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A7-0168/ 001-024

## **AMENDMENTS 001-024**

by the Committee on the Environment, Public Health and Food Safety

### **Report**

**Holger Krahmer**

**A7-0168/2013**

CO<sub>2</sub> emissions from new light commercial vehicles

Proposal for a regulation (COM(2012)0394 – C7-0185/2012 – 2012/0191(COD))

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### **Amendment 1**

#### **Proposal for a regulation**

#### **Recital 1 a (new)**

*Text proposed by the Commission*

*Amendment*

***(1a) Regulation (EU) No 510/2011 sets CO<sub>2</sub> emission standards for new light commercial vehicles. As there is a direct link between CO<sub>2</sub> emissions and fuel consumption, that Regulation has an important impact on the users of light commercial vehicles, which are often small businesses and fleets. In view of the burden arising from increasing fuel costs, the standards defined in that Regulation also aim to reduce fuel consumption and related costs for owners of light commercial vehicles in a cost-effective manner.***

*Justification*

*It is important to aim at reducing CO<sub>2</sub> emissions and fuel consumption. As fuel is an increasingly important business cost, typically representing a third of the costs of ownership and operation it is appropriate that this Regulation seeks to minimise fuel consumption in a cost-effective manner.*

**Amendment 2**  
**Proposal for a regulation**

**Recital 1 b (new)**

*Text proposed by the Commission*

*Amendment*

***(1b) Altering targets too often creates uncertainty for the automotive industry and affects its global competitiveness.***

**Amendment 3**

**Proposal for a regulation**  
**Recital 2**

*Text proposed by the Commission*

*Amendment*

(2) It is appropriate to clarify that for the purpose of verifying compliance with the target of 147 g CO<sub>2</sub>/km, CO<sub>2</sub> emissions should continue to be measured in accordance with Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information and its implementing measures and innovative technologies.

(2) It is appropriate to clarify that for the purpose of verifying compliance with the target of 147 g CO<sub>2</sub>/km, CO<sub>2</sub> emissions should continue to be measured in accordance with Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information and its implementing measures and innovative technologies. ***However, studies carried out by the Commission have demonstrated that the test procedures used to measure CO<sub>2</sub> emissions under that Regulation have not prevented an increased utilisation of flexibilities by manufacturers which have resulted in alleged CO<sub>2</sub> emissions reductions that are not attributable to technological improvements and cannot be achieved in real driving on the road. Regulation (EC) No 715/2007, and the New European Drive Cycle (NEDC), should therefore be amended as a matter of urgency, in order to ensure that test procedures give an accurate picture of the CO<sub>2</sub> emissions generated by real driving on the road. The next step should be to incorporate the World Light Duty Test Procedure***

*(WLTP), which is currently being developed under the auspices of the United Nations Economic Commission for Europe, into Union law as soon as possible after it has been finalised.*

#### Amendment 4

##### Proposal for a regulation

##### Recital 4

*Text proposed by the Commission*

(4) In recognition of the disproportionate impacts on the smallest manufacturers resulting from the compliance with the specific emissions targets defined on the basis of the utility of the vehicle, high administrative burden of the derogation procedure and only marginal benefit in terms of CO<sub>2</sub> reduction of the vehicles sold by these manufacturers, producers responsible annually for less than **500** new light commercial vehicles are excluded from the scope of the specific emissions target and the excess emissions premium.

*Amendment*

(4) In recognition of the disproportionate impacts on the smallest manufacturers resulting from the compliance with the specific emissions targets defined on the basis of the utility of the vehicle, high administrative burden of the derogation procedure and only marginal benefit in terms of CO<sub>2</sub> reduction of the vehicles sold by these manufacturers, producers responsible annually for less than **1000** new light commercial vehicles are excluded from the scope of the specific emissions target and the excess emissions premium.

#### Amendment 5

##### Proposal for a regulation

##### Recital 6

*Text proposed by the Commission*

(6) To enable the automotive industry to carry out long-term investments and innovation it is desirable to provide indications of how this Regulation should be amended for the period beyond 2020. These indications should be based on an assessment of the necessary rate of reduction in line with the Union's long term climate goals and the implications for the development of cost effective CO<sub>2</sub> reducing technology for cars. It is therefore desirable *for these aspects to be reviewed*, the Commission *to make a report and if appropriate proposals made for targets*

*Amendment*

(6) To enable the automotive industry to carry out long-term investments and innovation it is desirable to provide indications of how this Regulation should be amended for the period beyond 2020. These indications should be based on an assessment of the necessary rate of reduction in line with the Union's long term climate goals and the implications for the development of cost effective CO<sub>2</sub> reducing technology for cars. It is therefore desirable *to set a target for 2025 in this Regulation, within an indicative range of 105g to 120g CO<sub>2</sub>/km as average emissions for new light commercial*

*beyond 2020.*

*vehicles and for the Commission to complete a review on the modalities for reaching such a target in a cost-effective manner.*

#### Amendment 6

##### Proposal for a regulation Recital 6 a (new)

*Text proposed by the Commission*

*Amendment*

***(6a) Super-credits are an important tool for manufacturers in generating technological change and in providing an incentive to invest in innovative low emission technologies. They are also an effective instrument in achieving the aims of Regulation (EU) No 510/2011 without imposing additional burdens on Union taxpayers. Many kinds of alternative power train systems can be promoted through the use of super-credits. The super-credits scheme should therefore be extended beyond 2018, as provided for in Regulation (EU) No 510/2011.***

#### Amendment 7

##### Proposal for a regulation Recital 10

*Text proposed by the Commission*

*Amendment*

(10) The Regulation requires the Commission to carry out an impact assessment in order to review the test procedures to reflect adequately the real CO<sub>2</sub> emissions behaviour of cars. This work is proceeding through the development of a World Light Duty Test procedure in the framework of the United Nations Economic Commission for Europe but is not yet complete. In view of this, ***Annex I to Regulation (EC) No 443/2009 establishes emission limits for 2020 as measured according to Regulation (EC) No 715/2007 and Annex XII to Regulation (EC) No 692/2008. When the test procedures are amended,*** the limits set

(10) The Regulation requires the Commission to carry out an impact assessment in order to review the test procedures to reflect adequately the real CO<sub>2</sub> emissions behaviour of cars. This work is proceeding through the development of a World Light Duty Test procedure ***(WLTP)*** in the framework of the United Nations Economic Commission for Europe but is not yet complete. In view of this, ***and considering the insufficiency of the current test cycle, a new test cycle that reflects adequately the actual emissions of cars should be developed swiftly, ruling out divergent interpretations and deviations among Member States. In***

in Annex I should be adjusted to ensure comparable stringency for manufacturers and classes of vehicles.

*order to ensure that this Regulation delivers the anticipated reduction in emissions, the test procedure should if feasible be changed not later than 1 January 2017 to the WLTP and incorporated into Union law. The Commission should consider whether there is a need to supplement the WLTP, by incorporating additional provisions, when integrating it into Union law in order to ensure that test procedures give an accurate picture of the emissions generated by real driving on the road. Where the WLTP is applied not later than 2017 for the purposes of this Regulation, the limits set in Annex I should be adjusted to ensure comparable stringency for manufacturers and classes of vehicles. If the WLTP is not adopted by 1 January 2017, the Commission should, at the earliest opportunity, amend the Union measurement procedures provided for in Regulation (EC) No 715/2007 to take account of the actual on-road CO<sub>2</sub> emissions of vehicles.*

**Amendment 8**  
**Proposal for a regulation**

**Recital 10 a (new)**

*Text proposed by the Commission*

*Amendment*

*(10a) It is appropriate to assess the need to move away from CO<sub>2</sub> emission targets and replace them with fuel efficiency targets, as CO<sub>2</sub> emission targets fail to take into account harmful emissions from modern internal combustion engines. The Commission should therefore submit a report on this issue.*

**Amendment 9**  
**Proposal for a regulation**  
**Recital 10 b (new)**

*(10b) Greenhouse gas emissions related to energy supply and vehicle manufacturing and disposal are significant components of the current overall road transport carbon footprint and are likely to significantly increase in importance in the future. Policy action should therefore be taken to guide manufacturers towards optimal solutions taking account in particular of greenhouse gas emissions associated with the generation of energy supplied to vehicles such as electricity and alternative fuels and ensuring that these upstream emissions do not erode the benefits related to the improved operational energy use of vehicles aimed for under this Regulation. To that effect, it is appropriate that the Commission consider, in the future review of this Regulation for the period beyond 2020, a regulatory approach that takes account of greenhouse gas emissions associated with energy supply and the life cycle of the vehicle.*

**Amendment 10**

**Proposal for a regulation**

**Article 1 – point 1 a (new)**

Regulation (EU) No 510/2011

Article 1 – paragraph 2a (new)

*(1a) In Article 1, the following paragraph is inserted after paragraph 2:*

*'2a. From 2025 onwards, this Regulation sets a target within an indicative range of 105g CO<sub>2</sub>/km to 120 g CO<sub>2</sub>/km as average fleet emissions of new light commercial vehicles as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures, and Annex XII to Regulation (EC) 692/2008.'*

## Amendment 11

### Proposal for a regulation

#### Article 1 – point 2

Regulation (EU) No 510/2011

#### Article 2 – paragraph 4

##### *Text proposed by the Commission*

4. Article 4, Article 8(4)(b) and (c), Article 9 and Article 10(1)(a) and (c) shall not apply to a manufacturer which is responsible together with all of its connected undertakings for less than **500** new light commercial vehicles registered in the EU in the previous calendar year.

##### *Amendment*

4. Article 4, Article 8(4)(b) and (c), Article 9 and Article 10(1)(a) and (c) shall not apply to a manufacturer which is responsible together with all of its connected undertakings for less than **1000** new light commercial vehicles registered in the EU in the previous calendar year.

## Amendment 12

### Proposal for a regulation

#### Article 1 – point 2 a (new)

Regulation (EU) No 510/2011

#### Article 3 – paragraph 1 – point h

##### *Text proposed by the Commission*

##### *Amendment*

***(2a) In Article 3(1), point (h) is replaced by the following:***

***'(h) 'specific emissions of CO<sub>2</sub>' means the CO<sub>2</sub> emissions of a light commercial vehicle measured in accordance with Regulation (EC) No 715/2007 and specified as the CO<sub>2</sub> mass emissions (combined) in the certificate of conformity of the complete or completed vehicle; for the purposes of applying this point, the new World Light Duty Test Procedure (WLTP) shall if feasible apply from the entry into force of the relevant changes to the measuring methods specified in Regulation (EC) No 715/2007 and Regulation (EC) No 692/2008 or not later than 1 January 2017.'***

## **Amendment 13**

### **Proposal for a regulation**

#### **Article 1 – point 2 b (new)**

Regulation Regulation (EU) No 510/2011

Article 5

*Text proposed by the Commission*

*Amendment*

**(2b) Article 5 is replaced by the following:**

**'Article 5**

***Super-credits***

***In calculating the average specific emissions of CO<sub>2</sub>, each new light commercial vehicle with specific emissions of CO<sub>2</sub> of less than 50g CO<sub>2</sub>/km shall be counted as:***

- 3,5 light commercial vehicles in 2014,***
- 3,5 light commercial vehicles in 2015,***
- 2,5 light commercial vehicles in 2016,***
- 1,5 light commercial vehicles in 2017,***
- 1,3 light commercial vehicle per year from 2018 to 2023.***

***For the duration of the super-credits scheme, the maximum number of new light commercial vehicles, with specific emissions of CO<sub>2</sub> of less than 50g CO<sub>2</sub>/km, to be taken into account in the application of the multipliers referred to in the first paragraph shall not exceed 1% per manufacturer.'***

## **Amendment 14**

### **Proposal for a regulation**

#### **Article 1 – point 2 c (new)**

Regulation (EU) No 510/2011

Article 5 a (new)

*Text proposed by the Commission*

*Amendment*

**(2c) The following Article is inserted:**

**'Article 5a**

***Speed limit devices***



*As of 1 January 2014 and each subsequent calendar year, each manufacturer of light commercial vehicles shall equip their light commercial vehicles with speed limitation devices with a maximum speed of 120 km/h.'*

*Justification*

*Speed limit devices are a very cost-effective way to reduce fuel consumption and would enable manufacturers to meet the reduction targets in this regulation at much lower cost.*

**Amendment 15**

**Proposal for a regulation**

**Article 1 – point 2 d (new)**

Regulation (EU) No 510/2011

Article 8 – paragraph 4 a (new)

*Text proposed by the Commission*

*Amendment*

*(2d) In Article 8, the following paragraph is inserted:*

*'4a. Where as a result of the verification of the conformity of production, a Member State, in accordance with Article 12(3) of Directive 2007/46/EC, establishes that the CO<sub>2</sub> emissions for a production vehicle deviate significantly from the approved type, that deviation shall be reported to the Commission together with the detailed data specified in Annex II to this Regulation.*

*The specific emissions of CO<sub>2</sub> for the vehicle type for which a deviation has been established shall be adjusted accordingly in the calculation of the average specific emissions of CO<sub>2</sub> in the following calendar year.'*

**Amendment 16**

**Proposal for a regulation**

**Article 1 – point 2 e (new)**

Regulation (EC) No 510/2011

Article 8 – paragraph 4 b (new)

***(2e) In Article 8, the following paragraph is inserted:***

***'4b. The Commission shall monitor real reported CO<sub>2</sub> emission values by vehicle type and manufacturer on the basis of the best available sources of information and publish in its annual monitoring reports how those values compare with type approval values.'***

*Justification*

*A number of sources provide information about the real world fuel consumption data. These include: data gathered and reported by individuals on their own fuel consumption; fuel consumption monitoring of lease vehicles; tests carried out by consumer/motoring organisations. Information from these and other sources can be brought together to provide a picture of how the divergence between real world and type approval fuel consumption is altering and to enable comparison between the performance of different manufacturers' vehicles.*

**Amendment 17**

**Proposal for a regulation**

**Article 1 – point 3 a (new)**

Regulation (EU) No 510/2011

Article 12 – paragraph 1

***(3a) In Article 12, paragraph 1 is replaced by the following:***

***'1. Upon application by a supplier or a manufacturer, CO<sub>2</sub> savings achieved through the use of innovative technologies or a combination of innovative technologies ("innovative technology packages") shall be considered.'***

*Justification*

*Limits cannot be placed on innovative technologies.*

## Amendment 18

### Proposal for a regulation

#### Article 1 – point 3 b (new)

Regulation (EU) No 510/2011

Article 12 – paragraph 2 – introductory part

*Text proposed by the Commission*

*Amendment*

***(3b) In Article 12(2), the introductory part is replaced by the following:***

***'2. The Commission shall adopt by means of implementing acts detailed provisions for a procedure to approve the innovative technologies or innovative technology packages referred to in paragraph 1, by 31 December 2013. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 14(2) of this Regulation. Those detailed provisions shall be in accordance with the provisions established by Article 12(2) of Regulation (EC) No 443/2009, and be based on the following criteria for innovative technologies:'***

## Amendment 19

### Proposal for a regulation

#### Article 1 – point 3 c (new)

Regulation (EU) No 510/2011

Article 12 – paragraph 4 a (new)

*Text proposed by the Commission*

*Amendment*

***(3c) In Article 12, the following paragraph is added:***

***'4a. The Commission shall, by 31 December 2013, submit revised implementing provisions for eco-innovation approval so as to facilitate application procedures for the deployment of innovative technologies and subsequently issue a manual setting out the correct application procedures.'***

*Justification*

*Regulation (EU) No. 510/2011 states that, to realise the Community objective, CO2 savings*

*achieved through the use of innovative technologies will be considered. However, only one application of this nature has to date been submitted. Matters may be improved by reviewing approval procedures so as to facilitate applications and by issuing a manual.*

## **Amendment 20**

### **Proposal for a regulation**

#### **Article 1 – point 4 – point a**

Regulation (EU) No 510/2011

Article 13 – paragraph 1

#### *Text proposed by the Commission*

*‘By **31 December 2014**, the Commission shall review the specific emissions targets, **modalities and other aspects of this Regulation in order to establish the CO<sub>2</sub> emission targets for new light commercial vehicles for the period beyond 2020.**’*

#### *Amendment*

*‘By **1 January 2017**, the Commission shall **complete a review of** the specific emissions targets **in Annex I and of the derogations in Article 11, with the aim of defining:***

*- the modalities for reaching, by the year 2025, a target within an indicative range of 105g CO<sub>2</sub>/km to 120g CO<sub>2</sub>/km in a cost-effective manner, unless a lower target is duly justified in the light of the use of low emissions technologies and their uptake on the market; and*

*- the aspects relevant to the implementation of that target, including the excess emissions premium.*

*On the basis of such a review and an accompanying impact assessment which includes an overall assessment of the impact on the car industry and its dependent industries, the Commission shall, if appropriate and in accordance with the ordinary legislative procedure, submit a proposal to the European Parliament and the Council to amend this Regulation in a way which is as neutral as possible from the point of view of competition and which is socially equitable and sustainable.’*

## Amendment 21

### Proposal for a regulation

Article 1 – point 4 – point b – indent -1 (new)

Regulation (EU) No 510/2011

Article 13 – paragraph 6 – subparagraph 1

*Text proposed by the Commission*

*Amendment*

*– the first subparagraph is replaced by the following:*

*'6. The Commission shall include light commercial vehicles in the impact assessment and review of the procedures for measuring CO<sub>2</sub> emissions in accordance with Article 13(3) of Regulation (EC) No 443/2009, with a view if feasible, to applying the WLTP as the revised measuring procedure by 1 January 2017. The Commission shall, in particular, make appropriate proposals to adapt those procedures to reflect adequately the real CO<sub>2</sub> emissions behaviour of light commercial vehicles and to include the approved innovative technologies and innovative technology packages as defined in Article 12 that could be reflected in the test cycle. The Commission shall ensure that those procedures are subsequently reviewed on a regular basis.'*

## Amendment 22

### Proposal for a regulation

Article 1 – point 4 – point b – indent -1 a (new)

Regulation (EU) No 510/2011

Article 13 – paragraph 6 – subparagraph 1 a (new)

*Text proposed by the Commission*

*Amendment*

*– the following subparagraph 1a is inserted:*

*'With a view to ensuring that real world emissions are adequately reflected and measured CO<sub>2</sub> values are strictly comparable, the Commission shall, in accordance with Article 14(3) of Regulation (EC) No 715/2007, ensure that*

*those elements in the testing procedure that have a significant influence on measured CO<sub>2</sub> emissions are strictly defined in order to prevent the utilisation of test cycle flexibilities by manufacturers.'*

## **Amendment 23**

### **Proposal for a regulation**

#### **Article 1 – point 4 – point b – indent -1 b (new)**

Regulation (EU) No 510/2011

Article 13 – paragraph 6 – subparagraph 1 b (new)

*Text proposed by the Commission*

*Amendment*

*– the following subparagraph 1b is inserted*

*'For the purpose of verifying that the CO<sub>2</sub> emissions of production vehicles conform to the values of the approved type, it shall be ensured that the aerodynamic and rolling resistance values are obtained from the vehicle for which conformity of production is being verified.'*

## **Amendment 24**

### **Proposal for a regulation**

#### **Article 1 – point 5**

Regulation (EU) No 510/2011

Annex I – point 1 – point c

*Text proposed by the Commission*

*Amendment*

'(c) from 2020:

Indicative specific emissions of CO<sub>2</sub> = 147  
+ a × (M – M<sub>0</sub>)

Where:

M = mass of the vehicle in kilograms (kg)

M<sub>0</sub> = the value adopted pursuant to Article 13(2)

a = 0,096.'

'(c) from 2020:

Indicative specific emissions of CO<sub>2</sub> = 147  
+ a × (M – M<sub>0</sub>)

Where:

M = mass of the vehicle in kilograms (kg)

M<sub>0</sub> = the value adopted pursuant to Article 13(5)

a = 0,096.'

*Justification*

*Correction - error in the Commission Proposal.*