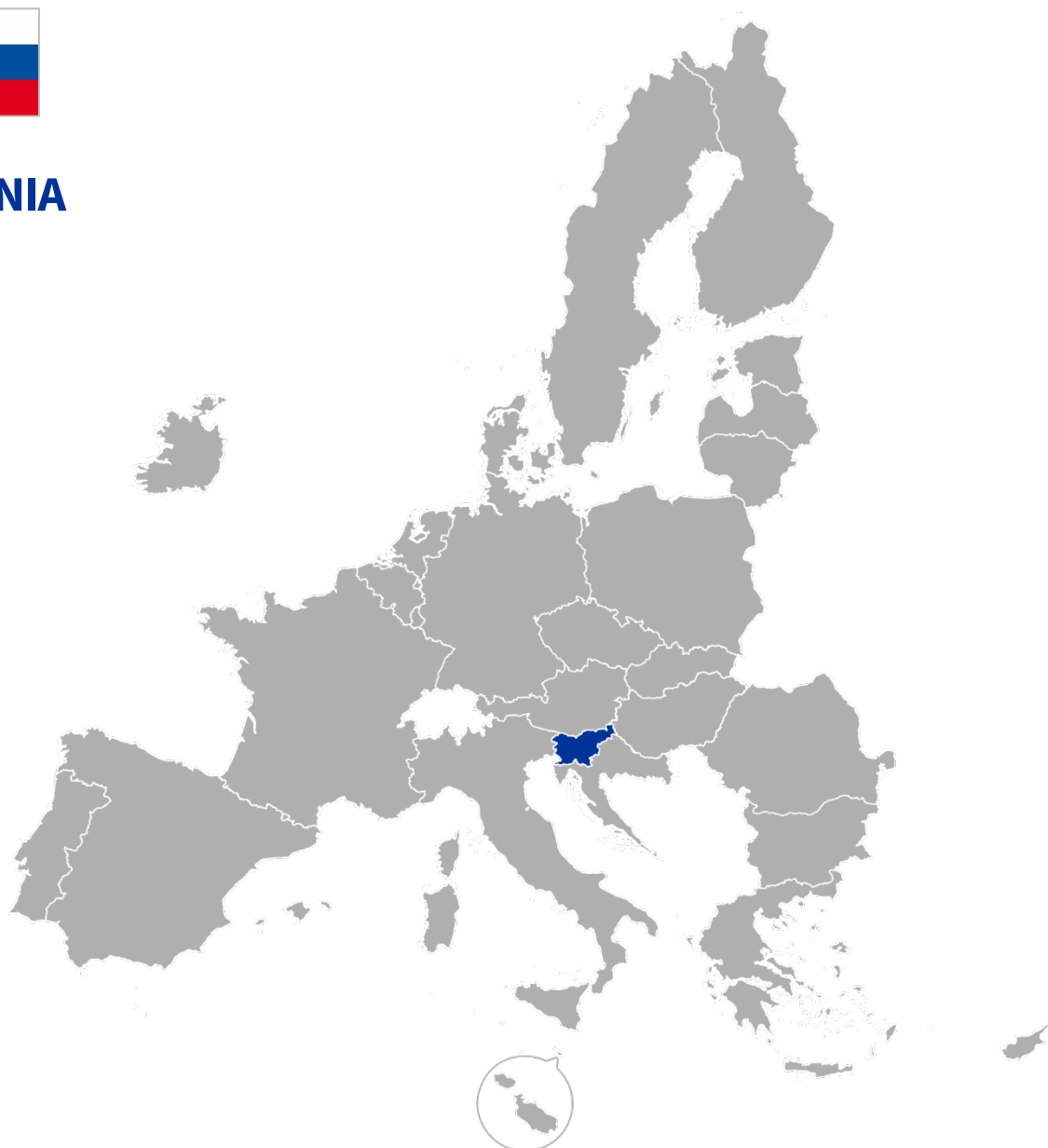
	European Union	Slovakia
GDP per capita in EUR	30 440	17 270
Population density (persons per square km)	108.9	112.0
Unemployment rate	7.2%	6.7%
Greenhouse gas emissions (CO ₂ equivalents in tonnes per capita)	2 154	1 803
Greenhouse gas emission intensity of electricity generation (gCO ₂ e/kWh)	210	84
Share of renewable energy	19.7%	16.9%
Motorisation rate (cars per 1 000 inhabitants)	555	447
New passenger cars registered in 2019	10 949 740	76 300
Share of new EVs registered in 2019	4.92%	1.2%

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SLOVENIA



MINISTER FOR A DAY: NEGOTIATING AT 27

■ Regulation for CO₂ emissions for passenger cars

Role profiles | **Standard version** | EN



Council of the
European Union

Proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

on the reduction of CO₂ emissions for new passenger cars
and the deployment of electric vehicle infrastructure

CONTEXT OF THE PROPOSAL

As a party to the Paris Agreement, the EU is committed to combatting climate change. In the European Climate Law, the EU made climate neutrality by 2050 legally binding. This requires a significant reduction in greenhouse gas (GHG) emissions, which the EU seeks to tackle through the European Green Deal, the major initiative of the 2019-2024 European Commission.

The transport sector is of the utmost importance for the success of the Green Deal. As of 2019, transport is responsible for a quarter of all GHG emissions in the EU. Passenger cars and motorcycles are the source of 60% of these emissions, which account for 20% of all EU emissions. Emissions reduction is notoriously difficult in the transport sector – emissions in road transport grew by 28% from 1990 to 2019.

Urgent action is needed to move towards a more sustainable passenger transport system, in which electric vehicles (EVs) play a central role. Despite the increased availability of electric vehicles in recent years, most passenger cars in the EU still rely on petrol and diesel for fuel. The European Commission proposal seeks to plug a key gap in the EU's efforts to fight climate change. It seeks to establish an end date for sales of new fossil-fuelled cars, and a minimum requirement for EV charging infrastructure.

Article 1

Reduction of emissions for new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU from the year 2035.

Article 2

Electric vehicle charging infrastructure

The Member States undertake to provide a network of electric charging points. Charging points may not be more than 60 kilometres apart.



SLOVENIA

Agenda

It is 2021, and on the Transport, Telecommunications and Energy Council's agenda today is the Commission's proposal for a new regulation on greening new passenger cars on EU roads.

You will discuss the draft with the representatives of the other member states, aiming to reach a compromise.



Your primary objective

To agree on a common position of the Council that reflects your interests. You can also consider supporting a compromise option that partly reflects your interests.

Your task

1. Carefully **read your group information**, which sets out your interests and positions.
2. Some of **your arguments** align with the positions of countries such as **Finland, Greece and Sweden**. Talk to them to see whether you can cooperate to defend your possible common interests.
3. Prepare an **opening statement** (maximum 1 minute) for the first round of official negotiations. State your position on Articles 1 and 2. The script in the textbox on the left may help you.
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7. It is ultimately **your decision as to how to vote**. Be aware that when it comes to the final vote on a compromise proposal, you need to decide whether you prefer a compromise with which you may not be 100% satisfied or no result.

Madam/Mr President, Commissioner, colleagues,

I would first of all like to thank the Commission for its proposal and the Presidency for including this issue on today's agenda.

In advance of today's meeting, we had fruitful discussions with _____, and we agreed on a common position.

We think it is necessary to revise the targets set out in Article 1 of the regulation. We argue for an early/late phase-out of the registration of non-electric vehicles starting by the year ____, because _____

With regard to Article 2, member states should aim to/undertake to install EV charging infrastructure no more than ____ km apart, because we are in favour of _____.

We are confident that we will find a workable compromise during today's meeting.

Thank you.

Note: The presented content is didactically prepared to ensure the flow of the game and the participants' learning experience. It does not necessarily represent real content or real political positions.

	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Austria					
Belgium					
Bulgaria					
Croatia					
Cyprus					
Czechia					
Denmark					
Estonia					
Finland					
France					
Germany					
Greece					
Hungary					
Ireland					

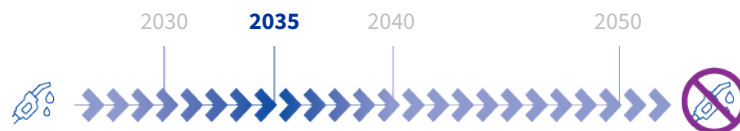
	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Italy					
Latvia					
Lithuania					
Luxembourg					
Malta					
The Netherlands					
Poland					
Portugal					
Romania					
Slovakia					
Slovenia	2035		aim to	80 km	
Spain					
Sweden					
Commission	2035		undertake to	60 km	

Article 1

Emissions reduction in new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU starting from the year ...

☐	2030	... greening new passenger cars on EU roads as quickly as possible.
☒	2035	...moving swiftly but allowing time for companies and consumers to adjust and for infrastructure to be constructed.
☐	2040	... ensuring enough time for consumers and companies to adjust and for the necessary infrastructure to be constructed.
☐	2050	...making it a priority to limit the economic burden on consumers and companies, allowing them the time they need to adapt and for the necessary infrastructure to be constructed.
☐	Other option	



Your arguments

- Climate change is a top priority for your country, and the transition to a low-carbon circular economy is a strategic goal for the Slovenian economy.
- You support the Commission proposal, as you see it as a balanced approach - neither too ambitious nor too modest. You recognise that for many EU countries, restructuring energy sources will be essential, given the expected rise in electricity demand due to the shift to e-mobility. You emphasise the importance of ensuring that all countries have the time and support needed to transition to cleaner energy sources.
- The transition to zero-carbon energy sources, though not directly part of this proposal, is crucial, as charging EVs with carbon-intensive electricity is not a sustainable solution. A coordinated effort is needed to ensure that e-mobility aligns with broader decarbonisation goals.
- Your notes:

Article 2

EV charging infrastructure

The Member States **aim to** provide a network of electric charging points for cars.

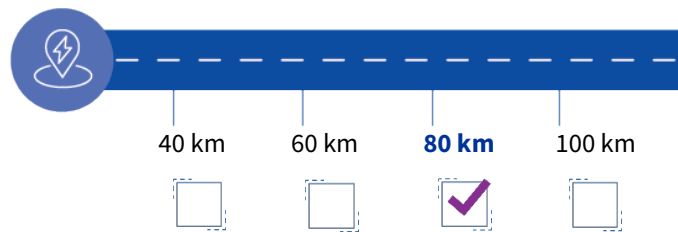
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Charging stations may not be more than **80 kilometres** apart.

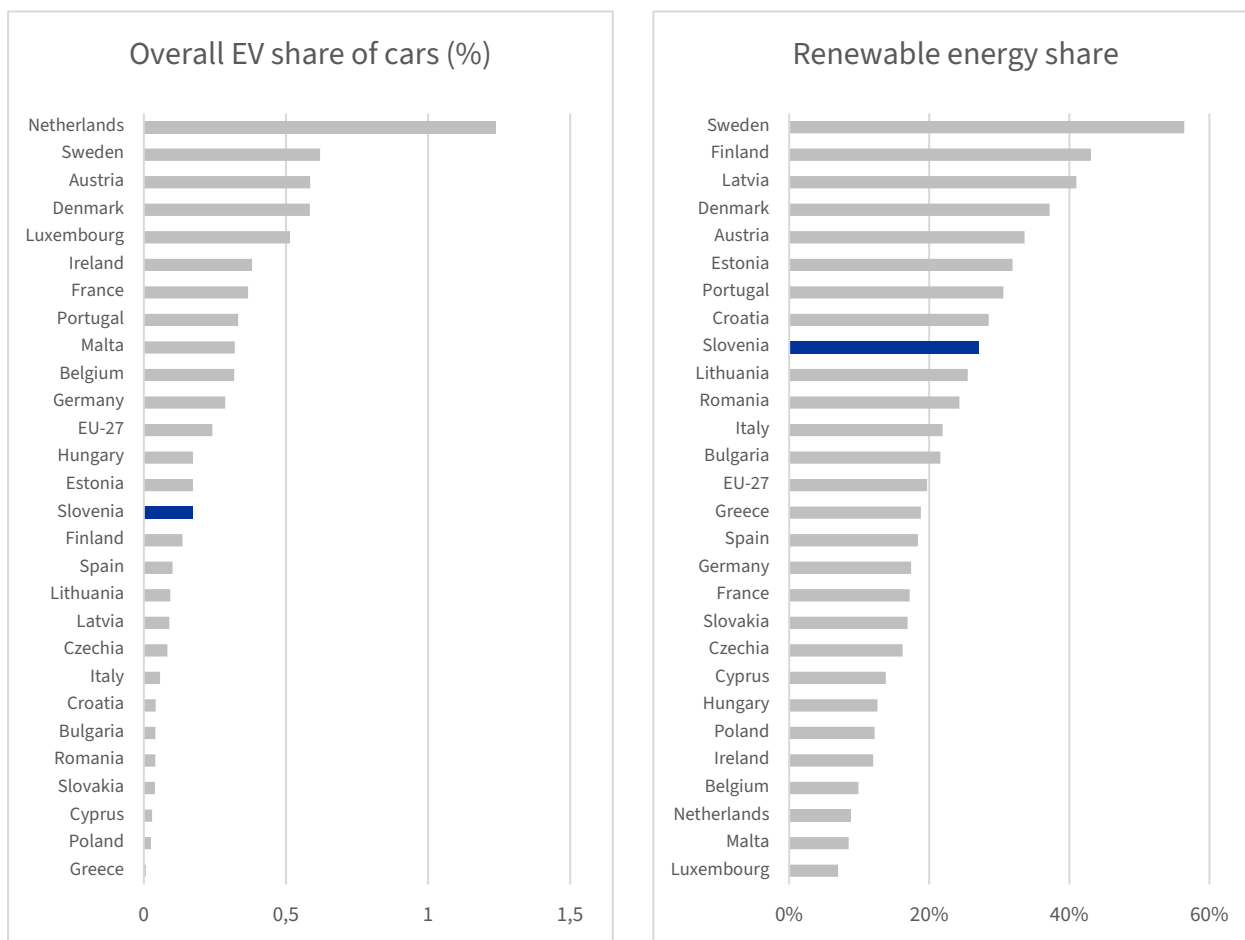


Your arguments

- You oppose mandatory requirements for charging points, believing that the growth of the EV market will naturally drive demand for charging infrastructure.
- The private sector should play a key role in developing an efficient network, ensuring that investment aligns with actual market needs.
- This approach aligns with free market principles, as state investments could discourage private sector innovation and investment in charging solutions.
- Your notes:

Background information

Please note: **The negotiations are taking place in 2021!**



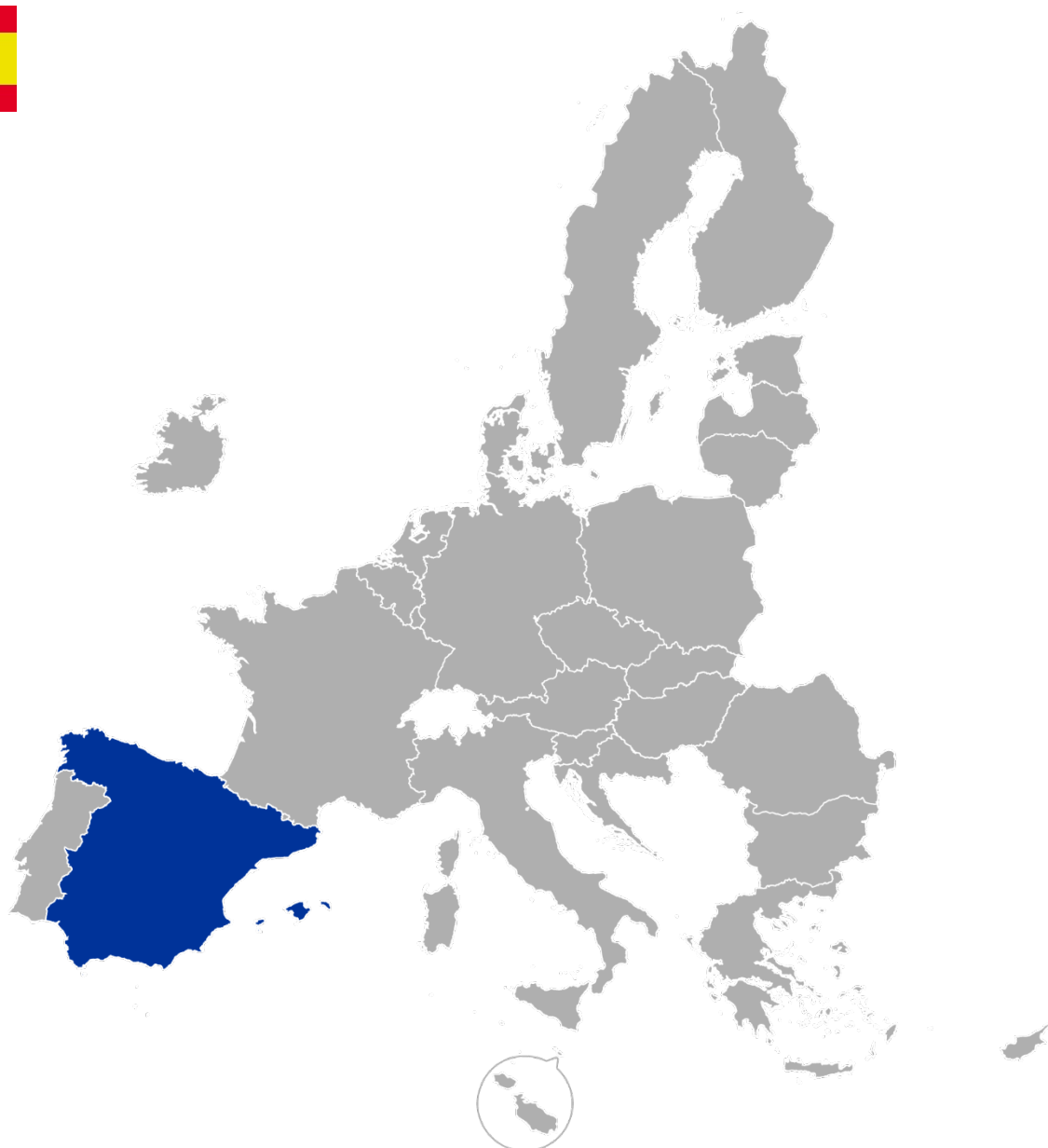
	European Union	Slovenia
GDP per capita in EUR	30 440	22 230
Population density (persons per square km)	108.9	103.7
Unemployment rate	7.2%	5.0%
Greenhouse gas emissions (CO ₂ equivalents in tonnes per capita)	2 154	1 957
Greenhouse gas emission intensity of electricity generation (gCO ₂ e/kWh)	210	176
Share of renewable energy	19.7%	27.0%
Motorisation rate (cars per 1 000 inhabitants)	555	555
New passenger cars registered in 2019	10 949 740	53 367
Share of new EVs registered in 2019	4.92%	3.2%

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SPAIN



MINISTER FOR A DAY: NEGOTIATING AT 27

■ Regulation for CO₂ emissions for passenger cars

Role profiles | **Standard version** | EN



Council of the
European Union

Proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

on the reduction of CO₂ emissions for new passenger cars
and the deployment of electric vehicle infrastructure

CONTEXT OF THE PROPOSAL

As a party to the Paris Agreement, the EU is committed to combatting climate change. In the European Climate Law, the EU made climate neutrality by 2050 legally binding. This requires a significant reduction in greenhouse gas (GHG) emissions, which the EU seeks to tackle through the European Green Deal, the major initiative of the 2019-2024 European Commission.

The transport sector is of the utmost importance for the success of the Green Deal. As of 2019, transport is responsible for a quarter of all GHG emissions in the EU. Passenger cars and motorcycles are the source of 60% of these emissions, which account for 20% of all EU emissions. Emissions reduction is notoriously difficult in the transport sector – emissions in road transport grew by 28% from 1990 to 2019.

Urgent action is needed to move towards a more sustainable passenger transport system, in which electric vehicles (EVs) play a central role. Despite the increased availability of electric vehicles in recent years, most passenger cars in the EU still rely on petrol and diesel for fuel. The European Commission proposal seeks to plug a key gap in the EU's efforts to fight climate change. It seeks to establish an end date for sales of new fossil-fuelled cars, and a minimum requirement for EV charging infrastructure.

Article 1

Reduction of emissions for new passenger vehicles

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Article 2

Electric vehicle charging infrastructure

The Member States undertake to provide a network of electric charging points. Charging points may not be more than 60 kilometres apart.



SPAIN

Agenda

It is 2021, and on the Transport, Telecommunications and Energy Council's agenda today is the Commission's proposal for a new regulation on greening new passenger cars on EU roads.

You will discuss the draft with the representatives of the other member states, aiming to reach a compromise.

Your primary objective

To agree on a common position of the Council that reflects your interests. You can also consider supporting a compromise option that partly reflects your interests.

Your task

1. Carefully **read your group information**, which sets out your interests and positions.
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Madam/Mr President, Commissioner, colleagues,

I would first of all like to thank the Commission for its proposal and the Presidency for including this issue on today's agenda.

In advance of today's meeting, we had fruitful discussions with _____, and we agreed on a common position.

We think it is necessary to revise the targets set out in Article 1 of the regulation. We argue for an early/late phase-out of the registration of non-electric vehicles starting by the year ____, because _____

With regard to Article 2, member states should aim to/undertake to install EV charging infrastructure no more than ____ km apart, because we are in favour of _____.

We are confident that we will find a workable compromise during today's meeting.

Thank you.

3. Prepare an **opening statement** (maximum 1 minute) for the first round of official negotiations. State your position on Articles 1 and 2. The script in the textbox on the left may help you.
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	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
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Belgium					
Bulgaria					
Croatia					
Cyprus					
Czechia					
Denmark					
Estonia					
Finland					
France					
Germany					
Greece					
Hungary					
Ireland					

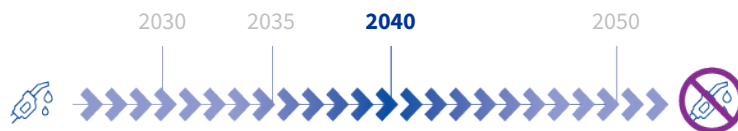
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	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Italy					
Latvia					
Lithuania					
Luxembourg					
Malta					
The Netherlands					
Poland					
Portugal					
Romania					
Slovakia					
Slovenia					
Spain	2040		aim to	80 km	
Sweden					
Commission	2035		undertake to	60 km	

Article 1

Emissions reduction in new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU starting from the year ...

☐	2030	... greening new passenger cars on EU roads as quickly as possible.
☐	2035	...moving swiftly but allowing time for companies and consumers to adjust and for infrastructure to be constructed.
☒	2040	... ensuring enough time for consumers and companies to adjust and for the necessary infrastructure to be constructed.
☐	2050	...making it a priority to limit the economic burden on consumers and companies, allowing them the time they need to adapt and for the necessary infrastructure to be constructed.
☐	Other option	



Your arguments

- As the second-largest country in the EU by size, transport plays a major role in your economy, but is also the largest source of greenhouse gas emissions.
- A critical yet often overlooked aspect of this debate is the reliance on minerals, such as lithium and cobalt, which are essential for EV batteries. Their extraction has serious environmental and health impacts on mining regions, making it imperative to rethink mobility as a whole, rather than focusing solely on EVs.
- With one of the highest unemployment rates in the EU, your top priority is to ensure that the EV transition does not lead to job losses. Therefore, you advocate for support measures, including investment in Spanish start-ups to boost EV take-up and training programmes for young unemployed workers, to help them to move into the growing EV sector.
- Your notes:

Article 2

EV charging infrastructure

The Member States **aim to** provide a network of electric charging points for cars.

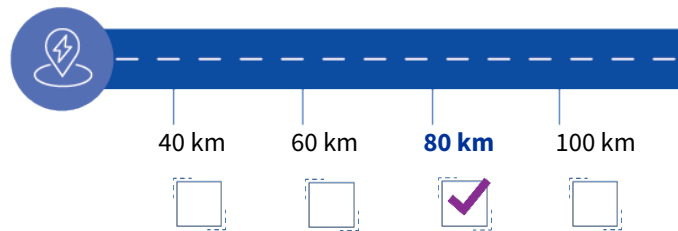
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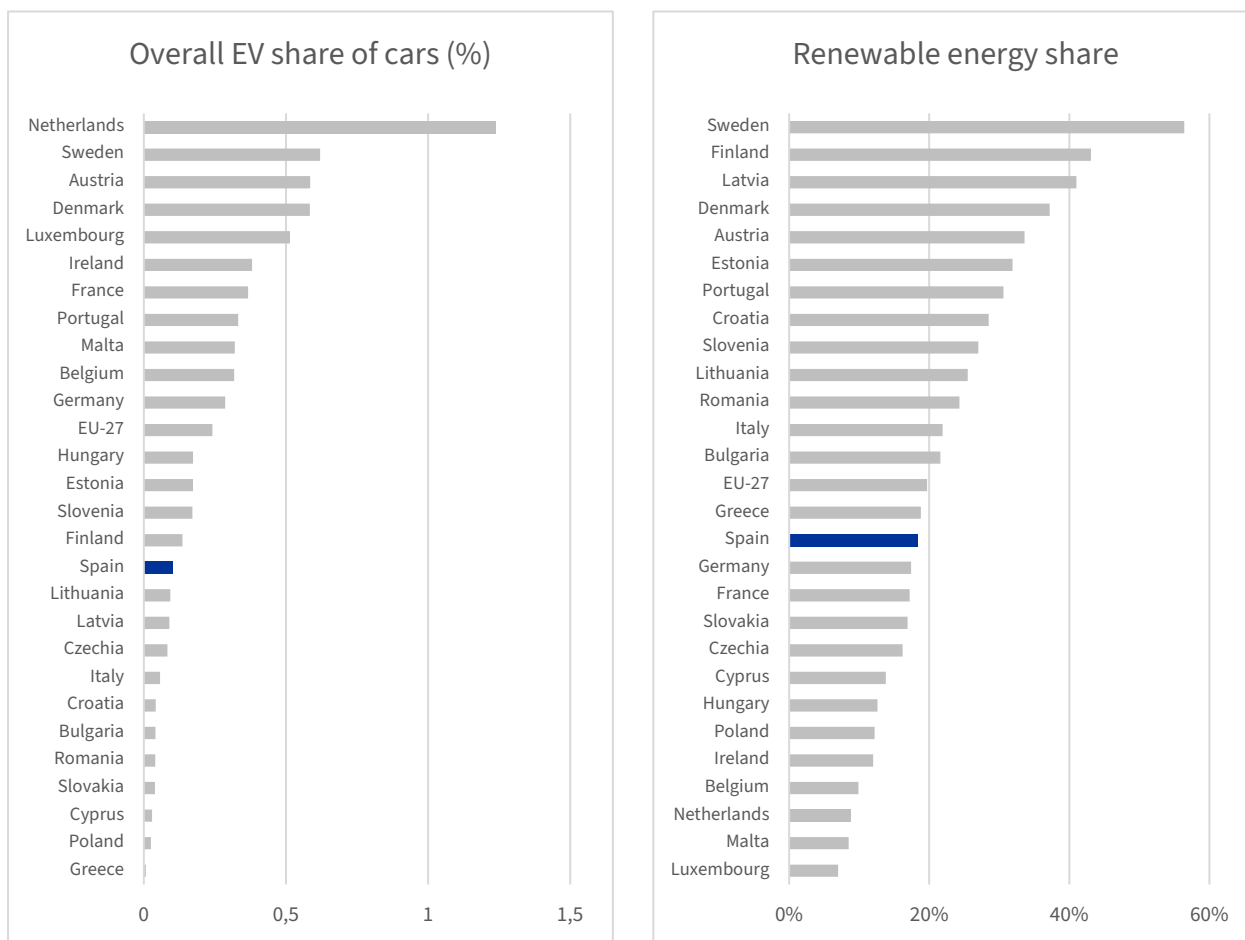


Your arguments

- Each EU member state has different road networks, influenced by varying population densities, meaning that a one-size-fits-all regulation is not suitable.
- Spain has many rural, sparsely populated areas with low car concentrations, meaning that EV charging points would be underused in those regions, so they are not needed every 60 km. Therefore, you request flexibility in setting national targets that do not negatively impact business activity.
- Your notes:

Background information

Please note: **The negotiations are taking place in 2021!**



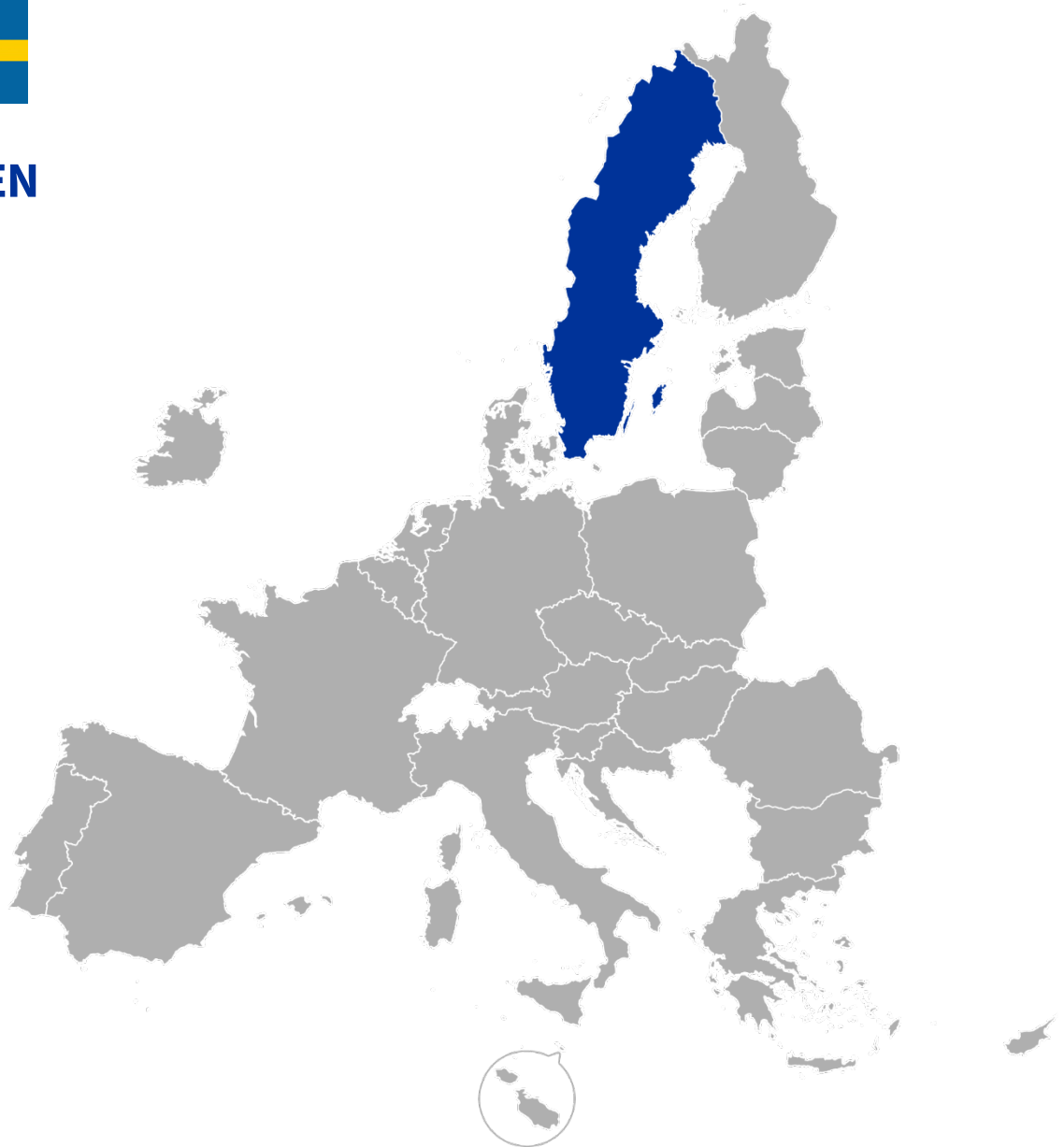
	European Union	Spain
GDP per capita in EUR	30 440	23 850
Population density (persons per square km)	108.9	93.8
Unemployment rate	7.2%	15.5%
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SWEDEN



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■ Regulation for CO₂ emissions for passenger cars

Role profiles | **Standard version** | EN



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Proposal for a

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Article 2

Electric vehicle charging infrastructure

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SWEDEN

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With regard to Article 2, member states should aim to/undertake to install EV charging infrastructure no more than ____ km apart, because we are in favour of _____.

We are confident that we will find a workable compromise during today's meeting.

Thank you.



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Austria					
Belgium					
Bulgaria					
Croatia					
Cyprus					
Czechia					
Denmark					
Estonia					
Finland					
France					
Germany					
Greece					
Hungary					
Ireland					

	Article 1		Article 2		
	EVs obligatory by ...	Other suggestions/notes	The Member States ...	may not be more than...	Other suggestions/notes
Italy					
Latvia					
Lithuania					
Luxembourg					
Malta					
The Netherlands					
Poland					
Portugal					
Romania					
Slovakia					
Slovenia					
Spain					
Sweden	2030		aim to	60 km	100 km on low-traffic roads
Commission	2035		undertake to	60 km	

Article 1

Emissions reduction in new passenger vehicles

New registrations of vehicles with internal combustion engines (using petrol or diesel) shall be phased out. No new petrol or diesel-fuelled cars shall be registered in the EU starting from the year ...



2030

... greening new passenger cars on EU roads as quickly as possible.



2035

...moving swiftly but allowing time for companies and consumers to adjust and for infrastructure to be constructed.



2040

... ensuring enough time for consumers and companies to adjust and for the necessary infrastructure to be constructed.

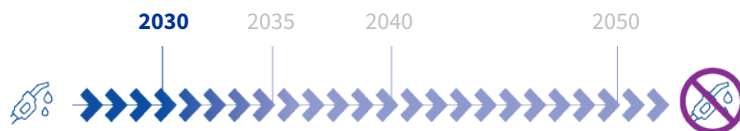


2050

...making it a priority to limit the economic burden on consumers and companies, allowing them the time they need to adapt and for the necessary infrastructure to be constructed.



Other
option



Your arguments

- At national level, your government aims to achieve climate neutrality by 2040 across all sectors, making you one of the most ambitious countries in the EU and a leader in climate action alongside other Nordic nations. Urgent collective action is needed to reduce emissions in the transport sector.
- You support a more ambitious EU-wide phaseout as it aligns more closely with your national commitments. You also believe that transitioning to carbon-neutral energy production is achievable with the right approach.
- Your own experience proves what is possible; you plan to bring the closure of your last coal-fired power plant forward to 2022, two years ahead of schedule, thanks to the dedication of both your government and your people who take the climate crisis seriously.
- Your notes:

Article 2

EV charging infrastructure

The Member States **aim to** provide a network of electric charging points for cars.

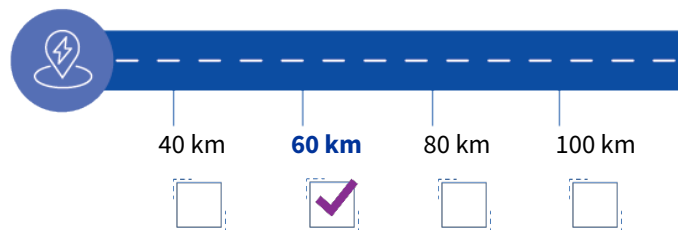
undertake to



aim to



Charging stations may not be more than **60 kilometres** apart (**with exceptions: 100 km on low-traffic roads**).

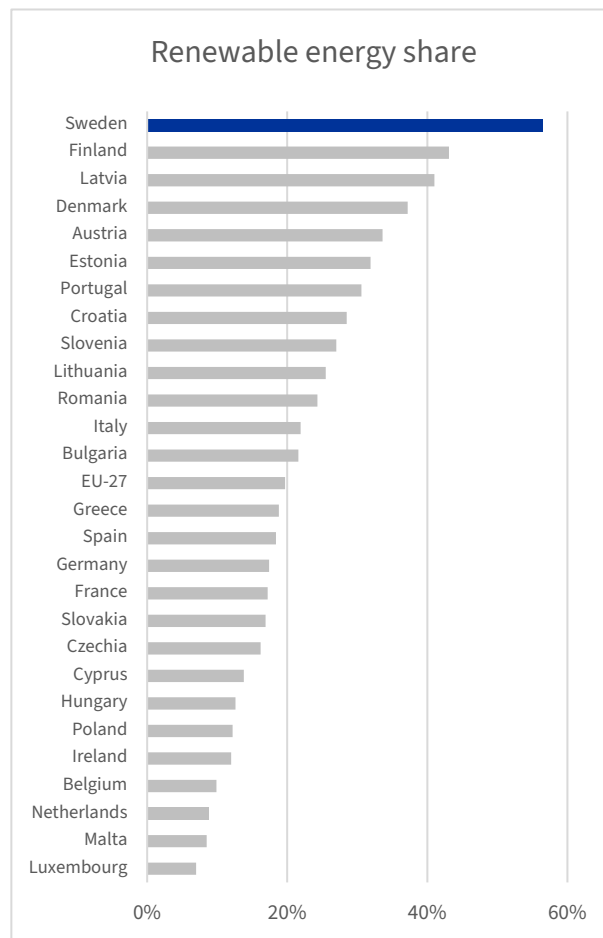
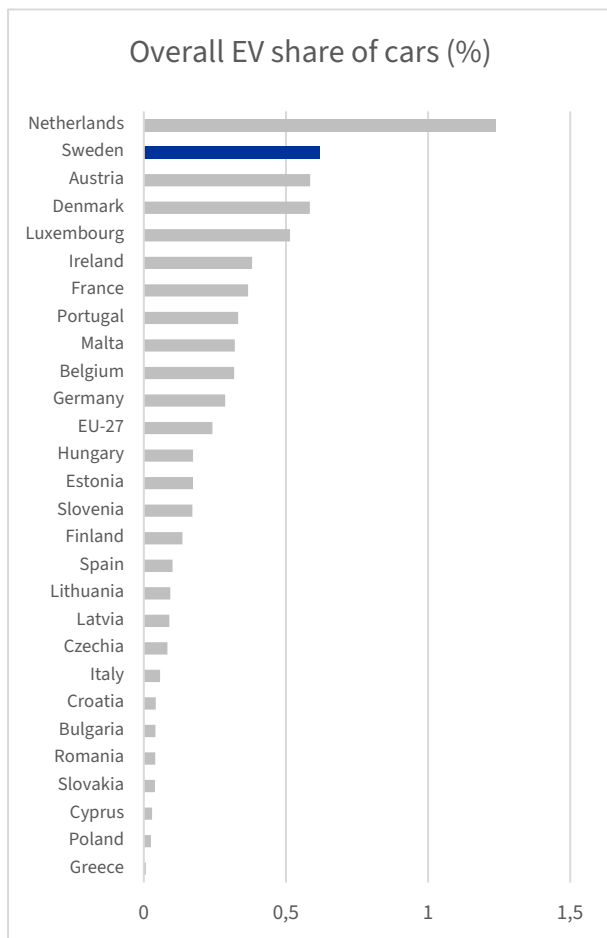


Your arguments

- In terms of fuel infrastructure, you need to ensure that the new objectives take into account the particularities of Sweden. In your sparsely populated northern areas, distances between villages are large, there is little traffic, and the profitability of charging stations is limited.
- Therefore, you do not support the Commission proposal as it stands. You are in favour of some amendments.
- Specifically, while maintaining the 60 km distance on roads with normal traffic, you propose a distance of up to 100 km on roads with little traffic.
- Your notes:

Background information

Please note: **The negotiations are taking place in 2021!**



	European Union	Sweden
GDP per capita in EUR	30 440	46 250
Population density (persons per square km)	108.9	25.2
Unemployment rate	7.2%	8.5%
Greenhouse gas emissions (CO ₂ equivalents in tonnes per capita)	2 154	1 281
Greenhouse gas emission intensity of electricity generation (gCO ₂ e/kWh)	210	8
Share of renewable energy	19.7%	56.4%
Motorisation rate (cars per 1 000 inhabitants)	555	476
New passenger cars registered in 2019	10 949 740	298 771
Share of new EVs registered in 2019	4.92%	9.4%

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