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Committee on the Environment, Public Health and Food Safety

2012/0191(COD)

28.2.2013

AMENDMENTS 12 - 97

Draft report
Holger Kraemer
(PE502.271v01-00)

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

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

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EN

United in diversity

EN

Amendment 12
Christofer Fjellner

Proposal for a regulation
Recital 1

Text proposed by the Commission

(1) Article 13(1) of Regulation (EU) No 510/2011 of the European Parliament and of the Council of 11 May 2011 setting emission performance standards for new light commercial vehicles as part of the Union's integrated approach to reduce CO₂ emissions from light-duty vehicles requests the Commission, subject to confirmation of its feasibility, to review the modalities of achieving the **147g/km** target by 2020, including the formulae in Annex I and the derogations in Article 11. The proposal to amend the Regulation is requested to be as neutral as possible from the point of view of competition, socially equitable and sustainable.

Amendment

(1) Article 13(1) of Regulation (EU) No 510/2011 of the European Parliament and of the Council of 11 May 2011 setting emission performance standards for new light commercial vehicles as part of the Union's integrated approach to reduce CO₂ emissions from light-duty vehicles requests the Commission, subject to confirmation of its feasibility, to review the modalities of achieving the **128g/km** target by 2020, including the formulae in Annex I and the derogations in Article 11. ***In view of technological developments, a more ambitious target of 128g/km should be set for 2020. Furthermore, a target of 128g/km would be in line with the 27% reduction which will be achieved as regards CO₂ emissions from new passenger cars, as laid down in Regulation (EC) No 443/2009 of the European Parliament and of the Council of 23 April 2009 setting emission performance standards for new passenger cars as part of the Community's integrated approach to reduce CO₂ emissions from light duty vehicles¹.*** The proposal to amend the Regulation is requested to be as neutral as possible from the point of view of competition, socially equitable and sustainable.

¹ *OJ L 140, 5.6.2009, p. 1.*

Or. en

Justification

The target proposed by the Commission for 2020 corresponds to a tightening of the 2015 target by 16% for light commercial vehicles. For passenger cars the target for 2020 corresponds to a tightening of 27%. The target for light commercial vehicles should be 128 g CO₂/km so that the same level of ambition applies regardless of type of vehicle.

Amendment 13 Carl Schlyter

Proposal for a regulation Recital 1 a (new)

Text proposed by the Commission

Amendment

(1a) Light commercial vehicles are one of the fastest growing sources of transport greenhouse gas (GHG) emissions. Such emissions increased by 26% between 1995 and 2010 and now account for 8% of road transport emissions. Introducing a further target of 85 g/km in 2025 is needed to ensure – a predictable policy framework for vehicle manufacturers in the framework of the necessary continued fuel efficiency improvement of vehicles beyond 2020, and in line with the decarbonisation of the transport sector as part of the Union's climate objectives.

Or. en

Amendment 14 Chris Davies

Proposal for a regulation Recital 1 a (new)

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, often small businesses and fleets. In view of the burden relating to increasing fuel costs, the standards defined in that Regulation also aim to reduce fuel consumption and fuel costs for owners of light commercial vehicles in a cost-effective manner.

Or. en

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 15 **Christofer Fjellner**

Proposal for a regulation **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 **128** 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.

Or. en

Justification

The target proposed by the Commission for 2020 corresponds to a tightening of the 2015 target by 16% for light commercial vehicles. For passenger cars the target for 2020 corresponds to a tightening of 27%. The target for light commercial vehicles should be 128 g CO₂/km so that the same level of ambition applies regardless of type of vehicle.

Amendment 16 Carl Schlyter

Proposal for a regulation 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 **2020 target**, 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 has 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 vehicles. This review should, inter alia, address the flexibilities resulting from the use of default load terms and from an upper limit of inertia**

settings.

Or. en

Amendment 17

Karl-Heinz Florenz, Matthias Groote, Peter Liese, Anne Delvaux, Toine Manders

Proposal for a regulation

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 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, and at the latest by the end of 2014, in order to ensure that test procedures reflect adequately 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 established. 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 reflect adequately the emissions generated by real driving on the road.

Or. de

Justification

Consumers should be able to trust consumption figures indicated by manufacturers. The current test cycle offers a wide range of flexibilities, but it does not reflect reality. The WLTP will bring improvements, but it will take some more time before it is finalised. The NEDC should therefore be amended before the WLTP is introduced. In addition, consideration should be given to combining the WLTP with additional EU provisions, since a global cycle cannot properly reflect the situation in the EU.

Amendment 18 **Sabine Wils**

Proposal for a regulation **Recital 2 a (new)**

Text proposed by the Commission

Amendment

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

Or. en

Amendment 19 **Sabine Wils**

Proposal for a regulation
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.

Or. en

Amendment 20
Christofer Fjellner

Proposal for a regulation
Recital 3

Text proposed by the Commission

Amendment

(3) 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.

(3) According to the technical analysis made for the impact assessment, the technologies to meet the target of **128** 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 **128** g CO₂/km to be reached by 2020 is confirmed.

Or. en

Justification

The target proposed by the Commission for 2020 corresponds to a tightening of the 2015 target by 16% for light commercial vehicles. For passenger cars the target for 2020 corresponds to a tightening of 27%. The target for light commercial vehicles should be 128 g

CO₂/km so that the same level of ambition applies regardless of type of vehicle.

Amendment 21
Carl Schlyter

Proposal for a regulation
Recital 3

Text proposed by the Commission

(3) 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

(3) 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. **Technical analysis shows that a more stringent target would be technologically feasible and cost-effective. Therefore, the target for 2020 should be set at 110 g CO₂/km.**

Or. en

Justification

At the time of adoption of the Regulation the costs for meeting the target of 147g CO₂/km were estimated to be between €2000 and €8800. However, the 2012 study underpinning the Commission impact assessment for the review proposal estimates the additional cost for achieving the 147g CO₂/km target to be only around €450. A 2012 study by TNO demonstrates that a target level of 110g CO₂/km for vans is technologically feasible and that the additional cost would pay back in less than 4 years.

Amendment 22
Sabine Wils

Proposal for a regulation
Recital 3

Text proposed by the Commission

(3) 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

(3) 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 ***a more ambitious target for 2020 is feasible as well as cost-effective.***

Or. en

Justification

The Commission's impact assessment demonstrates that the 147g target proposed for 2020 is insufficiently ambitious, especially when compared to the target for passenger cars. A more ambitious target would be technologically feasible and would save drivers money.

Amendment 23

Marita Ulvskog, Åsa Westlund

Proposal for a regulation

Recital 3

Text proposed by the Commission

(3) 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

Amendment

(3) 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.*

decreased. *A more stringent target is both feasible and cost-effective. Therefore, the target for 2020 should be set at 128 g CO₂/km.*

Or. en

Amendment 24
Chris Davies

Proposal for a regulation
Recital 3

Text proposed by the Commission

(3) 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

(3) 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. *As a result, the 2020 targets should be revised to 135 g CO₂/km as previously put forward by the Commission in its proposal of 2009.*

Or. en

Justification

In 2009/0173 the Commission proposed a target of 135 g CO₂/km for new light commercial vehicles. Given the progress made since then in engine development it is clear that this is an entirely reasonable objective and its achievement will reduce the costs of almost every business user in Europe.

Amendment 25
Corinne Lepage

Proposal for a regulation
Recital 3

Text proposed by the Commission

(3) 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

(3) 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. ***A more stringent target equivalent to that set in Regulation (EC) No 443/2009 is achievable and would be more cost-effective.*** Therefore, the target for 2020 ***should be changed to 118 g CO₂/km.***

Or. fr

Justification

118g CO₂/km for light commercial vehicles is equivalent to 95g CO₂/km for new passenger cars.

Amendment 26
Judith A. Merkies, Dan Jørgensen

Proposal for a regulation
Recital 3

Text proposed by the Commission

(3) 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

Amendment

(3) 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.***

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. ***A more stringent target is both feasible and cost-effective. Therefore, the target for 2020 should be set at 125 g CO₂/km.***

Or. en

Amendment 27
Sabine Wils

Proposal for a regulation
Recital 3 a (new)

Text proposed by the Commission

Amendment

(3a) The automotive industry works with long planning cycles and should be informed sufficiently in advance about future targets. Introducing a target of 95 g/km for 2025 in Regulation (EU) No 510/2011 provides planning certainty and ensures that efforts to improve the fuel efficiency of new light commercial vehicles are continued beyond 2020.

Or. en

Amendment 28
Carl Schlyter

Proposal for a regulation
Recital 3 a (new)

Text proposed by the Commission

Amendment

(3 a) In view of the high research and development and unit production costs of early generations of ultra-low carbon vehicles it is appropriate to accelerate and facilitate the process of introducing them

on the Union market at their initial stages of commercialization through accounting electric and hydrogen fuelled vehicles as zero emissions until 2025. However, whilst the use of certain alternative fuels can offer significant CO₂ reductions in a life-cycle perspective, it has been recognised that the CO₂ emissions arising from the production of those alternative fuels can be higher than those of conventional fuels. The Commission should therefore introduce metrics that take into account upstream greenhouse gas emissions for the period beyond 2025.

Or. en

Amendment 29
Martin Callanan

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 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.

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 CO₂ reduction of the vehicles sold by these manufacturers, producers responsible annually for less than **700** new light commercial vehicles are excluded from the scope of the specific emissions target and the excess emissions premium.

Or. en

Justification

Raising the 'de minimis' exclusion for small volume manufacturers registering less than 700 vehicles per year (0.1% of EU sales and an even smaller amount of kilometres driven), will

reduce the administrative burdens on eligible small businesses by as much as €25,000 up to 2020, without undermining the environmental benefits derived from remaining within the scope of the Regulation.

Amendment 30

Sabine Wils

Proposal for a regulation

Recital 4 a (new)

Text proposed by the Commission

Amendment

(4a) It is appropriate to note that increasing fuel costs are becoming a major problem for businesses in the Union and that the Union imports most of the oil used in the transport sector and that a reduction in fuel consumption would help both the businesses and the Union by decreasing oil dependency.

Or. en

Amendment 31

Chris Davies, Gerben-Jan Gerbrandy

Proposal for a regulation

Recital 4 a (new)

Text proposed by the Commission

Amendment

(4a) In line with the flagship initiative for a resource-efficient Europe and in order to continue stimulating further CO₂ emission reductions in light commercial vehicles, a stable target of 105 g/km in 2025 would ensure that efforts to improve the fuel efficiency of new light commercial vehicles are continued beyond 2020.

Or. en

Justification

A long term target for 2025 will provide manufacturers with a long term planning certainty.

Amendment 32

Jolanta Emilia Hibner

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 ***can*** be amended for the period beyond 2020. These indications should be based on an assessment of the necessary rate of reduction ***and its*** 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. ***The EU's long-term reduction targets are conditional on the conclusion of a global agreement on reducing greenhouse gas emissions.***

Or. pl

Amendment 33

Maria do Céu Patrão Neves

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

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 for these aspects to be reviewed, the Commission to make a report and if appropriate proposals made for targets beyond 2020.

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. ***When assessing the rate of reduction, innovative technologies or technological packages should be taken into account.*** 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.

Or. pt

Amendment 34 **Corinne Lepage**

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.

Or. fr

Amendment 35 **Tadeusz Cymański**

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 **costs of** 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.

Or. pl

Amendment 36

Marita Ulvskog, Kathleen Van Brempt, Jo Leinen, Åsa Westlund

Proposal for a regulation
Recital 6 a (new)

Text proposed by the Commission

Amendment

(6a) The European economy will continue to be exposed to serious risks related to energy prices. Given the long research and development timeframes needed by manufacturers, it is appropriate to set a target for 2025 in this Regulation. Introducing a target of 100 g/km for 2025 is a way of ensuring that the fuel efficiency of new light commercial vehicles will continue to improve beyond 2020.

Or. en

Amendment 37
Chris Davies

Proposal for a regulation
Recital 6 a (new)

Text proposed by the Commission

Amendment

(6a) To enhance the competitiveness of the European automotive industry, incentive schemes such as the offsetting of eco-innovations and the award of super-credits should be used. The Commission should calculate each year to what extent the overall application of super-credits weakens the target level and if this weakening exceeds 2 grams, it should set the super-credits multipliers back to 1.

Or. en

Justification

Given the high R&D, raw material and production costs associated with the developments of ultralow carbon vehicles, additional incentives are needed to encourage manufacturers to start supplying ultralow carbon vehicles earlier than they otherwise would. Super-credits serve this purpose but also have the potential to undermine targets. Therefore the cumulative weakening of the 2020 objective needs to be avoided to safeguard the overall environmental impact of credits

Amendment 38
Judith A. Merkies, Dan Jørgensen

Proposal for a regulation
Recital 6 a (new)

Text proposed by the Commission

Amendment

(6a) The European economy will continue to be exposed to serious risks related to energy prices. Given the long research and development timeframes needed by manufacturers, it is appropriate to set a target for 2025 in this Regulation.

Introducing a target of a minimum of 100 g/km for 2025 is a way of ensuring that the fuel efficiency of new light commercial vehicles will continue to improve beyond 2020.

Or. en

Amendment 39

Karl-Heinz Florenz, Peter Liese, Anne Delvaux, Toine Manders

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* the availability of data *on utility parameters other than mass* and *their* use as utility *parameters* in the formulae in Annex I.

Or. de

Justification

The use of utility parameters other than mass would counteract the trend for vehicles to become increasingly heavy and encourage the manufacture of lightweight models, for which at present there is no incentive.

Amendment 40

Karl-Heinz Florenz, Matthias Groote, Peter Liese, Anne Delvaux, Toine Manders

Proposal for a regulation

Recital 10

Text proposed by the Commission

(10) The Regulation requires the

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 and classes of vehicles.

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. *As soon as possible after it has been finalised, however, the test cycle should be 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 reflect adequately the emissions generated by real driving on the road.* 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.

Or. de

Justification

Consumers should be able to trust consumption figures indicated by manufacturers. The current test cycle offers a wide range of flexibilities, but it does not reflect reality. The WLTP will bring improvements, but it will take some more time before it is finalised. In addition, consideration should be given to combining the WLTP with additional EU provisions, since a global cycle cannot properly reflect the situation in the EU.

Amendment 41

Marita Ulvskog, Kathleen Van Brempt, Jo Leinen, Åsa Westlund

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 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

(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, ***and given that the existing test cycle does not sufficiently reflect the actual emissions of cars and light commercial vehicles on the road, 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.

Or. en

Amendment 42
Corinne Lepage

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***

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. Annex I to Regulation (EC) No 443/2009 establishes emission limits for 2020 as measured according to Regulation (EC)

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 and classes of vehicles.

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. ***The revised test procedures should be introduced by 1 January 2016 at the latest.***

Or. fr

Justification

The current test procedures do not adequately reflect the real CO₂ emissions behaviour of cars. There is therefore a need to set a date by which new test procedures should be introduced.

Amendment 43
Chris Davies, Gerben-Jan Gerbrandy

Proposal for a regulation
Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) The new European driving cycle (NEDC) is scheduled to be replaced by the new test cycle WLTP in 2014. In order to ensure that Regulation (EU) No 510/2011 delivers the anticipated reduction in emissions the test procedure should be changed from 2016 to the WLTP. When the WLTP is applied in 2016 for the purposes of this Regulation, the limits set in Annex I should be adjusted to ensure comparable stringency between the test cycles.

Or. en

Justification

The new WLTP cycle should be adopted from 2016, replacing the current NEDC test cycle.

Amendment 44
Carl Schlyter

Proposal for a regulation
Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) The speed of road vehicles has a strong influence on their fuel consumption and CO₂ emissions. In addition, in the absence of speed limitation for light commercial vehicles, it is possible that there is an element of competition as regards top speed which could lead to oversized powertrains and associated inefficiencies in slower operating conditions. It is therefore appropriate to extend the scope of Council Directive 92/6/EEC of 10 February 1992 on the installation and use of speed limitation devices for certain categories of motor vehicles in the Community¹, with the aim of including light commercial vehicles covered in this Regulation.

¹ OJ L 57, 2.3.1992, p. 27.

Or. en

Amendment 45
Carl Schlyter

Proposal for a regulation
Article 1 – point 1
Regulation (EU) No 510/2011
Article 1 – paragraph 2

Text proposed by the Commission

2. From 2020, this Regulation sets a target of **147 g** CO₂/km for the average emissions of new light commercial vehicles registered in the Union as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures, **and innovative technologies.**

Amendment

2. From 2020, this Regulation sets a target of **110 g** CO₂/km for the average emissions of new light commercial vehicles registered in the Union as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures.

Or. en

Amendment 46
Sabine Wils

Proposal for a regulation
Article 1 – point 1
Regulation (EU) No 510/2011
Article 1 – paragraph 2

Text proposed by the Commission

2. From 2020, this Regulation sets a target of **147 g** CO₂/km for the average emissions of new light commercial vehicles registered in the Union as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures, and innovative technologies.

Amendment

2. From 2020, this Regulation sets a target of **120 g** CO₂/km for the average emissions of new light commercial vehicles registered in the Union as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures, and innovative technologies.

Or. en

Justification

The Commission's impact assessment demonstrates that the 147g target proposed for 2020 is insufficiently ambitious, especially when compared to the target for passenger cars. A more ambitious target would be technologically feasible and would save drivers money.

Amendment 47
Christofer Fjellner

Proposal for a regulation

Article 1 – point 1

Regulation (EU) No 510/2011

Article 1 – paragraph 2

Text proposed by the Commission

2. From 2020, this Regulation sets a target of **147** g CO₂/km for the average emissions of new light commercial vehicles registered in the Union as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures, and innovative technologies.

Amendment

2. From 2020, this Regulation sets a target of **128** g CO₂/km for the average emissions of new light commercial vehicles registered in the Union as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures, and innovative technologies.

Or. en

Justification

The target proposed by the Commission for 2020 corresponds to a tightening of the 2015 target by 16% for light commercial vehicles. For passenger cars the target for 2020 corresponds to a tightening of 27%. The target for light commercial vehicles should be 128 g CO₂/km so that the same level of ambition applies regardless of type of vehicle.

Amendment 48

Corinne Lepage

Proposal for a regulation

Article 1 – point 1

Regulation (EU) No 510/2011

Article 1 – paragraph 2

Text proposed by the Commission

2. From 2020, this Regulation sets a target of **147** g CO₂/km for the average emissions of new light commercial vehicles registered in the Union as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures, and innovative technologies.

Amendment

2. From 2020, this Regulation sets a target of **118** g CO₂/km for the average emissions of new light commercial vehicles registered in the Union as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures, and innovative technologies.

Or. fr

Justification

118g CO₂/km for new light commercial vehicles is equivalent to 95g CO₂/km for new passenger cars.

Amendment 49

Salvatore Tatarella, Bogusław Sonik

Proposal for a regulation

Article 1 – point 1

Regulation (EU) No 510/2011

Article 1– paragraph 2

Text proposed by the Commission

2. From 2020, this Regulation sets a target of 147 g CO₂/km for the average emissions of new light commercial vehicles registered in the Union as measured in accordance with Regulation (EC) No 715/2007 **and its implementing measures, and innovative technologies.**

Amendment

2. From 2020, this Regulation sets a target of 147 g CO₂/km for the average emissions of new light commercial vehicles registered in the Union as measured in accordance with Regulation (EC) No 715/2007, **Annex III and XII to Regulation (EC) No 692/2008, UN/ECE R83-06 and UN/ECE R101, as applicable on the date of entry into force of this Regulation.**

Or. en

Justification

The version of the current Euro 6 Regulation (NEDC/ECE R83 and ECE R101) should be updated in order to guarantee the same level of stringency of the targets set today, irrespective of foreseen changes in the procedures and cycle as such.

Amendment 50

Marita Ulvskog, Åsa Westlund

Proposal for a regulation

Article 1 – point 1

Regulation (EU) No 510/2011

Article 1 – paragraph 2

Text proposed by the Commission

2. From 2020, this Regulation sets a target of **147 g** CO₂/km for the average emissions of new light commercial vehicles registered in the Union as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures, and innovative technologies.

Amendment

2. From 2020, this Regulation sets a target of **128 g** CO₂/km for the average emissions of new light commercial vehicles registered in the Union as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures, and innovative technologies.

Or. en

Amendment 51

Chris Davies

Proposal for a regulation

Article 1 – point 1

Regulation (EU) No 510/2011

Article 1 – paragraph 2

Text proposed by the Commission

2. From 2020, this Regulation sets a target of **147 g** CO₂/km for the average emissions of new light commercial vehicles registered in the Union as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures, and innovative technologies.

Amendment

2. From 2020, this Regulation sets a target of **135 g** CO₂/km for the average emissions of new light commercial vehicles registered in the Union as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures, and innovative technologies.

Or. en

Justification

In 2009/0173 the Commission proposed a target of 135 g CO₂/km for new light commercial vehicles. Given the progress made since then in engine development it is clear that this is an entirely reasonable objective and its achievement will reduce the costs of almost every business user in Europe

Amendment 52

Judith A. Merkies, Dan Jørgensen

Proposal for a regulation

Article 1 – point 1

Regulation (EU) No 510/2011

Article 1 – paragraph 2

Text proposed by the Commission

2. From 2020, this Regulation sets a target of **147** g CO₂/km for the average emissions of new light commercial vehicles registered in the Union as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures, and innovative technologies.

Amendment

2. From 2020, this Regulation sets a target of **125** g CO₂/km for the average emissions of new light commercial vehicles registered in the Union as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures, and innovative technologies.

Or. en

Amendment 53

Judith A. Merkies, Dan Jørgensen

Proposal for a regulation

Article 1 – point 1 a (new)

Regulation (EU) No 510/2011

Article 1 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

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

"2a. From 2025, this Regulation sets a target of a minimum of 100 g CO₂/km as the average emissions of the new light commercial vehicle fleet, as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures and Annex XII to Regulation (EC) No 692/2008."

Or. en

Amendment 54

Carl Schlyter

Proposal for a regulation
Article 1 – point 1 a (new)
Regulation (EU) No 510/2011
Article 1 – paragraph 2a (new)

Text proposed by the Commission

Amendment

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

"2a. From 2025, this Regulation sets a target of 85 g CO₂/km as the average emissions of the new light commercial vehicle fleet as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures and Annex XII to Regulation (EC) No 692/2008."

Or. en

Amendment 55
Chris Davies, Gerben-Jan Gerbrandy

Proposal for a regulation
Article 1 – point 1 a (new)
Regulation (EU) No 510/2011
Article 1 – paragraph 2a (new)

Text proposed by the Commission

Amendment

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

"2a. From 2025, this Regulation sets a target of 105 g CO₂/km as the average emissions of the new light commercial vehicle fleet as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures and Annex XII to Regulation (EC) No 692/2008."

Or. en

Justification

A long term target for 2025 will provide manufacturers with a long term planning certainty.

Amendment 56

Marita Ulvskog, Kathleen Van Brempt, Jo Leinen, Åsa Westlund

Proposal for a regulation

Article 1 – point 1 a (new)

Regulation (EU) No 510/2011

Article 1 – paragraph 2a (new)

Text proposed by the Commission

Amendment

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

"2a. From 2025, this Regulation sets a target of 100 g CO₂/km as the average emissions of the new light commercial vehicle fleet as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures and Annex XII to Regulation (EC) No 692/2008."

Or. en

Amendment 57

Sabine Wils

Proposal for a regulation

Article 1 – point 1 a (new)

Regulation (EU) No 510/2011

Article 1 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

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

"2a. From 2025, this Regulation sets a target of 95 g CO₂/km as the average emissions of the new light commercial vehicle fleet as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures and Annex XII to Regulation (EC) No 692/2008."

Or. en

Justification

The automotive industry works with long planning cycles and should be informed sufficiently in advance about future targets. Introducing a target of 95 g/km for 2025 in this Regulation provides planning certainty and ensures efforts to improve the fuel efficiency of new vans are continued beyond 2020.

Amendment 58 **Corinne Lepage**

Proposal for a regulation
Article 1 – point 1 a (new)
Regulation (EU) No 510/2011
Article 1 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

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

‘2a. From 2025, this Regulation sets a target of 90g CO₂/km for the average emissions of new commercial vehicles registered in the Union as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures, and Annex XII to Regulation (EC) No 695/2008.’

Or. fr

Justification

Long-term objectives need to be set for the automotive industry so as to provide a degree of visibility.

Amendment 59 **Karl-Heinz Florenz, Peter Liese, Anne Delvaux, Toine Manders**

Proposal for a regulation
Article 1 – point 1 a (new)
Regulation (EU) No 510/2011
Article 1 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

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

‘(2a) From 2025 onwards, this Regulation sets a target within a 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).’

Or. de

Justification

It is important to set target values at an early stage, in order to offer the industry planning certainty. At the same time, however, it is hard to say at present exactly what target value might be appropriate. It makes sense, therefore, to indicate a range within which the target will be set in due course. According to many studies and experts, targets between 100 and 115 g CO₂/km are realistic.

Amendment 60
Martin Callanan

Proposal for a regulation
Article 1 – point 2
Regulation (EU) No 510/2011
Article 2 – paragraph 4

Text proposed by the Commission

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 **500** new light commercial vehicles registered in the EU in the previous calendar year.’

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 **700** new light commercial vehicles registered in the EU in the previous calendar year.

Or. en

Justification

Raising the 'de minimis' exclusion for small volume manufacturers registering less

than 700 vehicles per year (0.1% of EU sales and an even smaller amount of kilometres driven), will reduce the administrative burdens on eligible small businesses by as much as €25,000 up to 2020, without undermining the environmental benefits derived from remaining within the scope of the regulation.

Amendment 61

Karl-Heinz Florenz, Matthias Groote, Peter Liese

Proposal for a regulation

Article 1 – point 2 a (new)

Regulation (EU) No 510/2011

Article 5 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

(2a) In Article 5, the following paragraph is added:

‘Super credits shall expire on 1 January 2018.’

Or. de

Justification

Super credits were introduced as a temporary measure to facilitate and speed up the introduction of ultra-low-emission vehicles. Their retention would run counter to the thinking behind this temporary approach and would make the overall objective less ambitious.

Amendment 62

Salvatore Tatarella, Bogusław Sonik, Françoise Grossetête

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:

"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 50 g CO₂ /km or 50% of the value given by its specific emission target 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,**
- **2 light commercial vehicles from 2017."**

Or. en

Justification

The EU has agreed on a general policy vision towards clean and sustainable transport in future decades. Several Member States have agreed on national plans for e-mobility and with the help of fiscal and non-fiscal incentives are aiming at the higher penetration of highly energy efficient vehicles. Super-credits are an instrument for supporting cutting edge CO₂ reduction technology (ECVs) and are a stimulus for the automotive industry to introduce these technologies as soon as possible. This will lead to faster market uptake of these highly cost-intensive technologies and would benefit all stakeholders, including customers (earlier product supply), the environment (lower CO₂ emissions) and manufacturers (faster cost decrease). Super-credits are also a method that help to achieve commonly agreed targets on an EU level. It should be also stressed that the use of super-credits on EU level does not require any additional financial resources, which is presently an extremely important factor. In order to help industry and society move towards cleaner and more sustainable transport, and in line with the policy objectives for clean transport, super-credits need to be seen as a high-potential instrument. Super-Credits are one important element of the needed framework to facilitate the market uptake of ECVs. Higher support for low emitting vehicles must be also seen in an international context, where the support of such vehicles is a key policy priority (US, Japan and China).

Amendment 63 **Carl Schlyter**

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 deleted.

Or. en

Justification

Super-credits weaken the specific emissions target of manufacturers by providing emissions allowances for the sales of vehicles emitting below 50 g/km CO₂. That electric vehicles are currently considered zero emission vehicles in this Regulation is already a substantial incentive since the well-to-wheel emissions of electric vehicles are significantly higher than 0g CO₂/km. Super-credits exacerbate the distortion of the average specific emissions of CO₂, undermining environmental integrity.

Amendment 64
Sabine Wils

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:

"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 50 g CO₂/km shall be counted as:

— 1 light commercial vehicle from 2014."

Or. en

Justification

Super credits weaken the stringency of the Regulation. Also, no electric vans are required to meet the 2020 target levels that are under discussion for light commercial vehicles for 2017

as well as 2020. Super credits should therefore be removed from this legislation.

Amendment 65
Chris Davies

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:

"Article 5

Super-credits

1. In calculating the average specific emissions of CO₂, each new light commercial vehicle with specific emissions of CO₂ 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 emissions of CO₂ of less than 50 g CO₂/km, to be taken into account in the application of the multipliers set out in the first paragraph shall not exceed 25 000 light commercial vehicles per manufacturer.

2. By 28 February of each year in respect of the preceding calendar years commencing the year of entry into force of this Regulation the Commission shall calculate if the total amount of super-credits affects the level of the target set in Article 1. If that target is weakened by more than 2 g CO₂/km the multipliers set

out in Article 5 and in paragraph 1 of this Article shall be set back to 1 light commercial vehicle for that year."

Or. en

Justification

Given the high R&D, raw material and production costs associated with the developments of ultralow carbon vehicles, additional incentives are needed to encourage manufacturers to start supplying ultralow carbon vehicles earlier than they otherwise would. Super-credits serve this purpose but also have the potential to undermine the 2020 g target. Therefore the cumulative weakening of the 2020 objective needs to be avoided to safeguard the overall environmental impact of credits.

Amendment 66 **Cristian Silviu Buşoi**

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:

"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 50 g CO₂/km or 50% of the value given by its specific emission target 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,***
- 2 light commercial vehicles from 2017."***

Or. en

Justification

Super-credits are an efficient instrument to support CO2 emissions reduction technologies. Nevertheless the market situation is currently uncertain, which is why some flexibility needs to be introduced.

Amendment 67

Chris Davies

Proposal for a regulation

Article 1 – point 2 b (new)

Regulation (EU) No 510/2011

Article 5a (new)

Text proposed by the Commission

Amendment

(2b) The following Article is inserted:

"Article 5 a

Speed limit devices

As of 1 January 2014 and each subsequent calendar year, each manufacturer of light commercial vehicles shall equip the light commercial vehicles for which it is the manufacturer with speed limitation devices with a maximum speed of 120 km/h."

Or. en

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 68

Marita Ulvskog, Kathleen Van Brempt, Judith A. Merkies

Proposal for a regulation

Article 1 – point 2 a (new)

Regulation (EU) No. 510/2011

Article 5a (new)

Text proposed by the Commission

Amendment

(2a) The following Article is inserted:

"Article 5a

Speed limiters

Speed limiters shall be introduced by 2015 to limit the maximum speed of newly manufactured N1 light commercial vehicles to 100 km/hour."

Or. en

Amendment 69
Sabine Wils

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

Text proposed by the Commission

Amendment

(2b) The following Article is inserted:

"Article 5a

Speed limiters

From 1 January 2015 onwards, the maximum speed of new N1 vehicles shall be limited to 90km/h through the mandatory fitting of speed limiters."

Or. en

Justification

All goods vehicles in the EU are speed limited. Exempting vans from speed limitation leads to unfair competition between light trucks and heavy vans which leads to social distortions as well as excess emissions and dangerous roads.

Amendment 70
Carl Schlyter

Proposal for a regulation
Article 1 – point 2 b (new)
Regulation (EU) No 510/2011
Article 8 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

(2b) 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."

Or. en

Amendment 71
Corinne Lepage

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) Article 12(1) is replaced by the following:

'Upon application by a supplier or a manufacturer, CO₂ savings achieved through the use of innovative technologies shall be considered. The

total contribution of those technologies to reducing the specific emissions target of a manufacturer may be up to 3 g CO₂/km.'

Or. fr

Amendment 72
Salvatore Tatarella, Bogusław Sonik

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) 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 package") shall be considered. The total contribution of those technologies to reducing the specific emissions target of a manufacturer may be up to 7 g CO₂/km."

Or. en

Amendment 73
Salvatore Tatarella, Bogusław Sonik

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

(3 b) Article 12(2), the introductory part

is replaced by the following:

"The Commission shall adopt detailed provisions for a procedure to approve such innovative technologies *or the innovative technology package* 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:"

Or. en

Amendment 74
Chris Davies

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 2015**, the Commission shall **complete a review of the target, defined in Article 1(3) with the aim of defining:**

— subject to confirmation of its feasibility on the basis of updated impact assessment results, the modalities for reaching, by the year 2025, a long-term target of 105 g CO₂/km in a cost-effective manner, and

— the aspects of the implementation of that target, including the excess emissions premium.

On the basis of such a review and its impact assessment, which includes an

overall assessment of the impact on the automotive industry and the users of light commercial vehicles, the Commission shall make a proposal to amend this Regulation, in accordance with the ordinary legislative procedure, in a way which is as neutral as possible from the point of view of competition, and which is socially equitable and sustainable.

Or. en

Justification

A long term target for 2025 will provide manufacturers with long term planning certainty.

Amendment 75 **Carl Schlyter**

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 December 2014, the Commission shall *carry out a detailed study of the 85g CO₂/km target for 2025, including* specific emissions targets, modalities and other aspects of this Regulation in order to *ascertain whether the target proves to be appropriate or if a lower target is justified in light of the use of low-emission technologies and their uptake or changes in climate policy objectives. As part of that study, the Commission shall report on the utility parameter to differentiate the specific emissions targets, and may, as appropriate, make proposals to replace weight by another more appropriate utility parameter.*

Or. en

Amendment 76

Claudiu Ciprian Tănăsescu, Daciana Octavia Sârbu, Minodora Cliveti

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 December **2015**, 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. ***The emission targets for the period beyond 2020 shall be established in view of the new procedures for measuring CO₂ emissions referred to in paragraph 3. Those new procedures shall be defined and implemented by 31 December 2014.***

Or. en

Amendment 77

Karl-Heinz Florenz, Peter Liese, Anne Delvaux, Toine Manders

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 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. ***The aim of this review shall be to set an average emissions target for the fleet of new light vehicles for the period after***

2025 which falls within a range of 100 to 115 g CO₂/ km. On the basis of this review, which shall include an overall assessment of the impact on the car 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.

Or. de

Justification

It is important to set target values at an early stage, in order to offer the industry planning certainty. At the same time, however, it is hard to say at present exactly what target value might be appropriate. It makes sense, therefore, to indicate a range within which the target will be set in due course. According to many studies and experts, targets between 100 and 115 g CO₂/ km are realistic.

Amendment 78 **Corinne Lepage**

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 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, **with the aim of meeting the target of 90g CO₂/km in 2025.**

Or. fr

Amendment 79
Salvatore Tatarella, Bogusław Sonik

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 **2017 at the earliest**, 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 **and not before the new test cycle and test procedures are fully defined, implemented and the first results assessed.**

Or. en

Justification

The date for proposal of targets beyond 2020 seems to be premature, as the new test cycle will not be fully agreed, including the relevant procedures. Implementation and results of a correlation program must be also taken into consideration when proposing new targets beyond 2020, which will not be possible before 2017. New targets for the period after 2020 should be proposed on the basis of WLTP and relevant procedures. Furthermore, the uptake of electrified vehicles needs to be assessed and taken into account.

Amendment 80
Marita Ulvskog, Kathleen Van Brempt, Jo Leinen, Åsa Westlund, Judith A. Merkies

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

Amendment

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.

emission targets for new light *duty* vehicles for the period beyond 2020. ***Such targets shall be consistent with the Union's long term climate goals for 2050 and shall imply an equal level of ambition for passenger cars and light duty vehicles.***

Or. en

Amendment 81
Carl Schlyter

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."

Or. en

Amendment 82
Carl Schlyter

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."

Or. en

Amendment 83

Carl Schlyter

Proposal for a regulation

Article 1 – point 4 – point b – indent 1

Regulation (EU) No 510/2011

Article 13 – paragraph 6 – subparagraph 2

Text proposed by the Commission

Amendment

– the second subparagraph is deleted;

deleted

Or. en

Justification

The provision clarifying that from the date of application of the revised procedure for the measuring of CO₂ emissions, innovative technologies shall no longer be approved should be maintained.

Amendment 84

Sabine Wils

Proposal for a regulation

Article 1 – point 5

Regulation (EU) No 510/2011

Annex I – point 1 – point c – formula

Text proposed by the Commission

Amendment

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

Indicative specific emissions of CO₂ = **120**
+ a × (M – M₀)

Or. en

Justification

The Commission's impact assessment demonstrates that the 147g target proposed for 2020 is insufficiently ambitious, especially when compared to the target for passenger cars. A more ambitious target would be technologically feasible and would save drivers money.

Amendment 85
Carl Schlyter

Proposal for a regulation
Article 1 – point 5
Regulation (EU) No 510/2011
Annex I – point 1 – point c – formula

Text proposed by the Commission

Amendment

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

Indicative specific emissions of CO₂ = **110**
+ a × (M – M₀)

Or. en

Amendment 86
Christofer Fjellner

Proposal for a regulation
Article 1 – point 5
Regulation (EU) No 510/2011
Annex I – point 1 – point c – formula

Text proposed by the Commission

Amendment

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

Indicative specific emissions of CO₂ = **128**
+ a × (M – M₀)

Or. en

Justification

The target proposed by the Commission for 2020 corresponds to a tightening of the 2015 target by 16% for light commercial vehicles. For passenger cars the target for 2020 corresponds to a tightening of 27%. The target for light commercial vehicles should be 128 g CO₂/km so that the same level of ambition applies regardless of type of vehicle.

Amendment 87 **Corinne Lepage**

Proposal for a regulation

Article 1 – point 5

Regulation (EU) No 510/2011

Annex I – point 1 – point c – formula

Text proposed by the Commission

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

Amendment

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

Or. fr

Justification

118g CO₂/km for new light commercial vehicles is equivalent to 95g CO₂/km for new passenger cars.

Amendment 88 **Marita Ulvskog, Åsa Westlund**

Proposal for a regulation

Article 1 – point 5

Regulation (EU) No 510/2011

Annex I – point 1 – point c – formula

Text proposed by the Commission

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

Amendment

Indicative specific emissions of CO₂ = **128**
+ a × (M – M₀)

Or. en

Amendment 89
Chris Davies

Proposal for a regulation

Article 1 – point 5

Regulation (EU) No 510/2011

Annex I – point 1 – point c – formula

Text proposed by the Commission

Amendment

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

Indicative specific emissions of CO₂ = **135**
+ a × (M – M₀)

Or. en

Justification

The proposed 147 g CO₂/km target denies van users much improved fuel economy. A target of 135 g CO₂/km would be more fuel efficient and thereby would reduce the transport cost of almost every business in Europe.

Amendment 90
Judith A. Merkies, Dan Jørgensen

Proposal for a regulation

Article 1 – point 5

Regulation (EU) No 510/2011

Annex I – point 1 – point c – formula

Text proposed by the Commission

Amendment

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

Indicative specific emissions of CO₂ = **125**
+ a × (M – M₀)

Or. en

Amendment 91
Marita Ulvskog, Kathleen Van Brempt, Jo Leinen, Åsa Westlund

Proposal for a regulation

Article 1 – point 5 a (new)

Regulation (EU) No 510/2011

Annex I – point 1 – point ca (new)

Text proposed by the Commission

Amendment

(5a) In point 1 of Annex I, the following point is added:

"(ca) From 2025:

Specific emissions of CO₂ = 100 + a × (M – M₀)

Where:

M = mass of the vehicle in kilograms (kg)

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

a = *

(*equivalent to 100% slope)"

Or. en

Amendment 92
Corinne Lepage

Proposal for a regulation

Article 1 – point 5 a (new)

Regulation (EU) No 510/2011

Annex I – point 1 – point ca (new)

Text proposed by the Commission

Amendment

(5a) In point 1 of Annex I, the following point is added:

'(ca) from 2025:

Indicative specific emissions of CO₂ = 90 + a × (M – M₀)

Where:

M = mass of the vehicle in kilograms (kg)

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

a = equivalent to 100% of the slope'

Or. fr

Justification

Ambitious, long-term targets need to be set for the automotive industry.

Amendment 93

Chris Davies

Proposal for a regulation

Article 1 – point 5 a (new)

Regulation (EU) No 510/2011

Annex I – point 1 – point ca (new)

Text proposed by the Commission

Amendment

(5a) In point 1 of Annex I, the following point is added:

"(ca) from 2025:

***Indicative specific emissions of CO₂= 105
+ a × (M – M0)***

Where:

M = mass of the vehicle in kilograms (kg)

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

a = equivalent to 100% slope"

Or. en

Amendment 94

Carl Schlyter

Proposal for a regulation

Article 1 – point 5 a (new)

Regulation (EU) No 510/2011

Annex I – point 1 – point ca (new)

Text proposed by the Commission

Amendment

(5a) In point 1 of Annex I, the following point is added:

"(ca) From 2025:

Specific emissions of CO₂ = 85 + a × (M – M0)

Where:

M = mass of the vehicle in kilograms (kg)

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

a = 0.093"

Or. en

Amendment 95

Sabine Wils

Proposal for a regulation

Article 1 – point 5 a (new)

Regulation (EU) No 510/2011

Annex I – point 1 – point ca (new)

Text proposed by the Commission

Amendment

(5a) In point 1 of Annex I, the following point is added:

"(ca) from 2025:

Indicative specific emissions of CO₂ = 95 + a × (M – M0)

Where:

M = mass of the vehicle in kilograms (kg)

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

a = equivalent to 100% slope"

Or. en

Amendment 96

Carl Schlyter

Proposal for a regulation

Article 1 – point 5 b (new)

Directive 92/6/EEC

Articles 1 and 2

PE506.129v01-00

56/58

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(5b) Amendment to Directive 92/6/EEC
Council Directive 92/6/EEC¹ is hereby amended, with effect from ... *, as follows:

(a) Article 1 is replaced by the following:

"For the purposes of this Directive, "motor vehicle" means any power-driven vehicle falling within category M2, M3, N1, N2 or N3, intended for use on the road and having at least four wheels and a maximum design speed exceeding 25 km/h.

Categories M2, M3, N1, N2 and N3 shall be understood to be those defined in Annex II to Directive 70/156/EEC²."

(b) In Article 2, the first paragraph is replaced by the following:

"Member States shall take the necessary measures to ensure that motor vehicles of categories N1 (class 2 and 3), N2, M2 and M3 referred to in Article 1 may be used on the road only if equipped with a speed limitation device set in such a way that their speed cannot exceed 100 kilometres per hour."

*** OJ please insert the date: one year after the date of entry into force of this Regulation.**

¹ OJ L 57, 2.3.1992, p. 27.

² OJ L 42, 23.2.1970, p. 1.

Or. en

Justification

The speed of road vehicles has a strong influence on their fuel consumption and CO₂ emissions. In the absence of speed limitation for LCVs, an element of competition as regards top speed which could lead to oversized powertrains and associated inefficiencies in slower operating conditions. The amendment introduces N1 category to the scope of Council Directive 92/6/EEC on the installation and use of speed limitation devices for certain

categories of motor vehicles in the Community.

Amendment 97
Jean-Pierre Audy

Proposal for a regulation
Article 2 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

***This Regulation shall be consolidated into
the regulation it amends in the month
following its entry into force.***

Or. fr