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13.5.2013

*****I REPORT**

on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) No 510/2011 to define the modalities for reaching the 2020 target to reduce CO₂ emissions from new light commercial vehicles (COM(2012)0394 – C7-0185/2012 – 2012/0191(COD))

Committee on the Environment, Public Health and Food Safety

Rapporteur: Holger Krahmer

Rapporteur for the opinion (*):
Markus Pieper, Committee on Industry, Research and Energy

(*) Associated committee - Rule 50 of the Rules of Procedure

Symbols for procedures

- * Consultation procedure
- *** Consent procedure
- ***I Ordinary legislative procedure (first reading)
- ***II Ordinary legislative procedure (second reading)
- ***III Ordinary legislative procedure (third reading)

(The type of procedure depends on the legal basis proposed by the draft act.)

Amendments to a draft act

In amendments by Parliament, amendments to draft acts are highlighted in ***bold italics***. Highlighting in *normal italics* is an indication for the relevant departments showing parts of the draft act which may require correction when the final text is prepared – for instance, obvious errors or omissions in a language version. Suggested corrections of this kind are subject to the agreement of the departments concerned.

The heading for any amendment to an existing act that the draft act seeks to amend includes a third line identifying the existing act and a fourth line identifying the provision in that act that Parliament wishes to amend. Passages in an existing act that Parliament wishes to amend, but that the draft act has left unchanged, are highlighted in **bold**. Any deletions that Parliament wishes to make in such passages are indicated thus: [...].

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(*) Associated committee – Rule 50 of the Rules of Procedure

DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) No 510/2011 to define the modalities for reaching the 2020 target to reduce CO₂ emissions from new light commercial vehicles (COM(2012)0394 – C7-0185/2012 – 2012/0191(COD))

(Ordinary legislative procedure: first reading)

The European Parliament,

- having regard to the Commission proposal to Parliament and the Council (COM(2012)0394),
 - having regard to Article 294(2) and Article 192(1) of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C7-0185/2012),
 - having regard to Article 294(3) of the Treaty on the Functioning of the European Union,
 - having regard to the opinion of the European Economic and Social Committee of 12 December 2012¹,
 - after consulting the Committee of the Regions,
 - having regard to Rule 55 of its Rules of Procedure,
 - having regard to the report of the Committee on the Environment, Public Health and Food Safety and the opinions of the Committee on Industry, Research and Energy and the Committee on Transport and Tourism (A7-0168/2013),
1. Adopts its position at first reading hereinafter set out;
 2. Calls on the Commission to refer the matter to Parliament again if it intends to amend its proposal substantially or replace it with another text;
 3. Instructs its President to forward its position to the Council, the Commission and the national parliaments.

Amendment 1

Proposal for a regulation

Recital 1 a (new)

¹ OJ C 44, 15.2.2013, p.109.

Text proposed by the Commission

Amendment

(1a) Regulation (EU) No 510/2011 sets CO₂ emission standards for new light commercial vehicles. As there is a direct link between CO₂ 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 CO₂ 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 CO₂/km, CO₂ emissions

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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.

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 CO₂ emissions under that Regulation have not prevented an increased utilisation of flexibilities by manufacturers which have resulted in alleged CO₂ 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 CO₂ 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

Amendment

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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 CO₂ 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.

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 CO₂ 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 CO₂ 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 beyond 2020.***

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 CO₂ 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 CO₂/km as average emissions for new light commercial 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 CO₂ 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 in Annex I should be adjusted to ensure comparable stringency for manufacturers

(10) The Regulation requires the Commission to carry out an impact assessment in order to review the test procedures to reflect adequately the real CO₂ 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 order to ensure that this Regulation delivers the anticipated reduction in***

and classes of vehicles.

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 CO₂ 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 CO₂ emission targets and replace them with fuel efficiency targets, as CO₂ 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 CO₂/km to 120 g CO₂/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

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 CO₂' means the CO₂ emissions of a light commercial vehicle measured in accordance with Regulation (EC) No 715/2007 and specified as the CO₂ 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 CO₂, each new light commercial vehicle with specific emissions of CO₂ of less than 50g CO₂/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 CO₂ of less than 50g CO₂/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 CO₂ 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 CO₂ for the vehicle type for which a deviation has been established shall be adjusted accordingly in the calculation of the average specific emissions of CO₂ 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)

Text proposed by the Commission

Amendment

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

"4b. The Commission shall monitor real reported CO₂ 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

Text proposed by the Commission

Amendment

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

"1. Upon application by a supplier or a manufacturer, CO₂ 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 CO2 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 CO₂/km to 120g CO₂/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 CO₂ 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 CO₂ 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 CO₂ 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 CO₂ 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 CO₂ 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

(c) from 2020:

Indicative specific emissions of CO₂ = 147
+ a × (M – M₀)

Where:

M = mass of the vehicle in kilograms (kg)

M₀ = the value adopted pursuant to Article
13(2)

a = 0,096.

Amendment

(c) from 2020:

Indicative specific emissions of CO₂ = 147
+ a × (M – M₀)

Where:

M = mass of the vehicle in kilograms (kg)

M₀ = the value adopted pursuant to Article
13(5)

a = 0,096.

Justification

Correction - error in the Commission Proposal

EXPLANATORY STATEMENT

In 2011, the European Parliament and the Council adopted Regulation (EU) 510/2011, which aims to reduce CO₂ emissions from new light commercial vehicles. Article 13(1) of the Regulation requires the Commission to confirm the feasibility of the long-term fleet average target of 147 g CO₂ per km from 2020 and to set out the modalities to reach the target. In adopting its proposal COM(2012) 394 of 11 July 2012, the Commission has fulfilled the demand of the co-legislators and has confirmed that the 147g target laid down in Article 1(2) of the Regulation (EU) is feasible.

2020 target

Your rapporteur considers that this long-term target of 147g CO₂/km, to be applied from 2020, should not be changed. It is an ambitious target which was agreed only in 2011, less than two years prior to the adoption of the Commission proposal confirming its feasibility. Your rapporteur therefore fully supports the Commission proposal confirming the 2020 target as being technically feasible. For the following reasons, your Rapporteur opposes any amendment of the existing long-term-target of 147 g CO₂/km:

- since the 147g target was agreed there has not been any change in environmental or economic circumstances that would justify a change in the ambition level at this stage;
- Article 13(1) of Regulation (EU) 510/2011, gives the Commission the mandate to confirm the feasibility of the long term target. It clearly was not the intention of this provision that the Commission might propose a more ambitious target. Therefore, it is consistent with the wording and spirit of Article 13(1) not to change the long-term target as laid down in the existing Regulation;
- manufacturers also need planning certainty. The 2020 CO₂ emissions target was agreed only two years ago; any further changes at this stage would only undermine this legitimate need for certainty;
- the long development cycle of light commercial vehicles must be taken into consideration whenever determining targets for CO₂ emissions. Manufacturers are already in the late stages of planning in relation to vehicles to be put on the market in 2020. A change to the target at this stage would impact negatively on the production cycles of manufacturers;
- a change to the target would also undermine the general credibility of long-term targets since the character of a long-term target itself is by definition that it remains in place over the long term (i.e. the term from 2011 until 2020).;
- although studies claim that the 2020 target could be more ambitious, there are also studies that conclude that the 147g target is too ambitious. There is no well-established case therefore, for changing the target in either direction;
- lack of data: until now there has been a lack of data particularly in relation to so-called "multi-stage vehicles". Sufficient monitoring data will not be able before 2014.

New targets should not be discussed without having sufficient and reliable data available;

- another factor to be taken into account is the current economic situation which is driven by a financial crisis. No further economic burdens should therefore be put on European manufacturers through the setting of more ambitious targets;
- more ambitious targets might increase investment costs (for example, research and development) on the part of manufacturers. N1 vehicles are typically used by craftspeople, courier and express delivery services and many retailers such as florists, restaurateurs, the majority of whom are SMEs. The review of the legislation should not result in the imposition of any additional burdens on SMEs;
- your rapporteur respects the agreement on the long-term target which was reached after lengthy and difficult negotiations between the European Parliament and the Council in 2011.

Super-Credits

Super credits are additional credits for low emission vehicles. In the current Regulation (EU) 510/2011 each low emission vehicle which emits less than 50g CO₂/km gains extra credit for the manufacturer's fleet. Under Regulation (EU) 510/2011 the super-credit scheme will expire in 2018. Although super-credits are part of the new Commission proposal concerning CO₂ emissions from passenger cars they are not included in the current proposal concerning CO₂ emissions from light commercial vehicles. However, your rapporteur considers that super-credits are an important tool to stimulate the placing on the market of low emission vehicles and to motivate manufacturers to develop low CO₂ emission technologies. Since it is not yet known what will be the leading low emission technology in the future the super-credit scheme should be maintained. At the same time, it does not require any additional financial resources and thus does not burden taxpayers.

Eco-Innovations

Your rapporteur welcomes the approach of the Commission to maintain eco-innovations in the proposal. New innovations should be supported and the proposal provides a clear incentive for this. The authorisation process should be simplified and efficient technologies should always be supported.

20.03.2013

OPINION OF THE COMMITTEE ON INDUSTRY, RESEARCH AND ENERGY (*)

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

on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) No 510/2011 to define the modalities for reaching the 2020 target to reduce CO₂ emissions from new light commercial vehicles
(COM(2012)0394 – C7-0185/2012 – 2012/0191(COD))

Rapporteur: Markus Pieper

SHORT JUSTIFICATION

In 2011 the European Parliament and the Council adopted legislation (Regulation (EU) N° 510/2011) setting emissions target of 147 g CO₂/km from 2020 for new light commercial vehicles (N1 category) registered in the Union for the first time and that have not previously been registered outside the Union, except for a limited period.

The Regulation also provided:

A phasing-in period with a specific emissions target of 175 g CO₂/km between 2014 and 2017: in 2014, 70% of a manufacturer's fleet will have to comply with it, 75% in 2015, 80% in 2016 and 100% from 2017 onwards;

Super credits for each new light commercial vehicle with emissions of CO₂ of less than 50 g CO₂/km;

Penalties ("Excess emissions premium") for the manufacturer which fail to meet the CO₂ targets;

Derogations for smaller manufacturers with a production of less than 22,000 new light commercial vehicles registered in the Union per year;

Eco-innovation contribution for the manufacturer applying innovative technologies to reduce the CO₂ targets.

The indicative specific emissions of CO₂ for each new light commercial vehicle, is measured on the basis of the vehicle's mass, measured in grams per kilometre.

The mandatory targets for 2020 included in existing legislation require implementation.

Following the technical analysis made for the impact assessment, the technologies to meet the target of 147 g CO₂/km may be reached by 2020.

The present Commission's legislative proposal, amending regulation (EU) N° 510/2011, establishes the modalities by which the targets would be achieved. The proposed actions can be summarized as follows:

- the feasibility of 2020 CO₂ target for vans is confirmed;
- the target would continue to be set on the basis of the vehicle's mass and its relative limit value curve;
- Eco-innovations and Excess emissions premium would continue to be applied;
- the smallest manufacturers, producing fewer than 500 vans per year, would be exempted from meeting the target;
- the regulation would be reviewed by the end of 2014 in order to set new reduced CO₂ targets for the period beyond 2020.

The rapporteur welcomes the proposal by the Commission which confirmed the feasibility of the 2020 targets and suggests not to present amendments to the 147 g CO₂/km target, which still represents an ambitious benchmark in times of restructuring the sector.

The rapporteur would hence like to respect the compromise that has been achieved less than two years ago and would like to remind that, compared to the 2007 average of 203 g CO₂/km, the target of 147 g CO₂/km represents a reduction 28% and greater investments in new technologies by manufacturers.

However, these investments will have an impact on the price of the vehicles (up to 10% price increase) and an impact on small and medium-sized enterprises (SMEs), for which the light commercial vehicles are an important work tool. In the current economic context, SMEs will consider very carefully whether it is worthwhile replacing their old vehicle and investing in a new one.

The rapporteur believes that a general outlook for the period beyond 2020 is useful but considers that setting such targets in the framework of the review of the Regulation in 2014 should be postponed to earliest 2018. This is because the new test procedure is not yet defined and will probably not be defined before the new test cycle WLTP, and the relevant test procedures, are available. Nonetheless, sufficient time should remain in order to ensure planning security for industry.

Concerning super credits, the rapporteur disagrees with the Commission proposal not to prolong the relative provisions after 2017. Yet, the Rapporteur sees them as an important incentive, in particular for engineers, to develop and apply new, efficient technologies, which should not be limited to electric vehicles. The same should apply to the concept of eco-innovation-systems: these should be maintained in the proposal and support innovative efficient technologies in a more effective manner.

AMENDMENTS

The Committee on Industry, Research and Energy calls on Committee on the Environment, Public Health and Food Safety, as the committee responsible, to incorporate the following amendments in its report:

Amendment 1 **Proposal for a regulation**

Recital 1 a (new)

Text proposed by the Commission

Amendment

(1a) If targets are altered too often, it creates uncertainty for the automotive industry and affects its global competitiveness.

Amendment 2 **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 CO₂/km, CO₂ 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 CO₂/km, CO₂ 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 CO₂ emissions under that Regulation have not prevented an increased utilisation of flexibilities by***

manufacturers which have resulted in alleged CO₂ emissions reductions that are not attributed to technological improvements and cannot be achieved in real driving on the road. Therefore, Regulation (EC) No 715/2007 should be reviewed as a matter of urgency in order to ensure that test procedures reflect adequately the real CO₂ emissions behaviour of cars.

Amendment 3

Proposal for a regulation Recital 3

Text proposed by the Commission

According to the technical analysis made for the impact assessment, the technologies to meet the target of 147 g CO₂/km are available and the required reductions may be achieved *at a lower cost than estimated in the previous analysis carried out previous to the adoption of Regulation (EU) No 510/2011. In addition, the distance between the current average specific emissions of CO₂ from new light commercial vehicles and the target has also decreased.* Therefore, the feasibility of the target of 147 g CO₂/km to be reached by 2020 is confirmed.

Amendment

According to the technical analysis made for the impact assessment, the technologies to meet the target of 147 g CO₂/km are available and the required reductions may be achieved. Therefore, the feasibility of the target of 147 g CO₂/km to be reached by 2020 is confirmed. *In light of the economic crisis and the restructuring of the car manufacturing sector, it is important, however, that the target can be achieved without posing an additional burden on industry's competitiveness internationally.*

Justification

Achieving the 147 g/km goal is still an ambitious target.

Amendment 4

Proposal for a regulation Recital 6

Text proposed by the Commission

To enable the automotive industry to carry out long-term investments and innovation

Amendment

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 CO₂ 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 beyond 2020.

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 CO₂ reducing technology for cars. It is therefore desirable for these aspects to be reviewed *and that* the Commission *comes up with a proposal* for targets beyond 2020 *before the expiration of this Regulation. In order to guarantee planning security, such a proposal shall not take place before 2018, since the implementation of such targets shall be based on a new test cycle and the relevant test procedures, to be applied for the purpose of measuring specific CO₂ emissions and for monitoring the target only after 2020.*

Justification

A post-2020 goal should only be determined after an evaluation of the concrete advancements under this Regulation has been made.

Amendment 5 **Proposal for a regulation**

Recital 10

Text proposed by the Commission

(10) The Regulation requires the Commission to carry out an impact assessment in order to review the test procedures to reflect adequately the real CO₂ 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

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 CO₂ 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 *the* view of this, *and given that the existing test cycle does not sufficiently reflect the actual emissions of cars and vans on the road,*

715/2007 and Annex XII to Regulation (EC) No 692/2008. ***When the test procedures*** are amended, the limits set in Annex I should be adjusted to ensure comparable stringency for manufacturers and classes of vehicles.

the swift development of an improved test cycle is crucial. When the current test procedures, set out in Annex I to Regulation (EC) No 443/2009, ***which*** establishes emission limits for 2020 as measured according to Regulation (EC) No 715/2007 and Annex XII to Regulation (EC) No 692/2008, are amended, the limits set in Annex I should be adjusted to ensure comparable stringency for manufacturers and classes of vehicles.

Amendment 6 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 CO₂ emission targets and replace them with fuel efficiency targets, as CO₂ emission targets fail to take into account harmful emissions from modern internal combustion engines. The Commission is therefore called upon to submit a report on this issue.

Amendment 7 Proposal for a regulation

Article 1 – point 2 a (new)
Regulation (EU) No 510/2011
Article 5

Text proposed by the Commission

Amendment

***(2a) Article 5 is replaced by the following:
In calculating average specific CO₂ emissions, each new light commercial vehicle with specific CO₂ emissions of less than 50 g CO₂/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 light commercial vehicle from 2018.

For the duration of the super-credits scheme, the maximum number of new light commercial vehicles with specific CO2 emissions of less than 50g CO2/km to be taken into account in the application of the multipliers referred to in paragraph 1 shall not exceed 1% per manufacturer.

Amendment 8

Proposal for a regulation

Article 1 – point 3 a (new)
 Regulation (EU) No 510/2011
 Article 12 – paragraph 1

Text proposed by the Commission

Amendment

(3a) In Article 12(1), the last sentence is deleted.

Justification

Limits cannot be placed on innovative technologies.

Amendment 9

Proposal for a regulation

Article 1 – point 3 b (new)
 Regulation (EU) No 510/2011
 Article 12 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

(3b) The following paragraph is added to Article 12:

‘4a. The Commission shall, by 31.12.2013, 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 10

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 CO₂ emission targets** for new light commercial vehicles for **the period beyond 2020**.’

Amendment

‘By 31 **January 2016**, the Commission shall **submit a proposal concerning a CO₂ emission target** for new light commercial vehicles for **2025. The new target value shall be consistent with the EU long-term GHG emissions reduction targets for 2050, in particular in the transport sector as well as take into account the impact on the competitiveness of the automotive industry. The proposal shall be based on the new worldwide test cycle (WLDP) to replace the test procedures set out in Regulation (EC) No 715/2007. If no agreement is reached on this standard at international level by 31 July 2015, the proposal shall be based on the established New European Driving Cycle (NEDC). The proposal for a new CO₂ limit value shall also incorporate:**

- a life-cycle assessment of CO₂ emissions from new light vehicles. The results shall be taken into account in the limit value assessment;

- Real World Driving Emissions (RDE) data.’

Amendment 11
Proposal for a regulation

Article 1 – point 4 – point a a (new)
Regulation (EU) No 510/2011
Article 13 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

(aa) The following paragraph is inserted:

"4a. The Commission shall assess the possibility of replacing the tailpipe approach, in which only emissions associated with fuel production and use are counted, with a lifecycle approach, which incorporates emissions from all stages of a vehicle's life, from material production to end-of- life disposal or recycling."

Amendment 12

Proposal for a regulation
Article 1 – point 4 – point b – indent 2
Regulation (EU) No 510/2011
Article 13 – paragraph 6 – subparagraph 3

Text proposed by the Commission

Amendment

‘In order to reflect any change in the regulatory test procedure for the measurement of specific CO₂ emissions, the Commission shall adapt the formulae set out in Annex I by means of delegated acts in accordance with Article 15, and subject to the conditions laid down in Articles 16 and 17 while ensuring that reduction requirements of comparable stringency for manufacturers and vehicles of different utility are required under the old and new test procedures.’

‘The regulatory test procedure and cycle shall remain as the basis for the target as set out in Annex I, paragraph 1 (c) of the Regulation (EU) N° 510/2011 and as set in Regulation (EC) No 715/2007, Annex III and XII to Regulation (EC) No 692/2008. The new test procedure and cycle shall be fully defined and implemented by 31 December 2018 at the latest. Sufficient monitoring data shall be available by then. The Commission shall then consider the possibility for new targets for the period beyond 2020.’

Justification

In order to guarantee planning security to industry, the regulatory test procedure shall

remain until the new one is fully developed, implemented and until sufficient data is available. Only then should a new test procedure apply.

Amendment 13

Proposal for a regulation

Article 1 – point 5

Regulation (EU) No 510/2011

Annex I – point 1 (c) (new)

Text proposed by the Commission

‘(c) from 2020:

Indicative specific emissions of CO₂ = 147
+ a × (M – M₀)

Where:

M = mass of the vehicle in kilograms (kg)

M₀ = the value adopted pursuant to **Article 13(2)**

a = 0,096.’

Amendment

"(c) from 2020:

Indicative specific emissions of CO₂ = 147
+ a × (M – M₀)

Where:

M = mass of the vehicle in kilograms (kg)

M₀ = the value adopted pursuant to **Article 13(5)**

a = 0,096."

Justification

Typing mistake by the Commission

PROCEDURE

Title	Modalities for reaching the 2020 target to reduce CO2 emissions from new light commercial vehicles
References	COM(2012)0394 – C7-0185/2012 – 2012/0191(COD)
Committee responsible Date announced in plenary	ENVI 11.9.2012
Opinion by Date announced in plenary	ITRE 11.9.2012
Associated committee(s) - date announced in plenary	17.1.2013
Rapporteur Date appointed	Markus Pieper 25.10.2012
Discussed in committee	23.1.2013 20.2.2013
Date adopted	19.3.2013
Result of final vote	+: 36 -: 12 0: 1
Members present for the final vote	Zigmantas Balčytis, Ivo Belet, Bendt Bendtsen, Jan Březina, Reinhard Bütikofer, Maria Da Graça Carvalho, Giles Chichester, Jürgen Creutzmann, Pilar del Castillo Vera, Christian Ehler, Adam Gierek, Robert Goebbels, Fiona Hall, Jacky Hénin, Kent Johansson, Romana Jordan, Krišjānis Kariņš, Lena Kolarska-Bobińska, Bogdan Kazimierz Marcinkiewicz, Judith A. Merkies, Angelika Niebler, Jaroslav Paška, Aldo Patriciello, Vittorio Prodi, Miloslav Ransdorf, Teresa Riera Madurell, Michèle Rivasi, Salvador Sedó i Alabart, Francisco Sosa Wagner, Konrad Szymański, Britta Thomsen, Ioannis A. Tsoukalas, Marita Ulvskog, Vladimir Urutchev, Adina-Ioana Vălean, Kathleen Van Brempt
Substitute(s) present for the final vote	António Fernando Correia de Campos, Ioan Enciu, Françoise Grossetête, Jolanta Emilia Hibner, Yannick Jadot, Seán Kelly, Eija-Riitta Korhola, Holger Krahmer, Werner Langen, Vladko Todorov Panayotov, Markus Pieper, Vladimír Remek
Substitute(s) under Rule 187(2) present for the final vote	Oldřich Vlasák

28.3.2013

OPINION OF THE COMMITTEE ON TRANSPORT AND TOURISM

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

on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) No 510/2011 to define the modalities for reaching the 2020 target to reduce CO₂ emissions from new light commercial vehicles
(COM(2012)0394 – C7-0185/2012 – 2012/0191(COD))

Rapporteur: Eider Gardiazábal Rubial

SHORT JUSTIFICATION

Passenger cars and vans together account for more than half of total greenhouse gas emissions from the transport sector in Europe. While greenhouse emissions from other sectors are generally falling, those from transport have increased by 23% since 1990.

The 2020 target for vans of 147 g CO₂/km implies reductions in annual fuel consumption of 17% compared with the 2017 target of 175 g. It is expected to stimulate research and innovation in the automotive sector, promoting green growth and jobs and improving the international competitiveness of the EU industry, while reducing EU's dependency on oil imports.

According to the technical analysis made for the impact assessment, the technologies to meet the target of 147 g CO₂/km are available and the required reductions may be achieved at a lower cost than estimated in the previous analysis carried out previous to the adoption of Regulation (EU) No 510/2011. In addition, the distance between the current average specific emissions of CO₂ from new light commercial vehicles and the target has also decreased.

Given the wide support for the aims of this legislative proposal, your Rapporteur is proposing a limited number of amendments with the broad aim of strengthening its objectives:

i) Post-2020 target

A weakness of the Commission's proposal is the lack of a post-2020 vision. While it may not be possible to predict the exact path that technological improvement will take to 2025, setting a target for 2025 would (a) provide planning and investment certainty for the automotive industry; (b) stimulate the market for ultra-low carbon vehicles; (c) preserve the EU's global leadership in making cleaner fuel efficient vehicles; and (d) send a clear political signal on the

need for continued emission reductions. The European Parliament has an opportunity to steer the debate on the post-2020 period.

Your Rapporteur proposes a 2025 target within a range of 100 g CO₂/km to 115 g CO₂/km. A precise target should be proposed by the Commission in the legislative proposal to be submitted by the end of 2014 in the light of the expected uptake by the market of low-emission technologies. It should be noted that in the US, a target for 2025 has already been set.

ii) Discrepancies between type-approval and real-world emissions (test cycle)

An important area of concern is the growing gap between type-approval and real-world emissions from vans. From literature review and information from type approval authorities and test houses, it is clear that flexibilities are increasingly being used to lower CO₂/km emissions of new vehicles. For vans, it is estimated that the application of flexibilities in the last decade has led to a reduction of registered type approval CO₂ emissions by around 7% (bandwidth 3,5 - 10,5%), accounting for at least 1/3 of the estimated reductions achieved in the period from 2002 to 2010 (12,5 g/km out of 35,5 g/km reduction).¹

The possible impact of increased utilisation of flexibilities is not only relevant from a regulatory point of view. Reductions on the type approval test that are not resulting from technological improvements to vehicles do not result in reduction of the fuel consumption in real-world driving. This means that vehicles do not deliver end-users the promised fuel cost reductions, leading to consumer misinformation. Consumer disappointment with real-world fuel consumption figures may ultimately lead to reduced support for the European CO₂ reduction policy. Also, varying levels of utilisation of flexibilities by different manufacturers may lead to unfair competition.

Your Rapporteur stresses the need to amend Regulation (EC) No 715/2007² in order to ensure that test procedures reflect adequately the emissions generated by real driving on the road. A number of amendments are proposed to address this issue.

AMENDMENTS

The Committee on Transport and Tourism calls on the Committee on the Environment, Public Health and Food Safety, as the committee responsible, to incorporate the following amendments in its report:

¹ See studies carried out for the Commission:

http://ec.europa.eu/clima/policies/transport/vehicles/cars/docs/report_2012_en.pdf

http://ec.europa.eu/clima/policies/transport/vehicles/cars/docs/note_2012_en.pdf

² 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

Amendment 1

Proposal for a regulation - amending act Recital 2

Text proposed by the Commission

(2) It is appropriate to clarify that for the purpose of verifying compliance with the target of 147 g CO₂/km, CO₂ 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.

Amendment

(2) It is appropriate to clarify that for the purpose of verifying compliance with the target of 147 g CO₂/km, CO₂ 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 CO₂ emissions under that Regulation have not prevented an increased utilisation of flexibilities by manufacturers which have resulted in alleged CO₂ emissions reductions that are not attributed to technological improvements and cannot be achieved in real driving on the road. Therefore, Regulation (EC) No 715/2007 should be reviewed as a matter of urgency, at the latest by the end of 2014, in order to ensure that test procedures give an accurate picture of the CO₂ emissions generated by real driving on the road.***

Amendment 2

Proposal for a regulation - amending act Recital 2 a (new)

Text proposed by the Commission

Amendment

(2a) Recognising that most industry sectors in the European Union have made great efforts to reduce CO₂ emissions and increase efficiency, producers of light commercial vehicles need also to become more efficient in order to achieve ambitious European climate targets.

Amendment 3

Proposal for a regulation - amending act Recital 2 b (new)

Text proposed by the Commission

Amendment

(2b) More ambitious CO₂ reduction targets are feasible, but producers need legal guidance in order to invest in environmental and fuel saving technologies without having to accept competitive disadvantages.

Amendment 4

Proposal for a regulation - amending act Recital 4

Text proposed by the Commission

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

(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 CO₂ 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.

administrative burden of the derogation procedure and only marginal benefit in terms of CO₂ 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 - amending act Recital 4 a (new)

Text proposed by the Commission

Amendment

(4a) Increasing fuel costs are becoming a major problem for European businesses whereas the European Union imports most of the oil used in the transport sector. A reduction in fuel consumption would help both the businesses and the Union by decreasing oil dependency.

Amendment 6

Proposal for a regulation - amending act Recital 6 a (new)

Text proposed by the Commission

Amendment

(6a) In order to accelerate the market uptake of ultra-low carbon vehicles, it is necessary to develop across the Union an adequate infrastructure for the supply of alternative fuels and electric power to vehicles, including a dense network of charging points at all appropriate locations such as residences, workplaces, shopping areas and main roads.

Amendment 7

Proposal for a regulation Recital 9

Text proposed by the Commission

(9) The Commission *has assessed* the availability of *footprint* data and its use as the utility parameter in the formulae in Annex I. *This data is available and its potential use has been assessed in the impact assessment, on the basis of that assessment it is concluded that the utility parameter used in the formula for 2020 should be mass.*

Amendment

(9) The Commission *should assess further* the availability of data *on utility parameters other than mass* and its use as the utility parameter in the formulae in Annex I.

Justification

The use of utility parameters other than mass would counter the tendency for vehicles to get heavier and heavier and promote the building of lighter vehicles, for which there is currently no incentive.

Amendment 8

Proposal for a regulation - amending act Recital 10

Text proposed by the Commission

(10) The Regulation requires the Commission to carry out an impact assessment in order to review the test procedures to reflect adequately the real CO₂ 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

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 CO₂ emissions behaviour of cars. This work is proceeding through the development of a World Light Duty Test (*WLTP*) procedure in the framework of the United Nations Economic Commission for Europe, *which should be integrated, as soon as possible after it has been finalised, into Union legislation. The Commission should consider the need to supplement the WLTP by additional provisions when integrating it into Union*

procedures are amended, the limits set in Annex I should be adjusted to ensure comparable stringency for manufacturers and classes of vehicles.

law in order to ensure that test procedures reflect adequately the emissions generated by real driving on the road. 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 in Annex I should be adjusted to ensure comparable stringency for manufacturers and classes of vehicles.

Amendment 9

Proposal for a regulation - amending act Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) Greenhouse gas emissions related to energy supply and vehicle manufacturing and disposal are significant components of the current overall road transport carbon footprint which 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 and ensuring that these emissions do not erode the benefits related to the improved operational energy use of vehicles aimed by 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 - amending act

Article 1 – point 1 a (new)

Regulation (EC) No 510/2011

Article 1 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

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

"From 2025 onwards, this Regulation sets a target within an indicative range of 100 g CO₂/km to 115 g CO₂/km for the average emissions of new light commercial vehicles, as specified in Article 13(1)."

Amendment 11

Proposal for a regulation - amending act

Article 1 – point 2

Regulation (EU) No 510/2011

Article 2 – paragraph 4

Text proposed by the Commission

Amendment

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.

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 - amending act

Article 1 – point 2 a (new)

Regulation (EU) No 510/2011

Article 5

Text proposed by the Commission

Amendment

(2a) Article 5 shall be replaced by the following:

'Article 5

Super-credits

In calculating average specific CO₂ emissions, each new light commercial vehicle with specific CO₂ emissions of less than 50 g CO₂/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 light commercial vehicle from 2018.'***

Justification

In order to reduce vehicle running costs and meet the environmental targets laid down in this proposal, super-credits should be an effective incentive to develop other kinds of clean vehicle (electric, hybrid, etc.). Doing away with the proposed ceiling will prompt manufacturers to maximise the number of clean vehicles placed on the market and will address the issue of fuel prices for businesses.

Amendment 13

Proposal for a regulation - amending act

Article 1 – point 2 b (new)

Regulation (EC) No 510/2011

Article 8 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

(2b) In Article 8, the following paragraph 4a 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 CO₂ 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 CO₂ for the vehicle type for which a deviation has been established shall be adjusted accordingly in the calculation of the average specific emissions of CO₂ in the following calendar year."

Amendment 14

Proposal for a regulation - amending act

Article 1 – point 2 c (new)

Regulation (EC) No 510/2011

Article 8 – paragraph 4 b (new)

Text proposed by the Commission

Amendment

(2c) In Article 8, the following paragraph 4b is inserted:

"(4b) The Commission shall monitor real reported CO₂ 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 they 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 15

Proposal for a regulation - amending act

Article 1 – point 4 – point a

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 CO₂ emission targets for new light commercial vehicles for the period beyond 2020.

Amendment

By 31 December **2015, based on the new World Light Duty Test Procedure (WLTP)**, the Commission shall review the specific emissions targets, modalities and other aspects of this Regulation in order to establish the CO₂ emission targets for new light commercial vehicles for the period beyond 2020, **with the aim of reaching, by the year 2025, a target within an indicative range of 100 g CO₂/km to 115 g CO₂/km, unless a lower target is duly justified in the light of the use of low-emission technologies and their uptake by the market.**

On the basis of this review, which shall include an overall assessment of the impact on the automotive industry and its dependent industries, the Commission shall, if appropriate, make a proposal to amend this Regulation in a way which is cost-effective and as neutral as possible from the point of view of competition and ensures the achievement of the Union's long term objectives in combating climate change.

Amendment 16

Proposal for a regulation - amending act

Article 1 – point 4 – point b a (new)

Regulation (EC) No 510/2011

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

Text proposed by the Commission

Amendment

In Article 13(6), the following subparagraph 1a is inserted:

"With a view to ensuring that real world emissions are adequately reflected and

measured CO₂ 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 CO₂ emissions are strictly defined in order to prevent the utilisation of test cycle flexibilities by manufacturers."

Amendment 17

Proposal for a regulation - amending act

Article 1 – point 4 – point b b (new)

Regulation (EC) No 510/2011

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

Text proposed by the Commission

Amendment

In Article 13(3), the following subparagraph 1b is inserted:

"For the purpose of verifying that the CO₂ 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."

Justification

It is essential that the vehicle on which conformity of production is being verified have a coast down test performed on it to establish its aerodynamic and rolling resistance and provide the values to be used for the dynamometer test which forms part of the conformity of production test. This would replace the current situation where the dynamometer settings from the original test vehicle are used. This is because experimental evidence suggests that it is often not possible to replicate the original coast down test values with a production vehicle.

Amendment 18

Proposal for a regulation - amending act

Article 1 – point 4 – point b c (new)

Regulation (EC) No 510/2011

Article 13 – paragraph 6 a (new)

Text proposed by the Commission

Amendment

In Article 13, the following paragraph 6a is inserted:

“(6a) The Commission shall consider the benefit of ensuring that type approval CO₂ values include emissions resulting from the use of the main energy using devices of the vehicle and, if appropriate, make proposals for this to take effect in the period beyond 2020.”

Justification

Energy using devices are not currently activated during the test procedures, for example air conditioning and lights are turned off.

PROCEDURE

Title	Modalities for reaching the 2020 target to reduce CO2 emissions from new light commercial vehicles
References	COM(2012)0394 – C7-0185/2012 – 2012/0191(COD)
Committee responsible Date announced in plenary	ENVI 11.9.2012
Opinion by Date announced in plenary	TRAN 11.9.2012
Rapporteur Date appointed	Eider Gardiazábal Rubial 21.9.2012
Discussed in committee	19.2.2013 25.3.2013
Date adopted	26.3.2013
Result of final vote	+: 36 -: 5 0: 0
Members present for the final vote	Magdi Cristiano Allam, Inés Ayala Sender, Georges Bach, Izaskun Bilbao Barandica, Philip Bradbourn, Antonio Cancian, Michael Cramer, Joseph Cuschieri, Philippe De Backer, Luis de Grandes Pascual, Christine De Veyrac, Saïd El Khadraoui, Ismail Ertug, Carlo Fidanza, Knut Fleckenstein, Jacqueline Foster, Mathieu Grosch, Jim Higgins, Dieter-Lebrecht Koch, Bogusław Liberadzki, Eva Lichtenberger, Marian-Jean Marinescu, Gesine Meissner, Hubert Pirker, Dominique Riquet, Vilja Savisaar-Toomast, Olga Sehnalová, Brian Simpson, Keith Taylor, Silvia-Adriana Țicău, Giommara Uggias, Patricia van der Kammen, Dominique Vlasto
Substitute(s) present for the final vote	Spyros Danellis, Markus Ferber, Karl-Heinz Florenz, Eider Gardiazábal Rubial, Ádám Kósa, Bogdan Kazimierz Marcinkiewicz, Geoffrey Van Orden, Sabine Wils

PROCEDURE

Title	Modalities for reaching the 2020 target to reduce CO2 emissions from new light commercial vehicles		
References	COM(2012)0394 – C7-0185/2012 – 2012/0191(COD)		
Date submitted to Parliament	11.7.2012		
Committee responsible Date announced in plenary	ENVI 11.9.2012		
Committee(s) asked for opinion(s) Date announced in plenary	ITRE 11.9.2012	IMCO 11.9.2012	TRAN 11.9.2012
Not delivering opinions Date of decision	IMCO 18.9.2012		
Associated committee(s) Date announced in plenary	ITRE 17.1.2013		
Rapporteur(s) Date appointed	Holger Krahmer 8.10.2012		
Discussed in committee	18.2.2013	24.4.2013	
Date adopted	7.5.2013		
Result of final vote	+: -: 0:	53 4 1	
Members present for the final vote	Sophie Auconie, Pilar Ayuso, Sandrine Bélier, Sergio Berlato, Lajos Bokros, Franco Bonanini, Martin Callanan, Nessa Childers, Yves Cochet, Tadeusz Cymański, Chris Davies, Esther de Lange, Anne Delvaux, Bas Eickhout, Edite Estrela, Karl-Heinz Florenz, Elisabetta Gardini, Matthias Groote, Jolanta Emilia Hibner, Karin Kadenbach, Christa Klaß, Eija-Riitta Korhola, Holger Krahmer, Jo Leinen, Peter Liese, Kartika Tamara Liotard, Zofija Mazej Kukovič, Linda McAvan, Vladko Todorov Panayotov, Gilles Pargneaux, Andrés Perelló Rodríguez, Mario Pirillo, Pavel Poc, Frédérique Ries, Anna Rosbach, Oreste Rossi, Dagmar Roth-Behrendt, Kārlis Šadurskis, Carl Schlyter, Richard Seeber, Bogusław Sonik, Salvatore Tatarella, Thomas Ulmer, Glenis Willmott, Sabine Wils, Marina Yannakoudakis		
Substitute(s) present for the final vote	Julie Girling, Rebecca Harms, Miroslav Mikolášik, Alojz Peterle, Britta Reimers, Michèle Rivasi, Rebecca Taylor, Marita Ulvskog, Vladimir Urutchev, Kathleen Van Brempt, Andrea Zanoni		
Substitute(s) under Rule 187(2) present for the final vote	Jens Nilsson		
Date tabled	13.5.2013		