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Committee on the Environment, Public Health and Food Safety

2007/0297(COD)

18.6.2008

AMENDMENTS 11 - 265

Draft report
Guido Sacconi
(PE406.014v01-00)

Setting emission performance standards for new passenger cars as part of the Community's integrated approach to reduce CO₂ emissions from light-duty vehicles

Proposal for a regulation
(COM(2007)0856 – C6-0022/2008 – 2007/0297(COD))

Amendment 11
Riitta Myller

Proposal for a regulation
Recital 4 a (new)

Text proposed by the Commission

Amendment

(4a) The purpose should be to reduce total energy consumption in transport. In reducing total consumption, attention should be devoted both to reducing emissions from passenger cars by technical means and generally to reducing the need for mobility. The aim of cutting the need for mobility should be borne in mind in all policy areas, particularly in land-use planning and in public transport systems. Demand for mobility should be transferred from roads to rail by developing the rail network. An attempt should also be made to influence consumer behaviour, for example driving style.

Or. fi

Amendment 12
Johannes Blokland

Proposal for a regulation
Recital 9 a (new)

Text proposed by the Commission

Amendment

(9a) On 24 October 2007, the European Parliament adopted a resolution on the Community strategy to reduce CO₂ emissions from passenger cars and light-commercial vehicles.

Justification

It is necessary to take also into account the resolution which has been adopted by the European Parliament regarding the reduction of CO₂ emissions.

Amendment 13

Dorette Corbey

Proposal for a regulation**Recital 10***Text proposed by the Commission*

(10) The Communications proposed an integrated approach with a view to reaching the Community target of 120 g CO₂/km by 2012 and announced that the Commission would propose a legislative framework to achieve the Community objective by focusing on mandatory reductions of emissions of CO₂ to reach the objective of 130 g CO₂/km for the average new car fleet by means of improvements in vehicle motor technology. Consistent with the approach under the voluntary commitments adopted by the manufacturers, ***this covers*** those elements that are taken into account in the measurement of the CO₂ emissions of passenger cars 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. ***A further reduction of 10 g CO₂/km, or equivalent if technically necessary, will be delivered by other technological improvements and by an increased use of biofuels.*** In addition, consumer behaviour has an *affect* on overall emissions from passenger cars and

Amendment

(10) In order to achieve the independent commitment of the European Union to achieve at least a 20% reduction of greenhouse gas emissions by 2020, ambitious cuts in CO₂ emissions from the transport sector are necessary. With this in view, a target of 120 g CO₂/km by 2012 for the average new car fleet by means of improvements in vehicle motor technology is needed, as well as binding long-term targets of 80 g CO₂/km in 2020 and 60 g CO₂/km in 2025. Long-term targets provide car manufacturers with the long-term regulatory certainty they need in order to plan investments in low-emitting passenger cars. Consistent with the approach under the voluntary commitments adopted by the manufacturers, ***the targets cover*** those elements that are taken into account in the measurement of the CO₂ emissions of passenger cars 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. In addition, consumer behaviour has an *effect* on overall emissions from passenger cars and

therefore consumers should be provided with information regarding whether new passenger cars meet the emission targets set under this Regulation.

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Or. en

Justification

120 grams without additional measures in 2012 is the original Commission proposal and the technology to achieve this is possible. In addition, binding long-term targets are needed to give car manufacturers the long-term perspective they need.

Amendment 14 **Rebecca Harms**

Proposal for a regulation **Recital 10**

Text proposed by the Commission

(10) The Communications proposed an integrated approach with a view to reaching the Community target of 120 g CO₂/km by 2012 and announced that the Commission would propose a legislative framework to achieve the Community objective by focusing on mandatory reductions of emissions of CO₂ to reach the objective of 130 g CO₂/km for the average new car fleet by means of improvements in vehicle motor technology. Consistent with the approach under the voluntary commitments adopted by the manufacturers, this covers those elements that are taken into account in the measurement of the CO₂ emissions of passenger cars 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

Amendment

(10) A legislative framework to achieve the Community objective by focusing on mandatory reductions of emissions of CO₂ to reach the objective of **120 g CO₂/km** for the average new car fleet by means of improvements in vehicle motor technology **is needed**. In addition, consumer behaviour has an *effect* on overall emissions from passenger cars and therefore consumers should be provided with information regarding **vehicle CO₂ performance, including CO₂ equivalent contribution of air-conditioning, and** whether new passenger cars meet the emission targets set under this Regulation.

information. A further reduction of 10 g CO₂/km, or equivalent if technically necessary, will be delivered by other technological improvements and by an increased use of biofuels. In addition, consumer behaviour has an *affect* on overall emissions from passenger cars and therefore consumers should be provided with information regarding whether new passenger cars meet the emission targets set under this Regulation.

Or. en

Amendment 15 **Jens Holm**

Proposal for a regulation **Recital 10**

Text proposed by the Commission

(10) The Communications proposed an integrated approach with a view to reaching the Community target of 120 g CO₂/km by 2012 and announced that the Commission would propose a legislative framework to achieve the Community objective by focusing on mandatory reductions of emissions of CO₂ to reach the objective of 130 g CO₂/km for the average new car fleet by means of improvements in vehicle motor technology. Consistent with the approach under the voluntary commitments adopted by the manufacturers, this covers those elements that are taken into account in the measurement of the CO₂ emissions of passenger cars 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

Amendment

(10) A legislative framework focusing on mandatory reductions of emissions of CO₂ ***is needed*** to reach the ***Community target of 120 g CO₂/km by 2012*** for the average new car fleet by means of improvements in vehicle motor technology. In addition, consumer behaviour has an *effect* on overall emissions from passenger cars and therefore consumers should be provided with information regarding whether new passenger cars meet the emission targets set under this Regulation.

information. A further reduction of 10 g CO₂/km, or equivalent if technically necessary, will be delivered by other technological improvements and by an increased use of biofuels. In addition, consumer behaviour has an *affect* on overall emissions from passenger cars and therefore consumers should be provided with information regarding whether new passenger cars meet the emission targets set under this Regulation.

Or. en

Justification

The Commission proposals sets the average CO₂ emissions for new passenger cars at 130 g CO₂/km by means of improvement in vehicle motor technology plus additional measures corresponding to 10 g/km. This amendment introduces 120 g by means of vehicle technology measures alone. Not only is the necessary technology available but the target of 120 g CO₂/km has already been delayed twice. There is therefore no reason to further postpone

Amendment 16 **Johannes Blokland**

Proposal for a regulation **Recital 10**

Text proposed by the Commission

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Amendment

(10) The Communications proposed an integrated approach with a view to reaching the Community target of 120 g CO₂/km by 2012 and announced that the Commission would propose a legislative framework to achieve the Community objective by focusing on mandatory reductions of emissions of CO₂ to reach the objective of 130 g CO₂/km for the average new car fleet by means of improvements in vehicle motor technology. Consistent with the approach under the voluntary commitments adopted by the manufacturers, this covers those elements that are taken into account in the

measurement of the CO₂ emissions of passenger cars 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. A further reduction of 10 g CO₂/km, or equivalent if technically necessary, will be delivered by other technological improvements and by an increased use of biofuels. In addition, consumer behaviour has an affect on overall emissions from passenger cars and therefore consumers should be provided with information regarding whether new passenger cars meet the emission targets set under this Regulation.

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Or. en

Amendment 17
Kurt Joachim Lauk

Proposal for a regulation
Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) In its opinions on the Commission communications of 7 February 2007 the European Parliament pointed out that the development of new types of cars takes five to seven years and therefore now calls on the Commission not to set definitively binding CO₂ emissions targets before 2015.

Or. de

Justification

In the light of the automobile industry's standard development and production cycles of five to

seven years, binding targets can be set only with effect from 2015. An earlier target date would be at odds with economic realities.

Amendment 18
Dorette Corbey

Proposal for a regulation
Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) Zero emission vehicles reduce our dependency on fossil fuels. Although fuel production for zero emission vehicles leads to CO₂ emissions, these cars have a better greenhouse gas performance compared to cars with an internal combustion engine. The development and production of these vehicles, such as electric cars or hydrogen cars, should therefore be stimulated by requiring at least 8 percent of all new vehicles from 2020 onwards to be zero emission vehicles.

Or. en

Justification

Several zero emission vehicle types such as electric or hybrid vehicles exist for several years and many manufacturers develop them, but so far zero emission vehicles have not been put on the market in any substantial scale. It is necessary to stimulate the production of these vehicles.

Amendment 19
Chris Davies

Proposal for a regulation
Recital 12

Text proposed by the Commission

Amendment

(12) In order to maintain the diversity of the car market and its ability to cater for

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different consumer needs, CO₂ targets for passenger cars should be defined as a function of the utility of the cars on a linear basis. To describe this utility, **mass** is the most appropriate parameter because it provides *a satisfactory correlation with present emissions and would therefore result in more realistic and competitively neutral targets and because data on mass is readily available*. Data on the **alternative utility** parameter of footprint (*track width times wheelbase*) should, **however**, be collected in order to facilitate longer-term evaluations of the utility-based approach. In the establishment of the targets, the projected evolution of new cars' mass until 2012 should be taken into account, and potential incentives to increase vehicle mass just in order to benefit from a consequential increase of the CO₂ reduction target should be avoided. Therefore, the possible future autonomous mass increase evolution of vehicles produced by the manufacturers and sold on the EU market should be taken into account when defining the targets for 2012. Finally, differentiation of targets should encourage emissions reductions to be made in all categories of cars while recognising that larger emission reductions can be made for heavier cars.

different consumer needs, CO₂ targets for passenger cars should be defined as a function of the utility of the cars on a linear basis. To describe this utility, **footprint** (*track width times wheelbase*) is the most appropriate parameter because it provides *better incentives for reducing the weight of vehicles than the alternative parameter of mass*. Data on the parameter of footprint should, **in any case**, be collected in order to facilitate longer-term evaluations of the utility-based approach. In the establishment of the targets, the projected evolution of new cars' mass **and footprint** until 2012 should be taken into account, and potential incentives to increase vehicle mass **or footprint** just in order to benefit from a consequential increase of the CO₂ reduction target should be avoided. Therefore, the possible future autonomous mass increase evolution **as well as the possible future autonomous footprint increase evolution** of vehicles produced by the manufacturers and sold on the EU market should be taken into account when defining the targets for 2012. Finally, differentiation of targets should encourage emissions reductions to be made in all categories of cars while recognising that larger emission reductions can be made for heavier cars.

Or. en

Justification

The Commission's proposal to use a parameter based on 'mass' will penalise manufacturers who make cars lighter. This is perverse. Weight reduction is one of the most important means of reducing CO₂. The parameter should be based on 'footprint'.

Amendment 20
Jens Holm

Proposal for a regulation
Recital 12

Text proposed by the Commission

(12) In order to maintain the diversity of the car market and its ability to cater for different consumer needs, CO₂ targets for passenger cars should be defined as a function of the utility of the cars on a linear basis. To describe this utility, **mass** is the most appropriate parameter because it provides **a satisfactory correlation with present emissions and would therefore result in more realistic and competitively neutral targets and because data on mass is readily available**. Data on the **alternative utility** parameter of footprint (**track width times wheelbase**) should, **however**, be collected in order to facilitate longer-term evaluations of the utility-based approach. In the establishment of the targets, the projected evolution of new cars' mass until 2012 should be taken into account, and potential incentives to increase vehicle mass just in order to benefit from a consequential increase of the CO₂ reduction target should be avoided. Therefore, the possible future autonomous mass increase evolution of vehicles produced by the manufacturers and sold on the EU market should be taken into account when defining the targets for 2012. Finally, differentiation of targets should encourage emissions reductions to be made in all categories of cars while recognising that larger emission reductions can be made for heavier cars.

Amendment

(12) In order to maintain the diversity of the car market and its ability to cater for different consumer needs, CO₂ targets for passenger cars should be defined as a function of the utility of the cars on a linear basis. To describe this utility, **footprint (track width times wheelbase)** is the most appropriate parameter, because it provides **better incentives for vehicle downsizing than the alternative parameter mass**. Data on the parameter of footprint should, **in any case**, be collected in order to facilitate longer-term evaluations of the utility-based approach. In the establishment of the targets, the projected evolution of new cars' mass **and footprint** until 2012 should be taken into account, and potential incentives to increase vehicle mass **or footprint** just in order to benefit from a consequential increase of the CO₂ reduction target should be avoided. Therefore, the possible future autonomous mass increase evolution **as well as the possible future autonomous footprint increase evolution** of vehicles produced by the manufacturers and sold on the EU market should be taken into account when defining the targets for 2012. Finally, differentiation of targets should encourage emissions reductions to be made in all categories of cars while recognising that larger emission reductions can be made for heavier cars.

Or. en

Justification

The mass parameter should be replaced by footprint to avoid that the Regulation gives

preference to certain CO₂ reduction technologies (e.g. dieselisation, hybridisation) over others. The footprint parameter will also ensure greater regulatory certainty as changes over time are expected to be less marked than with mass.

Amendment 21
Anders Wijkman

Proposal for a regulation
Recital 12

Text proposed by the Commission

(12) In order to maintain the diversity of the car market and its ability to cater for different consumer needs, CO₂ targets for passenger cars should be defined as a function of the utility of the cars on a linear basis. To describe this utility, *mass* is the most appropriate parameter because it provides *a satisfactory correlation with present emissions and would therefore result in more realistic and competitively neutral targets and because data on mass is readily available*. Data on the *alternative utility* parameter of footprint (*track width times wheelbase*) should, *however*, be collected in order to facilitate longer-term evaluations of the utility-based approach. In the establishment of the targets, the projected evolution of new cars' mass until 2012 should be taken into account, and potential incentives to increase vehicle mass just in order to benefit from a consequential increase of the CO₂ reduction target should be avoided. Therefore, the possible future autonomous mass increase evolution of vehicles produced by the manufacturers and sold on the EU market should be taken into account when defining the targets for 2012. Finally, differentiation of targets should encourage emissions reductions to be made in all categories of cars while recognising that larger emission reductions can be made for heavier cars.

Amendment

(12) In order to maintain the diversity of the car market and its ability to cater for different consumer needs, CO₂ targets for passenger cars should be defined as a function of the utility of the cars on a linear basis. To describe this utility, *footprint (track width times wheelbase)* is the most appropriate parameter because it provides *better incentives for vehicle downsizing than the alternative parameter mass*. Data on the parameter of footprint should be collected in order to facilitate longer-term evaluations of the utility-based approach. In the establishment of the targets, the projected evolution of new cars' mass *and footprint* until 2012 should be taken into account, and potential incentives to increase vehicle mass *or footprint* just in order to benefit from a consequential increase of the CO₂ reduction target should be avoided. Therefore, the possible future autonomous mass increase evolution *as well as the possible future autonomous footprint increase evolution* of vehicles produced by the manufacturers and sold on the EU market should be taken into account when defining the targets for 2012. Finally, differentiation of targets should encourage emissions reductions to be made in all categories of cars while recognising that larger emission reductions can be made for heavier cars.

Justification

Footprint based standards leave more options open to carmakers for reducing CO₂ and do not penalise weight reduction as a compliance option.

Amendment 22
Rebecca Harms

Proposal for a regulation
Recital 12

Text proposed by the Commission

(12) In order to maintain the diversity of the car market and its ability to cater for different consumer needs, CO₂ targets for passenger cars should be defined as a function of the utility of the cars on a linear basis. To describe this utility, *mass* is the most appropriate parameter *because it provides a satisfactory correlation with present emissions and would therefore result in more realistic and competitively neutral targets and because data on mass is readily available*. Data on the *alternative utility* parameter of footprint (*track width times wheelbase*) should, *however*, be collected in order *to facilitate longer-term evaluations of the utility-based approach*. In the establishment of the targets, the projected evolution of new cars' mass until 2012 should be taken into account, and potential incentives to increase vehicle mass just in order to benefit from a consequential increase of the CO₂ reduction target should be avoided. Therefore, the possible future autonomous mass increase evolution of vehicles produced by the manufacturers and sold on the EU market should be taken into account when defining the targets for 2012. Finally, differentiation of targets should encourage emissions reductions to be made in all categories of cars while recognising

Amendment

(12) In order to maintain the diversity of the car market and its ability to cater for different consumer needs, CO₂ targets for passenger cars should be defined as a function of the utility of the cars on a linear basis. To describe this utility, *footprint (track width times wheelbase)* is the most appropriate parameter *beyond 2012*. Data on the parameter of footprint should be collected in order to *differentiate average targets as of 2013*. In the establishment of the targets, the projected evolution of new cars' mass until 2012 should be taken into account, and potential incentives to increase vehicle mass just in order to benefit from a consequential increase of the CO₂ reduction target should be avoided. Therefore, the possible future autonomous mass increase evolution of vehicles produced by the manufacturers and sold on the EU market should be taken into account when defining the targets for 2012. Finally, differentiation of targets should encourage emissions reductions to be made in all categories of cars while recognising that larger emission reductions can be made for heavier cars.

that larger emission reductions can be made for heavier cars.

Or. en

Justification

Data on the footprint will be available as of 2010 and it should be used for differentiating average target beyond 2012.

Amendment 23 **Kurt Joachim Lauk**

Proposal for a regulation **Recital 12**

Text proposed by the Commission

(12) In order to maintain the diversity of the car market and its ability to cater for different consumer needs, CO₂ targets for passenger cars should be defined as a function of the utility of the cars on a linear basis. To describe this utility, mass is the most appropriate parameter because it provides a satisfactory correlation with present emissions and would therefore result in more realistic and competitively neutral targets and because data on mass is readily available. Data on the alternative utility parameter of footprint (track width times wheelbase) should, however, be collected in order to facilitate longer-term evaluations of the utility-based approach. In the establishment of the targets, the projected evolution of new cars' mass until **2012** should be taken into account, and potential incentives to increase vehicle mass just in order to benefit from a consequential increase of the CO₂ reduction target should be avoided. Therefore, the possible future autonomous mass increase evolution of vehicles produced by the manufacturers and sold on the EU market should be taken into

Amendment

(12) In order to maintain the diversity of the car market and its ability to cater for different consumer needs, CO₂ targets for passenger cars should be defined as a function of the utility of the cars on a linear basis. To describe this utility, mass is the most appropriate parameter because it provides a satisfactory correlation with present emissions and would therefore result in more realistic and competitively neutral targets and because data on mass is readily available. Data on the alternative utility parameter of footprint (track width times wheelbase) should, however, be collected in order to facilitate longer-term evaluations of the utility-based approach. In the establishment of the targets, the projected evolution of new cars' mass until **2015** should be taken into account, and potential incentives to increase vehicle mass just in order to benefit from a consequential increase of the CO₂ reduction target should be avoided. Therefore, the possible future autonomous mass increase evolution of vehicles produced by the manufacturers and sold on the EU market should be taken into

account when defining the targets for **2012**. Finally, differentiation of targets should encourage emissions reductions to be made in all categories of cars while recognising that larger emission reductions can be made for heavier cars.

account when defining the targets for **2015**. Finally, differentiation of targets should encourage emissions reductions to be made in all categories of cars while recognising that larger emission reductions can be made for heavier cars.

Or. de

Justification

In the light of the automobile industry's standard development and production cycles of five to seven years, binding targets can be set only with effect from 2015. An earlier target date would be at odds with economic realities.

Amendment 24 **Riitta Myller**

Proposal for a regulation **Recital 13**

Text proposed by the Commission

(13) The aim of this Regulation is to create incentives for the car industry to invest in new technologies. The Regulation actively promotes eco-innovation and takes into account future technological developments. In this way, the competitiveness of the European Industry is enhanced and more high-quality jobs created.

Amendment

(13) The aim of this Regulation is to create incentives for the car industry to invest in new technologies. The Regulation actively promotes eco-innovation and takes into account future technological developments. ***The development of hybrid and electric cars should particularly be promoted, as they cause significantly lower emissions than traditional passenger cars.*** In this way, the competitiveness of the European Industry is enhanced and more high-quality jobs created.

Or. fi

Amendment 25

Inés Ayala Sender, María Sornosa Martínez

Proposal for a regulation

Recital 13

Text proposed by the Commission

(13) The aim of this Regulation is to create incentives for the car industry to invest in new technologies. The Regulation actively promotes eco-innovation and takes into account future technological developments. In this way, the competitiveness of the European Industry is enhanced and more high-quality jobs created.

Amendment

(13) The aim of this Regulation is to create incentives for the car industry to invest in new technologies. The Regulation actively promotes eco-innovation and takes into account future technological developments. In this way, the competitiveness of the European Industry is enhanced and more high-quality jobs created. ***The Commission may consider the possibility of including eco-innovation measures in the review of test procedures pursuant to Article 14(3) of Regulation (EC) No 715/2007, taking into consideration technical and economic impacts.***

Or. en

Amendment 26

Martin Callanan, Chris Davies

Proposal for a regulation

Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) In recognition of the very high research and development and unit production costs of early generations of very low carbon vehicle technologies to be introduced into the marketplace following its entry into force, on an interim basis, this Regulation also incorporates specific provisions aimed at accelerating the introduction to the European Market of ultra low carbon vehicles at their initial stages of commercialisation.

Or. en

Amendment 27
Jorgo Chatzimarkakis

Proposal for a regulation
Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) To achieve its climate change targets, the European Union should aim at achieving CO₂-free mobility in the near future. Car manufacturers should strive for zero emission passenger cars by 2050.

Or. en

Justification

Only with clear, ambitious long-term targets will the EU become/remain a world leader in clean car technologies.

Amendment 28
Anders Wijkman

Proposal for a regulation
Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) The use of alternative fuels can offer significant CO₂ reductions on a well-to-wheels basis. This Regulation therefore incorporates specific provisions aimed at promoting further deployment of alternative fuel vehicles in the European Market.

Or. en

Justification

Development of vehicles that may use alternative fuels should be promoted. As alternative fuels offer the potential to significantly reduce CO₂ emissions on a well to wheels basis, the

vehicle fleet should be adapted to enable the use of these fuels.

Amendment 29
Åsa Westlund

Proposal for a regulation
Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) In recognition of the fact that biofuels can offer significant CO₂ reductions on a well-to-wheels basis, and that manufacturers may offer vehicles with the capability to run on both conventional and alternative fuels to enable the transition to these lower CO₂ fuels, this Regulation incorporates specific provisions aimed at promoting further deployment of flex-fuel ethanol vehicles in the European Market.

Or. en

Justification

Fuel suppliers have the tendency to not provide infrastructure for biofuels until there is an adequate demand for the fuel. Flex fuel technology, with the possibility to automatically drive on a combination of petrol and biofuels is a way to open the market for biofuels. Together with the upcoming sustainability criteria for biofuels and more efficient vehicle technology this is one of several ways to reduce CO₂ emissions.

Amendment 30
Gunnar Hökmark, Karl-Heinz Florenz

Proposal for a regulation
Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) In recognition of the fact that biofuels can offer significant CO₂ reductions on a well-to-wheels basis, and that manufacturers may offer vehicles

with the capability to run on both conventional and alternative fuels to enable the transition to these lower CO₂ fuels, this Regulation incorporates specific provisions aimed at promoting further deployment of alternative fuel vehicles in the European Market.

Or. en

Justification

Fuel suppliers are not likely to provide a full refuelling network until there is adequate demand for the fuel. To overcome this problem, automakers are putting additional technology into alternative fuel vehicles to enable them to automatically sense and operate on combinations of petroleum and biofuels. This additional technological capability, positions these vehicles for the duration of their useful lives (average 12 years) to operate on biofuels. As these biofuels become more widely available, this could contribute to a very significant reduction in CO₂ emissions from the vehicle fleet on a well to wheels basis. The EU is currently putting in place criteria for biofuels to ensure their sustainability.

Amendment 31 **Christofer Fjellner**

Proposal for a regulation **Recital 13 a (new)**

Text proposed by the Commission

Amendment

(13a) In recognition of the fact that biofuels can offer significant CO₂ reductions on a well-to-wheels basis, and that manufacturers may offer vehicles with the capability to run on both conventional and alternative fuels to enable the transition to these lower CO₂ fuels, this Regulation incorporates specific provisions aimed at promoting further deployment of alternative fuel vehicles in the European Market.

Or. en

Justification

The emissions target does not make any difference between fossil CO₂ and biologic CO₂. If the scope of the legislation is to decrease the anthropogenic contribution of CO₂ to the atmosphere, the aim should be to find alternatives to fossil fuel. The easiest way for the manufacturers to fulfil the proposed legislation is to changeover to diesel engines. But the legislation should also keep the door open to alternative fuel solutions, that today might have difficulties to live up the legislation in spite of the fact that they provide a CO₂ reduction on a well-to-wheel-basis.

Amendment 32 **Karl-Heinz Florenz**

Proposal for a regulation **Recital 13 a (new)**

Text proposed by the Commission

Amendment

(13a) In recognition of the fact that biofuels can bring about a significant reduction in CO₂ emissions on a well-to-wheels basis and that automobile manufacturers may be able to cope with the transition to these lower-CO₂ fuels by offering vehicles which can run on both conventional and alternative fuels, this Regulation incorporates provisions to support sales of flex-fuel vehicles on the European market.

Or. de

Justification

The oil industry will only set up a full network of filling stations offering new fuels if there is adequate demand. In order to overcome this problem, automobile manufacturers are fitting their vehicles with a technology which enables engines to run on any combination of petrol and biofuel - a sensor automatically recognises the nature of the fuel mixture. As a result, the vehicles in question can run on biofuels throughout the duration of their useful lives (roughly 12 years), which may lead to significant reductions in CO₂ emissions.

Amendment 33
Matthias Groote

Proposal for a regulation
Recital 16

Text proposed by the Commission

Amendment

(16) Special purpose vehicles to which specific requirements apply for the purposes of type-approval, including vehicles built specifically for commercial purposes to accommodate wheelchair use inside the vehicle in accordance with Community policy to help disabled persons, should be excluded from the scope of this Regulation.

deleted

Or. de

Justification

The regulation lays down an average target to be met by manufacturers, rather than a mandatory standard with which new vehicles must comply, as in the case of the euro-norms. A derogation for special-purpose vehicles, as laid down in connection with the euro-norms, is superfluous in this regulation, since these vehicles' higher CO₂ emissions can be offset against normal vehicles' lower emissions.

Amendment 34
Martin Callanan, Chris Davies

Proposal for a regulation
Recital 16

Text proposed by the Commission

Amendment

(16) Special purpose vehicles to which specific requirements apply for the purposes of type-approval, ***including*** vehicles built specifically for commercial purposes to accommodate wheelchair use inside the vehicle in accordance with Community policy to help disabled persons, should be excluded from the scope of this Regulation.

(16) Special purpose vehicles to which specific requirements apply for the purposes of type-approval, ***or*** vehicles built specifically for commercial purposes to accommodate wheelchair use inside the vehicle in accordance with Community policy to help disabled persons, should be excluded from the scope of this Regulation.

Justification

To allow vehicles build specifically to load and accommodate wheelchairs inside the vehicle, which are not homologated as wheelchair accessible vehicles but that have full EWVTA are to be excluded from this legislation. These amendments will provide parity for all wheelchair accessible vehicles in this regulation. This would be in accordance with the Communities policy to help disabled persons.

Amendment 35
Matthias Groote, Åsa Westlund

Proposal for a regulation
Recital 18 a (new)

Text proposed by the Commission

Amendment

(18a) In order to increase the market penetration of zero-emission and low-emission cars, over the period to 2015 inclusive each newly-registered vehicle of these kinds should be counted three times and one-and-a-half times respectively when average specific CO₂ emissions are calculated.

Justification

An innovation bonus must be offered for particularly innovative vehicles which produce very low or no CO₂ emissions, so that these vehicles come on to the market more quickly.

Amendment 36
Bogusław Sonik

Proposal for a regulation
Recital 21

Text proposed by the Commission

Amendment

(21) Directive 2007/46/EC provides that

(21) Directive 2007/46/EC provides that

manufacturers are to issue a certificate of conformity which must accompany each new passenger car and that Member States are to permit the registration and entry into service of a new passenger car only if it is accompanied by a valid certificate of conformity. Data collected by Member States should be consistent with the certificate of conformity issued by the manufacturer for the passenger car.

manufacturers are to issue a certificate of conformity which must accompany each new passenger car and that Member States are to permit the registration and entry into service of a new passenger car only if it is accompanied by a valid certificate of conformity. Data collected by Member States should be consistent with the certificate of conformity issued by the manufacturer for the passenger car ***and should be based on this reference only. Should Member States, for justified reasons, not use the certificate of conformity to complete the process of registration and entry into service of a new passenger car, they should put the necessary measures in place to ensure adequate accuracy in the monitoring procedure. There should be a common European standard database for certificate of conformity data. It should be used as a single reference to enable Member States to more easily maintain their registration data when vehicles are newly registered. The Commission should ensure the use of electronic networks by the Member States, such as demonstrated in the REGNET project, that provide for further streamlining of the exchange of registration data, such as for CO₂ emissions, for the purpose of accurate monitoring. Further, to enable manufacturers to respond to market developments, the Commission should, at the latest by 30 August for each monitoring year, make available an interim monitoring report to each manufacturer for that year.***

Or. en

Justification

All Member States should be obliged to use as a main reference (e.g. for CO₂ figures) the certificate of conformity (CoC) as the basis for monitoring (at present about 12 EU Member States do not use this document the purpose of completing the national registration process). Therefore, a central European database for the collection of such data should be established.

This would also allow manufacturers to provide timely updates in case of technical changes to their vehicles. It is key that manufacturers know early on what the official CO₂ figure will be and hence the Commission's provisional calculations and interim report must be on a half-yearly basis.

Amendment 37
Thomas Ulmer

Proposal for a regulation
Recital 21

Text proposed by the Commission

(21) Directive 2007/46/EC provides that manufacturers are to issue a certificate of conformity which must accompany each new passenger car and that Member States are to permit the registration and entry into service of a new passenger car only if it is accompanied by a valid certificate of conformity. Data collected by Member States should be consistent with the certificate of conformity issued by the manufacturer for the passenger car.

Amendment

(21) Directive 2007/46/EC provides that manufacturers are to issue a certificate of conformity which must accompany each new passenger car and that Member States are to permit the registration and entry into service of a new passenger car only if it is accompanied by a valid certificate of conformity. Data collected by Member States should be consistent with the certificate of conformity issued by the manufacturer for the passenger car ***and should be based on this reference only. Should Member States, for justified reasons, not use the certificate of conformity to complete the process of registration and entry into service of a new passenger car, they should put the necessary measures in place to ensure adequate accuracy in the monitoring procedure. There should be a common European standard database for certificate of conformity data. It should be used as a single reference to enable Member States to more easily maintain their registration data when vehicles are newly registered. The Commission should ensure the use of electronic networks by the Member States, such as demonstrated in the REGNET project, that provide for further streamlining of the exchange of registration data, such as for CO₂ emissions, for the purpose of accurate monitoring. Further, to enable***

manufacturers to respond to market developments, the Commission should, at the latest by 30 August for each monitoring year, make available an interim monitoring report to each manufacturer for that year.

Or. en

Justification

All Member States should be obliged to use as a main reference (e.g. for CO₂ figures) the certificate of conformity (CoC) as the basis for monitoring (at present about 12 EU Member States do not use this document the purpose of completing the national registration process). Therefore, a central European database for the collection of such data should be established. This would also allow manufacturers to provide timely updates in case of technical changes to their vehicles. It is key that manufacturers know early on what the official CO₂ figure will be and hence the Commission's provisional calculations and interim report must be on a half-yearly basis.

Amendment 38 **Adam Gierek**

Proposal for a regulation **Recital 22**

Text proposed by the Commission

(22) Manufacturers' compliance with the targets under this Regulation should be assessed at the Community level. Manufacturers whose average specific emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium in respect of each calendar year from 2012 onwards. The premium should be modulated as a function of the extent to which manufacturers fail to comply with their target. ***It should increase over time. In order to provide a sufficient incentive to take measures to reduce specific emissions of CO₂ from passenger cars, the premium should reflect technological costs.*** The amounts of the excess emissions

Amendment

(22) Manufacturers' compliance with the targets under this Regulation should be assessed at the Community level. Manufacturers whose average specific emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium in respect of each calendar year from 2012 onwards. The premium should be modulated as a function of the extent to which manufacturers fail to comply with their target. ***The premium should be similar to those set for industrial sectors under the EU Emission Trading Scheme.*** The amounts of the excess emissions premium should be considered as revenue for the budget of the European Union.

premium should be considered as revenue for the budget of the European Union.

Or. pl

Justification

Excess emissions premiums are unjustly disproportionate in comparison with other sectors. The EUR 95 per gram premium in 2015 (equivalent to EUR 475/tonne) provided for in the proposal is, in reality, almost five times higher than the EUR 100/tonne premium provided for under the ETS.

Amendment 39

Anja Weisgerber, Lambert van Nistelrooij, Renate Sommer, Karsten Friedrich Hoppenstedt, Horst Schnellhardt, Miroslav Mikolášik, Thomas Ulmer, Christa Klauß

Proposal for a regulation

Recital 22

Text proposed by the Commission

(22) Manufacturers' compliance with the targets under this Regulation should be assessed at the Community level. Manufacturers whose average specific emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium in respect of each calendar year from 2012 onwards. The premium should be modulated as a function of the extent to which manufacturers fail to comply with their target. It should increase over time. In order to provide a sufficient incentive to take measures to reduce specific emissions of CO₂ from passenger cars, ***the premium should reflect technological costs. The amounts of the excess emissions premium should be considered as revenue for the budget of the European Union.***

Amendment

(22) Manufacturers' compliance with the targets under this Regulation should be assessed at the Community level. Manufacturers whose average specific emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium in respect of each calendar year from 2012 onwards. The premium should be modulated as a function of the extent to which manufacturers fail to comply with their target. It should increase over time. In order to provide a sufficient incentive to take measures to reduce specific emissions of CO₂ from passenger cars, ***but at the same time to ensure that the penalty is proportional by comparison with other sectors' CO₂ emissions and consistent with other CO₂-reduction instruments, the level of the premium should be based on the amount to be paid under the European emissions trading system.***

Or. de

Amendment 40
Pilar Ayuso

Proposal for a regulation
Recital 22

Text proposed by the Commission

(22) Manufacturers' compliance with the targets under this Regulation should be assessed at the Community level. Manufacturers whose average specific emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium in respect of each calendar year from 2012 onwards. The premium should be modulated as a function of the extent to which manufacturers fail to comply with their target. ***It should increase over time. In order to provide a sufficient incentive to take measures to reduce specific emissions of CO₂ from passenger cars, the premium should reflect technological costs.*** The amounts of the excess emissions premium should be considered as revenue for the budget of the European Union.

Amendment

(22) Manufacturers' compliance with the targets under this Regulation should be assessed at the Community level. Manufacturers whose average specific emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium in respect of each calendar year from 2012 onwards. The premium should be modulated as a function of the extent to which manufacturers fail to comply with their target. ***This premium should be similar to those paid out in other sectors under the EU's emissions trading scheme.*** The amounts of the excess emissions premium should be considered as revenue for the budget of the European Union.

Or. es

Justification

The penalties or compensatory payments proposed are totally disproportionate and in no way permit comparison with other sectors. The current penalties amount to EUR/t 475 for 2015, or, by comparison with other sectors under the European emissions trading scheme, EUR/t 20 to 40, with extra penalties of EUR/t 100 (in case of non-compliance) and promotion of energy-efficient transport to the tune of EUR/t 20.

Amendment 41
Chris Davies

Proposal for a regulation
Recital 22

Text proposed by the Commission

(22) Manufacturers' compliance with the targets under this Regulation should be assessed at the Community level. Manufacturers whose average specific emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium in respect of each calendar year from **2012** onwards. The premium should be modulated as a function of the extent to which manufacturers fail to comply with their target. It should increase over time. In order to provide a sufficient incentive to take measures to reduce specific emissions of CO₂ from passenger cars, the premium should reflect technological costs. The amounts of the excess emissions premium should be *considered as revenue for the budget of the European Union*.

Amendment

(22) Manufacturers' compliance with the targets under this Regulation should be assessed at the Community level. Manufacturers whose average specific emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium in respect of each calendar year from **2015** onwards. The premium should be modulated as a function of the extent to which manufacturers fail to comply with their target. It should increase over time. In order to provide a sufficient incentive to take measures to reduce specific emissions of CO₂ from passenger cars, the premium should reflect technological costs. The amounts of the excess emissions premium should be *redistributed to manufacturers or, in the case of a pool, the pool manager, with average specific emissions of CO₂ below the target, and in proportion to the estimated total savings made*.

Or. en

Justification

Amendment confirms the timetable agreed by Parliament in October 2007 and is intended to be linked to the environmentally more ambitious target of reducing average emissions to 125 g CO₂/km. Penalties should be introduced from 2015 and should increase each year. Revenue raised from car manufacturers that fail to comply should be redistributed to manufacturers of lower emission cars, many of which are working with lower profit margins as a result of following a more environmentally beneficial strategy.

Amendment 42

Inés Ayala Sender, María Sornosa Martínez

Proposal for a regulation

Recital 22

Text proposed by the Commission

(22) Manufacturers' compliance with the targets under this Regulation should be assessed at the Community level. Manufacturers whose average specific emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium in respect of each calendar year from 2012 onwards. The premium should be modulated as a function of the extent to which manufacturers fail to comply with their target. It should increase over time. In order to provide a sufficient incentive to take measures to reduce specific emissions of CO₂ from passenger cars, the premium should reflect technological costs. The amounts of the excess emissions premium should be considered as revenue for the budget of the European Union.

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(22) Manufacturers' compliance with the targets under this Regulation should be assessed at the Community level. Manufacturers whose average specific emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium in respect of each calendar year from 2012 onwards. The premium should be modulated as a function of the extent to which manufacturers fail to comply with their target. It should increase over time. In order to provide a sufficient incentive to take measures to reduce specific emissions of CO₂ from passenger cars, the premium should reflect technological costs ***on a realistic and feasible basis***. The amounts of the excess emissions premium should be considered as revenue for the budget of the European Union ***and used to increase support for CO₂ reduction research and innovation activities in the automotive sector***.

Or. en

Amendment 43

Rebecca Harms

Proposal for a regulation

Recital 22

Text proposed by the Commission

(22) Manufacturers' compliance with the targets under this Regulation should be assessed at the Community level. Manufacturers whose average specific

Amendment

(22) Manufacturers' compliance with the targets under this Regulation should be assessed at the Community level. Manufacturers whose average specific

emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium in respect of each calendar year from 2012 onwards. The premium should be modulated as a function of the extent to which manufacturers fail to comply with their target. It should increase over time. In order to provide a sufficient incentive to take measures to reduce specific emissions of CO₂ from passenger cars, the premium should *reflect* technological costs. The amounts of the excess emissions premium should be considered as revenue for the budget of the European Union.

emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium in respect of each calendar year from 2012 onwards. The premium should be modulated as a function of the extent to which manufacturers fail to comply with their target. It should increase over time. In order to provide a sufficient incentive to take measures to reduce specific emissions of CO₂ from passenger cars, the premium should *be higher than the* technological costs *for all manufacturers*. The amounts of the excess emissions premium should be considered as revenue for the budget of the European Union.

Or. en

Amendment 44 **Matthias Groote**

Proposal for a regulation **Recital 22**

Text proposed by the Commission

(22) Manufacturers' compliance with the targets under this Regulation should be assessed at the Community level. Manufacturers whose average specific emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium in respect of each calendar year from 2012 onwards. The premium should be modulated as a function of the extent to which manufacturers fail to comply with their target. *It should increase over time.* In order to provide a sufficient incentive to take measures to reduce specific emissions of CO₂ from passenger cars, the premium should reflect technological costs. The amounts of the excess emissions premium should be considered as revenue for the budget of the European Union.

Amendment

(22) Manufacturers' compliance with the targets under this Regulation should be assessed at the Community level. Manufacturers whose average specific emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium in respect of each calendar year from 2012 onwards. The premium should be modulated as a function of the extent to which manufacturers fail to comply with their target. In order to provide a sufficient incentive to take measures to reduce specific emissions of CO₂ from passenger cars, the premium should reflect technological costs. The amounts of the excess emissions premium should be considered as revenue for the budget of the European Union.

Justification

There must only be a phasing-in period. The phasing-in period will give manufacturers the flexibility they need to adjust to the target for average specific CO₂ emissions by the new-car fleet. Should manufacturers be unable to meet the target as from 2012 they should pay € 95 per gram of excess emissions.

Amendment 45
Kurt Joachim Lauk

Proposal for a regulation
Recital 22

Text proposed by the Commission

(22) Manufacturers' compliance with the targets under this Regulation should be assessed at the Community level. Manufacturers whose average specific emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium in respect of each calendar year from **2012** onwards. The premium should be modulated as a function of the extent to which manufacturers fail to comply with their target. It should increase over time. In order to provide a sufficient incentive to take measures to reduce specific emissions of CO₂ from passenger cars, the premium should reflect technological costs. The amounts of the excess emissions premium should be considered as revenue for the budget of the European Union.

Amendment

(22) Manufacturers' compliance with the targets under this Regulation should be assessed at the Community level. Manufacturers whose average specific emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium in respect of each calendar year from **2015** onwards. The premium should be modulated as a function of the extent to which manufacturers fail to comply with their target. It should increase over time. In order to provide a sufficient incentive to take measures to reduce specific emissions of CO₂ from passenger cars, the premium should reflect technological costs. The amounts of the excess emissions premium should be considered as revenue for the budget of the European Union.

Justification

In the light of the automobile industry's standard development and production cycles of five to seven years, binding targets can be set only with effect from 2015. An earlier target date would be at odds with economic realities.

Amendment 46

Amalia Sartori, Alessandro Foglietta, Vittorio Prodi, Donato Tommaso Veraldi

Proposal for a regulation

Recital 22

Text proposed by the Commission

(22) Manufacturers' compliance with the targets under this Regulation should be assessed at the Community level. Manufacturers whose average specific emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium in respect of each calendar year from 2012 onwards. The premium should be modulated as a function of the extent to which manufacturers fail to comply with their target. ***It should increase over time. In order to provide a sufficient incentive to take measures to reduce specific emissions of CO₂ from passenger cars, the premium should reflect technological costs.*** The amounts of the excess emissions premium should be considered as revenue for the budget of the European Union.

Amendment

(22) Manufacturers' compliance with the targets under this Regulation should be assessed at the Community level. Manufacturers whose average specific emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium in respect of each calendar year from 2012 onwards. The premium should be modulated as a function of the extent to which manufacturers fail to comply with their target. It should ***be similar to the premium paid in other sectors under the EU Emission Trading Scheme (ETS)***. The amounts of the excess emissions premium should be considered as revenue for the budget of the European Union.

Or. it

Justification

The proposed excess emissions premiums are unjustly disproportionate to those provided for in other sectors. The EUR 95/g premium (equivalent to EUR 475/t) that is provided for in the proposal is, in fact, almost five times as high as the EUR 100/t premium provided for under the ETS.

Amendment 47
Johannes Blokland

Proposal for a regulation
Recital 22

Text proposed by the Commission

(22) Manufacturers' compliance with the targets under this Regulation should be assessed at the Community level. Manufacturers whose average specific emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium in respect of each calendar year from 2012 onwards. The premium should be modulated as a function of the extent to which manufacturers fail to comply with their target. It should increase over time. In order to provide a sufficient incentive to take measures to reduce specific emissions of CO₂ from passenger cars, the premium should *reflect* technological costs. The amounts of the excess emissions premium should be considered as revenue for the budget of the European Union.

Amendment

(22) Manufacturers' compliance with the targets under this Regulation should be assessed at the Community level. Manufacturers whose average specific emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium in respect of each calendar year from 2012 onwards. The premium should be modulated as a function of the extent to which manufacturers fail to comply with their target. It should increase over time. In order to provide a sufficient incentive to take measures to reduce specific emissions of CO₂ from passenger cars, the premium should *be higher than the* technological costs. The amounts of the excess emissions premium should be considered as revenue for the budget of the European Union.

Or. en

Justification

In order to be effectively ensuring compliance with the EU average target, the premium should be higher than the technological costs.

Amendment 48
Gyula Hegyi

Proposal for a regulation
Recital 22

Text proposed by the Commission

(22) Manufacturers' compliance with the targets under this Regulation should be assessed at the Community level.

Amendment

(22) Manufacturers' compliance with the targets under this Regulation should be assessed at the Community level.

Manufacturers whose average specific emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium in respect of each calendar year from 2012 onwards. The premium should be modulated as a function of the extent to which manufacturers fail to comply with their target. It should increase over time. In order to provide a sufficient incentive to take measures to reduce specific emissions of CO₂ from passenger cars, the premium should reflect technological costs. The amounts of the excess emissions premium should be considered as revenue for the budget of the European Union.

Manufacturers whose average specific emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium in respect of each calendar year from 2012 onwards. The premium should be modulated as a function of the extent to which manufacturers fail to comply with their target. It should increase over time. In order to provide a sufficient incentive to take measures to reduce specific emissions of CO₂ from passenger cars, the premium should reflect technological costs. The amounts of the excess emissions premium should be considered as revenue for the budget of the European Union ***and should used for the support of sustainable transport modes, especially public transport.***

Or. en

Justification

The penalties of the cars not meeting the environmental should contribute to the development of sustainable transport methods.

Amendment 49 **Guido Sacconi**

Proposal for a regulation **Recital 23 a (new)**

Text proposed by the Commission

Amendment

(23a) Tax measures are an appropriate instrument, and Member States are accordingly invited to introduce incentives for the purchase of low-emissions vehicles; the Council is thus invited to adopt the proposal for a directive on passenger car-related taxes.

Or. it

Justification

In states where tax incentives exist for the purchase of low-emissions vehicles, there has been a considerable increase in sales of more environment-friendly vehicles. Furthermore, the Council is asked to adopt the proposal for a directive harmonising such taxes (COM(2005)0261).

Amendment 50 **Guido Sacconi**

Proposal for a regulation **Recital 23 b (new)**

Text proposed by the Commission

Amendment

(23b) Revised Directive 1999/94/EC must ensure that consumers are supplied with clear fuel-consumption and CO₂-emissions data for each passenger car, so as to enable them to make an informed purchase.

Or. it

Justification

The promotional materials used when marketing a new passenger car must include fuel-consumption and CO₂-emissions data for the specific model to which they refer.

Amendment 51 **Jorgo Chatzimarkakis**

Proposal for a regulation **Recital 24 a (new)**

Text proposed by the Commission

Amendment

(24a) Given that reducing CO₂ emissions for passenger cars will require adapting the infrastructure to facilitate the use of vehicles powered through a variety of sources (electricity, hydrogen, biofuels, etc.), money from the structural funds and agricultural funds should be earmarked to

that end.

Or. en

Justification

To be viable economically, new clean technologies (hydrogen, electrical vehicles, etc.) will need a mass-market. Car manufacturers are investing heavily in such technologies. Yet consumers will only buy such vehicles if the infrastructure is in place. The EU actions in this field should therefore be coherent and encompass support for the infrastructure needed to achieve the set targets.

Amendment 52

Martin Callanan, Pilar Ayuso

Proposal for a regulation

Recital 29 a (new)

Text proposed by the Commission

Amendment

(29a) The existing European type approval system does not cover all technical options available for achieving CO₂ improvements. Thus, it is necessary to define an assessment process establishing provisions for assessing the CO₂ reduction potentials attributed to introduction of technology measures ("eco-innovations"). Those technologies are not reflected, or not sufficiently reflected, when measured in accordance with Regulation (EC) No 715/2007 and its implementing measures. Approvals for eco-innovations should be granted as a means to provide additional incentives to manufacturers by counting those benefits towards the achievement of their specific CO₂ reduction targets.

Or. en

Justification

Due to the importance of eco-innovations, a recital is required for those CO₂-emissions reducing innovations that further improve CO₂ performance beyond the additional measures

mentioned in Article 1 and which do not show in the test cycle. These eco-innovations can deliver a substantial contribution to the environment, the driver and European society as a whole.

Amendment 53
Johannes Blokland

Proposal for a regulation
Article 1

Text proposed by the Commission

Amendment

Subject matter *and* objectives

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the *EU's* overall objective ***that the average new car fleet should achieve CO₂ emissions of 120 g CO₂/km.*** The Regulation sets the average CO₂ emissions for new passenger cars at 130 g CO₂/km by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures. This Regulation will be complemented by additional measures corresponding to 10 g/km as part of the Community's integrated approach.

Subject matter, objectives *and targets*

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the overall objective ***of reducing CO₂ emissions in the EU, including in the transport sector. The Regulation sets a target, for the new car fleet, of an average 120 g CO₂/km as from 1 January 2012.*** The Regulation sets the average CO₂ emissions for new passenger cars at 130 g CO₂/km by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures. This Regulation will be complemented by additional measures corresponding to 10 g/km as part of the Community's integrated approach. ***The Regulation also sets targets, for the new car fleet, of average emissions of no more than 80 g CO₂/km as from 1 January 2020 and 60 g CO₂/km as from 1 January 2025 with an indicative target of 110 g CO₂/km as from 1 January 2017.***

Or. en

Justification

The car industry sector must fit in with the overall targets for the reduction of CO₂ emissions.

An average level of no more than 80 g CO₂/km as from 2020 and 60 g CO₂/km as from 2025 is proposed, in order to provide incentives in the long-term for reducing the CO₂ emissions from cars.

Amendment 54
Thomas Ulmer

Proposal for a regulation
Article 1

Text proposed by the Commission

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the EU's overall objective that the average new car fleet should achieve CO₂ emissions of 120 g CO₂/km. ***The Regulation sets the average CO₂ emissions for new passenger cars at 130 g CO₂/km by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures. This Regulation will be complemented by additional measures corresponding to 10 g/km as part of the Community's integrated approach.***

Amendment

1. This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the EU's overall objective that the average new car fleet should achieve CO₂ emissions of 120 g CO₂/km.

1a. *The individual target must be achieved by 2012 for at least 25%, by 2013 for at least 50%, by 2014 for at least 75% and by 2015 for the entire new car fleet. If the individual CO₂ emissions target to be determined using the calculation formula is to be achieved for the entire new car fleet by 2015, corresponding improvements in vehicle technology will be required.*

1b. *As part of the Community's integrated approach, this Regulation shall introduce additional measures corresponding to at least 10 g CO₂/km.*

1c. *CO₂ emissions shall be measured in accordance with Regulation (EC) No 715/2007 and its implementing provisions. Additional proven measures taken by automobile manufacturers and their component suppliers which lead to further reductions in greenhouse gas emissions shall be taken into account in connection with vehicle technology requirements, pursuant to Article 6 and Annex III.*

Or. de

Justification

The rigid focus on measurements under the existing assessment procedure and the restriction of the impact of additional measures to 10 g CO₂/km reduce the scope for technological development and offer no incentives to devise efficient eco-innovations. The car fleet should be considered as a whole in order to achieve the greatest possible technological advances. Constant changes to the assessment procedure offer no effective solution. For that reason, offsetting pursuant to Article 6 of and Annex IIa to this regulation should be possible.

Amendment 55 Åsa Westlund

Proposal for a regulation Article 1

Text proposed by the Commission

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the *EU's* overall objective ***that the average new car fleet should achieve CO₂ emissions of 120 g CO₂/km.*** The Regulation sets ***the average CO₂ emissions for new passenger cars at 130 g CO₂/km*** by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures. ***This Regulation will be complemented by additional measures corresponding to 10 g/km as part of the Community's integrated approach.***

Amendment

This Regulation establishes CO₂ emission performance requirements for new passenger cars ***and light duty commercial vehicles*** in order to ensure proper functioning of the internal market and achieve the overall objective ***of reducing CO₂ emissions in the EU, including the transport sector.*** The Regulation sets ***a target, for new passenger cars, of an average 120 g CO₂/km as from 1 January 2012 and a long-term target of 90 g CO₂/km as from 1 January 2020*** by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures.

For light duty commercial vehicles the Regulation sets a target of an average 175 g CO₂/km as from 1 January 2012 and of no more than 160 g CO₂/km as from 1 January 2015 by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures.

Or. en

Justification

To achieve climate targets and set an ambitious standard for the rest of the world the target should be 120 grams CO₂ per from motor technology only. An ambitious long term target is a beneficiary both for industry and climate. The Commission proposal does not include vans. Vans should be included into this regulation because they alone are responsible for approximately 2 % of the EU total transport emissions.

Amendment 56

Åsa Westlund

Proposal for a regulation

Article 1

Text proposed by the Commission

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the *EU's* overall objective ***that the average new car fleet should achieve CO₂ emissions of 120 g CO₂/km.*** The Regulation sets ***the average CO₂ emissions for new passenger cars at 130 g CO₂/km*** by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures. ***This Regulation will be complemented by additional measures corresponding to 10 g/km as part of the Community's integrated approach.***

Amendment

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the overall objective ***of reducing CO₂ emissions in the EU, including the transport sector.*** The Regulation sets ***a target, for new passenger cars, of an average 120 g CO₂/km as from 1 January 2012 and a long-term target of 90 g CO₂/km as from 1 January 2020*** by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures.

Or. en

Justification

To achieve EU overall climate targets and set a standard for the rest of the world the target should be 120 grams CO₂ per from motor technology only. An ambitious long term target is for beneficiary both for industry and climate.

Amendment 57
Kurt Joachim Lauk

Proposal for a regulation
Article 1

Text proposed by the Commission

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the EU's overall objective that the average new car fleet should achieve CO₂ emissions of 120 g CO₂/km.

The Regulation sets the average CO₂ emissions for new passenger cars at 130 g CO₂/km by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures.

This Regulation will be complemented by additional measures ***corresponding to 10 g/km as part of the Community's integrated approach.***

Amendment

1. This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the EU's overall objective that the average new car fleet should achieve CO₂ emissions of 120 g CO₂/km.

2. *The target of 120 g/km must be achieved in 2012 by 25%, in 2013 by 50%, in 2014 by 75% and in 2015 by 100% of the new car fleet.*

3. The Regulation sets the average CO₂ emissions for new passenger cars at 130 g CO₂/km by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures.

4. *As part of the Community's integrated approach,* this Regulation will be complemented by ***all*** additional measures ***which can contribute to reducing CO₂ emissions. These measures shall correspond to at least 10 g CO₂/km.***

Or. de

Justification

As a rule, the development of new products and models takes five to six years. In the light of these production cycles, a phasing-in period should be introduced in order to take account of automobile manufacturers' planning needs. The overriding aim of the regulation should be to reduce CO₂ emissions from the new car fleets of European automobile manufacturers. In order to take account of technical innovations and manufacturers' individual approaches, the choice of the measures taken to achieve the target should be left to manufacturers, without undermining existing standards. Above a minimum value of 10 g CO₂/km, the method used to assess the contributions made by these measures should be flexible, since, on the one hand, rigid assessments would serve to reduce the potential impact of the measures, and, on the other, incentives should be created for the further development of such measures.

Amendment 58
Jens Holm

Proposal for a regulation
Article 1

Text proposed by the Commission

Subject matter **and** objectives

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the *EU's* overall objective **that the average new car fleet should achieve CO₂ emissions of 120 g CO₂/km**. The Regulation sets **the average CO₂ emissions for new passenger cars at 130 g CO₂/km** by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures. ***This Regulation will be complemented by additional measures corresponding to 10 g/km as part of the Community's integrated approach.***

Amendment

Subject matter, objectives and **targets**

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the overall objective **of reducing CO₂ emissions in the EU, including in the transport sector**. The Regulation sets **a target, for the new car fleet, of an average 120 g CO₂/km as from 1 January 2012, 80 g CO₂/km as from 1 January 2020 and 60 g CO₂/km as from 1 January 2025** by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures.

Or. en

Justification

The Commission proposals sets the average CO₂ emissions for new passenger cars at 130 g CO₂/km by means of improvement in vehicle motor technology plus additional measures corresponding to 10 g/km. This amendment introduces 120 g by means of vehicle technology measures alone. Not only is the necessary technology available but the target of 120 g CO₂/km has already been delayed twice. There is therefore no reason to further postpone implementation of that target. A long term target is necessary to counter the steadily growing emissions from cars and will create certainty for the car industry when planning their R & D schedule.

Amendment 59
Rebecca Harms

Proposal for a regulation
Article 1

Text proposed by the Commission

Subject matter *and* objectives

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the EU's **overall** objective that the average new car fleet should achieve CO₂ emissions of 120 g CO₂/km. The Regulation sets the average CO₂ emissions for new passenger cars at **130 g CO₂/km** by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures. This Regulation will be complemented by additional measures corresponding to 10 g/km **as part of the Community's integrated approach.**

Amendment

Subject matter, objectives *and targets*

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the EU's objective that the average new car fleet should achieve CO₂ emissions of 120 g CO₂/km. The Regulation sets the average CO₂ emissions for new passenger cars at **120 g CO₂/km in the year 2012 and sets further reductions to achieve an average of 80 g CO₂/km in the year 2020 and 60 g CO₂/km in 2025** by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures. This Regulation will be complemented by additional measures corresponding to **a further 10 g/km to be achieved with measures outside the type approval test cycle by 2012.**

Or. en

Justification

In order to be in line with EU climate policy objectives, a 120g /km fleet average must be achieved by 2012 with improvements that are measurable under the type approval test cycle. Other measures should be additional. According to the Commission impact assessment the 130g/km target would save consumers more than double the estimated purchase price increase over lifetime of the car (with fuel cost data from time period when crude oil price was in the order of 60\$ /barrel). In addition to being a climate necessity, stricter targets would save money for the consumers and reduce oil dependency. A pathway for further emission reductions is necessary to provide investment certainty.

Amendment 60
Matthias Groote

Proposal for a regulation
Article 1

Text proposed by the Commission

Subject matter and objectives

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the *EU's* overall objective ***that the average new car fleet should achieve CO₂ emissions of 120 g CO₂/km.*** The Regulation sets the average CO₂ emissions for new passenger cars at 130 g CO₂/km by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures. This Regulation will be complemented by additional measures corresponding to 10 g/km as part of the Community's integrated approach.

Amendment

Subject matter, ***purpose*** and objectives

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the overall objective ***of reducing CO₂ emissions in the EU in the road transport sector as well.*** The Regulation sets the average CO₂ emissions for new passenger cars at 130 g CO₂/km by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures. This Regulation will be complemented by additional measures corresponding to 10 g/km as part of the Community's integrated approach, ***so as to attain the EU's overall objective that the average new car fleet should achieve CO₂ emissions of 120 g CO₂/km.***

The average CO₂ emissions target of 130 g CO₂/km, to be attained by means of improvements in vehicle motor technology, must be achieved in 2012 by at least 70%, in 2013 by at least 80%, in 2014 by at least 90% and in 2015 by the entire new car fleet.

Or. de

Justification

There must only be a phasing-in period. The phasing-in period will give manufacturers the flexibility they need to adjust to the target for average specific CO₂ emissions by the new-car fleet. Should manufacturers be unable to meet the target as from 2012 they should pay € 95 per gram of excess emissions.

Amendment 61
Anders Wijkman

Proposal for a regulation
Article 1

Text proposed by the Commission

Subject matter *and* objectives

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the EU's overall objective that the average new car fleet *should* achieve CO₂ emissions of 120 g CO₂/km. ***The Regulation sets the average CO₂ emissions for new passenger cars at 130 g CO₂/km by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures. This Regulation will be complemented by additional measures corresponding to 10 g/km as part of the Community's integrated approach.***

Amendment

Subject matter, objectives *and targets*

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the EU's overall objective that the average new car fleet *shall* achieve CO₂ emissions of 120 g CO₂/km ***by 2012, 90 g CO₂/km by 2020 and 60 g/km by 2030*** by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures.

Or. en

Justification

The proposal from the Commission does not include stricter long-term targets for 2020 and 2030, therefore the reduction of CO₂ emissions would stop after 2012. However, long-term targets are necessary to give the industry a long-term perspective for the development of more fuel-efficient cars and to stimulate innovation. Transport emissions are projected to continue increasing if no further actions are implemented. This would undermine the EU's climate policy.

Amendment 62
Dorette Corbey

Proposal for a regulation
Article 1

Text proposed by the Commission

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the EU's overall objective that the average new car fleet should achieve CO₂ emissions of **120 g** CO₂/km. The Regulation sets the average CO₂ emissions for new passenger cars at **130 g** CO₂/km by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures. ***This Regulation will be complemented by additional measures corresponding to 10 g/km as part of the Community's integrated approach.***

Amendment

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the EU's overall objective that the average new car fleet should achieve CO₂ emissions of **60 g** CO₂/km. The Regulation sets the average CO₂ emissions for new passenger cars at **120 g** CO₂/km ***from 2012 onwards, at 80 g CO₂/km from 2020 onwards and at 60 g CO₂/km from 2025 onwards*** by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures.

Or. en

Justification

120 grams without additional measures in 2012 is the original Commission proposal and the technology to achieve this is possible. In addition, binding long-term targets are needed to give car manufacturers the long-term perspective they need.

Amendment 63
María Sornosa Martínez

Proposal for a regulation
Article 1

Text proposed by the Commission

Subject matter **and** objectives
This Regulation establishes CO₂ emission performance requirements for new

Amendment

Subject matter, objectives **and targets**
This Regulation establishes CO₂ emission performance requirements for new

passenger cars in order to ensure proper functioning of the internal market and achieve the EU's overall objective that the average new car fleet should achieve CO₂ emissions of 120 g CO₂/km. The Regulation sets the average CO₂ emissions for new passenger cars at 130 g CO₂/km by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures. This Regulation will be complemented by additional measures corresponding to 10 g/km as part of the Community's integrated approach.

passenger cars in order to ensure proper functioning of the internal market and achieve the EU's overall objective that the average new car fleet should achieve CO₂ emissions of 120 g CO₂/km. The Regulation sets the average CO₂ emissions for new passenger cars at 130 g CO₂/km by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures. This Regulation will be complemented by additional measures corresponding to 10 g/km as part of the Community's integrated approach.

The Commission shall make a proposal in 2014 to the European Parliament and the Council on mid and long term targets based on an impact assessment.

Or. en

Amendment 64
Inés Ayala Sender

Proposal for a regulation
Article 1

Text proposed by the Commission

Subject matter **and** objectives

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the **EU's** overall objective **that the average new car fleet should achieve CO₂ emissions of 120 g CO₂/km**. The Regulation sets the average CO₂ emissions for new passenger cars at 130 g CO₂/km by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures. This Regulation will be complemented by additional measures corresponding to 10 g/km as part

Amendment

Subject matter, objectives **and targets**

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the overall objective **of reducing CO₂ emissions in the EU, including in the transport sector. The Regulation sets a target, for the new car fleet, of an average 120 g CO₂/km as from 1 January 2012**. The Regulation sets the average CO₂ emissions for new passenger cars at 130 g CO₂/km by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures.

of the Community's integrated approach.

This Regulation will be complemented by additional measures corresponding to 10 g/km as part of the Community's integrated approach. ***The target shall be reviewed by 1 January 2020.***

Or. en

Amendment 65
Jorgo Chatzimarkakis

Proposal for a regulation
Article 1

Text proposed by the Commission

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the EU's overall objective that the average new car fleet should achieve CO₂ emissions of **120 g CO₂/km**. The Regulation sets **the** average CO₂ emissions for new passenger cars at 130 g CO₂/km by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures. This Regulation will be complemented by additional measures **corresponding to 10 g/km** as part of the Community's integrated approach.

Amendment

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the EU's overall objective that the average new car fleet should achieve CO₂ emissions of **130 g CO₂/km in 2015**. The Regulation sets **these** average CO₂ emissions for new passenger cars by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures. This Regulation will be complemented by additional measures, **namely eco-innovations**, as part of the Community's integrated approach.

Or. en

Amendment 66
Chris Davies

Proposal for a regulation
Article 1

Text proposed by the Commission

Subject matter *and* objectives

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the EU's overall objective *that the average new car fleet should achieve CO₂ emissions of 120 g CO₂/km*. The Regulation sets *the average CO₂ emissions for new passenger cars at 130 g CO₂/km* by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures. This Regulation will be complemented by additional measures corresponding to 10 g/km as part of the Community's integrated approach.

Amendment

Subject matter, objectives *and targets*

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the EU's overall objective *of reducing CO₂ emissions in the EU, including in the transport sector*. The Regulations sets *a target, for the new car fleet, of an average 125 g CO₂/km as from 1 January 2015* by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures. This Regulation will be complemented by additional measures corresponding to 10 g/km as part of the Community's integrated approach. *The Regulation also sets a target, for the new car fleet, of average emissions of no more than 80 g CO₂/km as from 1 January 2020*.

Or. en

Justification

Amendment reintroduces the target and timetable agreed by Parliament in October 2007. This short term target is environmentally more ambitious than that proposed by the Commission, but the timetable gives the industry more time to achieve the objective at least possible cost. The medium term (2020) target proposed is more ambitious than that agreed by Parliament. It recognises the very much more progressive stance now being taken by the industry and the pressure for change being exerted by consumers as a result of the huge increase in oil prices.

Amendment 67

Anja Weisgerber, Miroslav Mikolášik, Horst Schnellhardt, Karsten Friedrich Hoppenstedt, Renate Sommer, Lambert van Nistelrooij, Christa Klaß, Thomas Ulmer

Proposal for a regulation

Article 1

Text proposed by the Commission

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the EU's overall objective that the average new car fleet should achieve CO₂ emissions of 120 g CO₂/km. The Regulation sets the average CO₂ emissions for new passenger cars at 130 g CO₂/km by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures. This Regulation will be complemented by additional measures **corresponding to** 10 g/km as part of the Community's integrated approach.

Amendment

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the EU's overall objective that the average new car fleet should achieve CO₂ emissions of 120 g CO₂/km. The Regulation sets the average CO₂ emissions for new passenger cars at 130 g CO₂/km by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures. This Regulation will be complemented by additional measures **intended to achieve a further reduction of** 10 g/km as part of the Community's integrated approach.

In 2014, on the basis of a stock-taking exercise and a legislative impact assessment, the Commission shall propose medium- and long-term targets for newly-registered vehicles as from 2020 and submit them to the Council and Parliament for a decision. At the same time, the Commission shall submit a proposal for a comprehensive approach to identifying all measures to reduce CO₂ emissions, with the aim of removing the distinction between engine-/vehicle-related and additional measures and eco-innovations.

A target shall be set for 2020 which guarantees, through the aggregate impact of all relevant measures, a reduction in average CO₂ emissions of at least 20% by comparison with 2008. In that connection, the Commission shall take account of the possible incorporation of road transport

into the European emissions trading system, as proposed in the context of the revision of that trading system.

As the basis for this proposal, a comprehensive assessment of the implications for the automobile industry and for upstream sectors shall be drawn up. This shall include a cost-benefit analysis, in the light of all relevant technological innovations designed to reduce CO₂ emissions, covering all segments of the car market.

When a long-term target is set, due account shall be taken of developments relating to international climate protection agreements.

Or. de

Justification

Um den technologischen Fortschritt im Automobilssektor zu fördern und den Automobilherstellern und Zulieferern langfristige Planungs- und Investitionssicherheit zu geben ist es sinnvoll, auf der Grundlage einer detaillierten Bestandsaufnahme und einer sorgfältigen Rechtsfolgenabschätzung Langfristziele festzulegen und damit alternative Technologien zu fördern bzw. durchzusetzen. Diese Ziele sollen im Rahmen eines zeitnahen Gesetzgebungsverfahrens in der Mitentscheidung festgelegt werden. Die Neufassung der Richtlinie muss ein umfassendes Vorgehen beinhalten, um alle Maßnahmen zur Reduktion von CO₂ Emissionen zu betrachten; dies sind vor allem

- a) antriebs-/fahrzeugseitige Maßnahmen,*
- b) ergänzende Maßnahmen und*
- c) Öko-Innovationen.*

Die künftige Richtlinie sollte daher alle verbrauchsmindernden Maßnahmen umfassen. Würde das übergreifende politische Ziel der EU einer Minderung der CO₂-Emissionen um 20 Prozent bis 2020 auf neue Pkw angewendet, bietet sich der von ACEA / JAMA / KAMA zugesagte Wert als Bezugspunkt an. Die Herleitung eines konkreten Zielwerts kann erst auf Basis aller relevanten Maßnahmen und der Folgenabschätzung erfolgen. Eine Minderung von 20 Prozent stellt jedoch für die künftigen Ziele den mindestens zu erreichenden Minderungsfaktor dar. Hierdurch wird die Automobilindustrie analog zu anderen Sektoren behandelt. Sollte die EU ambitionierte Zusagen im internationalen Kontext (30% entsprechend der Mitteilung KOM (2008) 30 „20 und 20 bis 2020 Chancen Europas im Klimawandel“) machen, sind diese entsprechend zu berücksichtigen. Sollte die EU im Zeitraum nach 2012 den Straßenverkehr in das europäische Emissionshandelssystem einbeziehen, sind auch die hiermit erreichten Minderungen bei der Festlegung der Ziele für neue Pkw einzubeziehen.

Amendment 68
Dan Jørgensen

Proposal for a regulation
Article 1

Text proposed by the Commission

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the EU's overall objective ***that the average new car fleet should achieve CO₂ emissions of 120 g CO₂/km.*** The Regulation sets the average CO₂ emissions for new passenger cars at ***130 g CO₂/km*** by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures. ***This Regulation will be complemented by additional measures corresponding to 10 g/km as part of the Community's integrated approach.***

Amendment

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the EU's overall objective ***of reducing CO₂ emissions in the EU, including in the transport sector.*** The Regulation sets the average CO₂ emissions for new passenger cars at ***120 g CO₂/km as from 1 January 2012 and a long-term target of 80 g CO₂/km as from 1 January 2020*** by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures.

Or. en

Justification

Emissions from road transport are still rising, undermining emission reductions achieved in other sectors in the EU. Deep and urgent cuts are needed if the road sector is to contribute at all to the EU's overall greenhouse gas reductions. Those cuts will not be reached unless stringent CO₂ emission targets are set for all road vehicles, including passenger cars.

Amendment 69
Holger Krahmer

Proposal for a regulation
Article 1 – subparagraphs 1 a - 3 a (new)

Text proposed by the Commission

Amendment

In 2014, on the basis of a stock-taking exercise and a legislative impact assessment, the Commission shall propose

medium- and long-term targets for newly-registered vehicles as from 2020 and submit them to the Council and Parliament for a decision. At the same time, the Commission shall submit a proposal for a comprehensive approach to identifying all measures to reduce CO₂ emissions, with the aim of removing the distinction between engine-/vehicle-related and additional measures and eco-innovations.

A target shall be set for 2020 which guarantees, through the aggregate impact of all relevant measures, a reduction in average CO₂ emissions of at least 20% by comparison with 2008. In that connection, the Commission shall take account of the possible incorporation of road transport into the European emissions trading system, as proposed in the context of the revision of that trading system.

As the basis for this proposal, a comprehensive assessment of the implications for the automobile industry and for upstream sectors shall be drawn up. This shall include a cost-benefit analysis, in the light of all relevant technological innovations designed to reduce CO₂ emissions, covering all segments of the car market. When a long-term target is set, due account shall be taken of developments relating to international climate protection agreements.

Or. de

Justification

In order to foster technological progress in the automobile sector and to offer automobile manufacturers and component suppliers long-term planning and investment security, it makes sense, on the basis of a detailed stock-taking and a careful legislative impact assessment, to set long-term targets with a view to encouraging the development or forcing through the introduction of alternative technologies. The targets should be set promptly by means of a legislative procedure under codecision.

Amendment 70
Thomas Ulmer

Proposal for a regulation
Article 1 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

In 2014 a target shall be set for 2020 which guarantees, on the basis of the aggregate impact of all relevant measures, a further reduction in average CO₂ emissions of at least 20% by comparison with the individual target for the period 2012-2015. In that connection, due account shall be taken of climate protection developments at international level.

Or. de

Justification

A reduction of at least 20% is the minimum to be achieved when future targets are set. The automobile industry will thus be treated in the same way as other sectors. Should the EU make ambitious international pledges, these should be duly taken into account.

Amendment 71
Frédérique Ries

Proposal for a regulation
Article 1 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

Mean CO₂ emissions from new passenger cars must not exceed 120 CO₂/km in 2012, 114 g CO₂/km in 2014, 107 g CO₂/km in 2016, 99 g CO₂/km in 2018 and 90 g CO₂/km in 2020. These mean emission levels shall be adjusted in order to reward the efforts of manufacturers who implement eco-innovations which have a real impact on the reduction of CO₂

emissions.

Or. fr

Justification

In order to ensure that a target of 100-90 g/km can be attained in 2020, it is necessary to lay down by law targets to be met in the run-up to that year, as has already been done in the proposal for revision of the CAFE standards for passenger cars in the USA. The proposed interim targets have been set on the basis of a progressive biennial percentage reduction until 2020.

Amendment 72
Rebecca Harms

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

Text proposed by the Commission

Amendment

The Regulation sets binding annual average CO₂ emissions for new passenger cars based on a binding linear pathway between the 2012, 2020 and 2025 averages respectively.

The differentiation of the fleet average as from 2013 shall be based on vehicle footprint and a maximum slope of 40%. The measures to differentiate the target until 2020, designed to amend non-essential elements of this Regulation by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 12(3) by 1 January 2012.

Or. en

Justification

Binding annual average pathway should be set between 2012, 2020 and 2025 targets. Differentiation of the target after 2013 should be based on footprint, which, compared to vehicle weight, reflects better the size related utility of a car for a consumer.

Amendment 73
Frédérique Ries

Proposal for a regulation
Article 1 – subparagraph b (new)

Text proposed by the Commission

Amendment

The Commission shall regularly assess the test cycles used to measure emissions. If it becomes apparent that they are no longer adequate or no longer reflect emissions in real conditions, they must be adjusted in order to correctly reflect CO₂ emissions generated when driving on the road. The necessary measures to modify inessential elements of this regulation shall be adopted under the regulatory procedure with scrutiny as referred to in Article 12(3).

Or. fr

Justification

On average, the emissions measured in test cycles are 10% to 19% lower than emissions under real conditions. For certain models, this difference may attain 40%. There is an urgent need to review test cycles in order to provide consumers with reliable information about fuel consumption and the associated costs, and to extend the scope of the technical measures used by manufacturers to reduce CO₂ consumption, such as 'eco-innovations'.

Amendment 74
Magor Imre Csibi, Daciana Octavia Sârbu, Nicodim Bulzesc

Proposal for a regulation
Article 2 – paragraph 1

Text proposed by the Commission

Amendment

1. This Regulation shall apply to motor vehicles of category M₁ as defined in Annex II to Directive 2007/46/EC with a reference mass not exceeding 2 610 kg and vehicles to which type-approval is

1. This Regulation shall apply to **new** motor vehicles of category M1 as defined in Annex II to Directive 2007/46/EC with a reference mass not exceeding 2 610 kg and vehicles to which type-approval is

extended in accordance with Article 2(2) of Regulation (EC) No 715/2007 ('passenger cars') which are registered in the Community for the first time and which have not previously been registered outside the Community ('new passenger cars').

extended in accordance with Article 2(2) of Regulation (EC) No 715/2007 ('passenger cars') which are registered in the Community for the first time and which have not previously been registered outside the Community ('new passenger cars').

Or. en

Justification

The addition is needed to clarify the scope of the regulation.

Amendment 75

Åsa Westlund, Dorette Corbey

Proposal for a regulation

Article 2 – paragraph 1

Text proposed by the Commission

1. This Regulation shall apply to ***motor vehicles of category M₁*** as defined in Annex II to Directive 2007/46/EC ***with a reference mass not exceeding 2 610 kg and vehicles to which type-approval is extended in accordance with Article 2(2) of Regulation (EC) No 715/2007 ('passenger cars') which are registered in the Community for the first time and which have not previously been registered outside the Community ('new passenger cars')***.

Amendment

1. This Regulation shall apply to ***passenger cars as defined in paragraph 3a of this Article, and to light duty commercial vehicles*** as defined in Annex II to Directive 2007/46/EC.

Or. en

Justification

Eliminating mass as a reference for the scope of the Regulation will prevent very heavy vehicles from being exempt from it.

Amendment 76
Rebecca Harms

Proposal for a regulation
Article 2 – paragraph 1

Text proposed by the Commission

1. This Regulation shall apply to motor vehicles of category M₁ as defined in Annex II to Directive 2007/46/EC **with a reference mass not exceeding 2 610 kg** and vehicles to which type-approval is extended in accordance with Article 2(2) of Regulation (EC) No 715/2007 ('passenger cars') which are registered in the Community for the first time and which have not previously been registered outside the Community ('new passenger cars').

Amendment

1. This Regulation shall apply to motor vehicles of category M₁ **and N₁** as defined in Annex II to Directive 2007/46/EC and vehicles to which type-approval is extended in accordance with Article 2(2) of Regulation (EC) No 715/2007 ('passenger cars' **and 'light-duty vehicles'**) which are registered in the Community for the first time and which have not previously been registered outside the Community ('new passenger cars' **and 'new light duty vehicles'**).

Or. en

Amendment 77
Marie-Noëlle Lienemann

Proposal for a regulation
Article 2 – paragraph 2

Text proposed by the Commission

2. A previous registration outside the Community less than **three months** before registration in the Community shall not be taken into account.

Amendment

2. A previous registration outside the Community less than **three years** before registration in the Community shall not be taken into account.

Or. en

Justification

This exemption for imported cars represents a loophole. It could give importers an incentive to register gas guzzlers first outside the Community to escape the scope of this legislation.

Amendment 78
Rebecca Harms

Proposal for a regulation
Article 2 – paragraph 2

Text proposed by the Commission

2. A previous registration outside the Community less than **three months** before registration in the Community shall not be taken into account.

Amendment

2. A previous registration outside the Community less than **twelve months** before registration in the Community shall not be taken into account.

Or. en

Amendment 79
Martin Callanan, Chris Davies

Proposal for a regulation
Article 2 – paragraph 3

Text proposed by the Commission

3. It does not apply to special purpose vehicles as defined in paragraph 5 of Annex II to Directive 2007/46/EC.

Amendment

3. It does not apply to special purpose vehicles as defined in paragraph 5 of Annex II to Directive 2007/46/EC **or vehicles built specifically for commercial purposes to accommodate wheelchair use inside as defined in Regulation (EC) No 715/2007.**

Or. en

Justification

To allow vehicles build specifically to load and accommodate wheelchairs inside the vehicle, which are not homologated as wheelchair accessible vehicles but that have full EWVTA are to be excluded from this legislation. These amendments will provide parity for all wheelchair accessible vehicles in this regulation. This would be in accordance with the Communities policy to help disabled persons.

Amendment 80
Matthias Groote

Proposal for a regulation
Article 2 – paragraph 3

Text proposed by the Commission

Amendment

3. It does not apply to special purpose vehicles as defined in paragraph 5 of Annex II to Directive 2007/46/EC. **deleted**

Or. de

Justification

The regulation lays down an average target to be met by manufacturers, rather than a mandatory standard with which new vehicles must comply, as in the case of the euro-norms. A derogation for special-purpose vehicles, as laid down in connection with the euro-norms, is superfluous in this regulation, since these vehicles' higher CO₂ emissions can be offset against normal vehicles' lower emissions.

Amendment 81
Anders Wijkman

Proposal for a regulation
Article 2 – paragraph 3

Text proposed by the Commission

Amendment

3. It does not apply to special purpose vehicles as defined in paragraph 5 of Annex II to Directive 2007/46/EC. **deleted**

Or. en

Justification

Included in 'special purpose vehicles' in 2007/46/EC are e.g. 'Motor Caravans', 'Armoured vehicles', 'Ambulances', 'Hearses' and 'Wheelchair accessible vehicle'. The exclusion of these vehicles from the regulation is not logical and may create a loophole as the definitions, especially with the with ambiguous definitions of 'Motor Caravans' and 'Wheelchair accessible vehicles'.

Amendment 82
Åsa Westlund, Matthias Groote

Proposal for a regulation
Article 2 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. Definition of passenger cars:

Vehicles designed and constructed for the carriage of passengers and comprising no more than eight seats in addition to the driver's seat.

The type of bodywork that covers passenger cars, with codification according to Annex II, part C, item 1, of Directive 2007/46/EC:

- AA Saloon***
- AB Hatchback (saloon with a hatch at the rear end of the vehicle)***
- AC Station wagon***
- AD Coupé***
- AE Convertible***
- AF Multi-purpose vehicle: Motor vehicle other than those mentioned in AA to AE. If such a vehicle meets both of the following conditions:***

1) the number of seating positions, excluding the driver, is not more than six. A "seating position" shall be regarded as existing if the vehicle is provided with "accessible" seat anchorages. (Accessible shall mean those anchorages which can be used. In order to prevent anchorages from being accessible, the manufacturer shall physically obstruct their use, for example by welding over cover plates or by fitting similar permanent fixtures which cannot be removed by use of normally available tools), and

2) $P - (M + N * 68) \leq N * 68$

where

P = technically permissible maximum laden mass in kg

M = mass in running order in kg (reference mass)

N = number of seating positions excluding the driver,

this vehicle is considered to be a passenger car.

Or. en

Justification

With this definition of passenger car also heavier versions that can carry some load, but not much in relation to the number of seats, will be covered by the legislation.

Amendment 83
Martin Callanan

Proposal for a regulation
Article 2 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. It does not apply to 'vehicles designed to fulfil specific social needs'.

Or. en

Justification

The vehicles defined fulfil the needs of dedicated transport functions such as shuttle buses, rescue and recovery services. Such vehicles often have a specific vehicle construction (higher, wider and heavier bodies) with special gearing and hence slightly higher CO2 emissions. The segment volumes of these groups of vehicles are relatively low and the slightly higher CO2 emissions are negligible in terms of their overall impact on the CO2 legislation target.

Amendment 84
Rebecca Harms

Proposal for a regulation
Article 3 – paragraph 1 – point d a (new)

Text proposed by the Commission

Amendment

(da) 'footprint' means the track width of a car multiplied by the wheelbase as stated in the certificate of conformity;

Or. en

Amendment 85
Jens Holm

Proposal for a regulation
Article 3 – paragraph 10 – point e a (new)

Text proposed by the Commission

Amendment

(ea) 'footprint' means the track width multiplied by the wheelbase as stated in the certificate of conformity and defined in sections 2.1 and 2.3 of Annex I to Directive 2007/46/EC;

Or. en

Justification

The mass parameter should be replaced by footprint to avoid that the Regulation gives preference to certain CO2 reduction technologies (e.g. dieselisation, hybridisation) over others. The footprint parameter will also ensure greater regulatory certainty as changes over time are expected to be less marked than with mass.

Amendment 86

Marie-Noëlle Lienemann, Françoise Grossetête

Proposal for a regulation

Article 3 – paragraph 1 – point (f) a (new)

Text proposed by the Commission

Amendment

(fa) 'eco-innovation' means any measure or technological innovation proven to deliver a quantifiable contribution to reducing CO₂ emissions that is neither included nor sufficiently taken into account in the definitions of Regulation (EC) No 715/2007, nor covered in the additional measures mentioned in Article 1. An exhaustive list of measures shall be drawn up.

Or. fr

Justification

These eco-innovations may deliver a contribution to the environment, but they should be limited to a defined list.

Amendment 87

Martin Callanan, Pilar Ayuso

Proposal for a regulation

Article 3 – paragraph 1 – point f a (new)

Text proposed by the Commission

Amendment

(fa) 'eco-innovation' means any measure or technological innovation proven to deliver a quantifiable contribution to reducing CO₂ emissions that is neither included, or is insufficiently considered, in the definitions of Regulation (EC) No 715/2007, nor covered in the additional measures mentioned in Article 1.

Or. en

Justification

A definition is required for those CO2 emission reducing innovations that further improve CO2 performance beyond the additional measures mentioned in Article 1 and which do not show in the test cycle. These eco-innovations can deliver a substantial contribution to the environment, the driver and European society as a whole.

Amendment 88

Jorgo Chatzimarkakis

Proposal for a regulation

Article 3 – paragraph 1 – point f a (new)

Text proposed by the Commission

Amendment

(fa) 'eco-innovations' means all the measures taken by automobile manufacturers and suppliers that make a proven, measurable contribution to reducing greenhouse gas emissions, particularly of CO2, and are not covered by the test procedure under Regulation (EC) No 715/2007.

Or. en

Justification

All technological possibilities should be used and taken into account so that there is a sufficiently large incentive for manufacturers to introduce ecological innovations. Encouraging innovations to further reduce carbon emissions, going beyond the additional measures under Article 1, will not only help to preserve the environment but also promote R&D in Europe, increase the competitiveness of the European automobile industry, create high-value jobs and bring about further technological developments .

Amendment 89

Matthias Groote, Åsa Westlund

Proposal for a regulation

Article 3 – paragraph 1 – point f a (new)

Text proposed by the Commission

Amendment

(fa)'zero emission vehicle' or 'ZEV'

means, in relation to a passenger car, a vehicle that produces no CO₂ emissions when stationary or operating.

Or. en

Justification

There must be an innovation bonus for particularly innovative vehicles which produce no CO₂ emissions, so that they come onto the market more quickly.

Amendment 90
Rebecca Harms

Proposal for a regulation
Article 3 – paragraph 1 – point f a (new)

Text proposed by the Commission

Amendment

(fa) ‘specific emissions limit’ means, in relation to each passenger car registered in the Community, the specific emissions of CO₂ permitted for that passenger car.

Or. en

Amendment 91
Martin Callanan

Proposal for a regulation
Article 3 – paragraph 1 – point f b (new)

Text proposed by the Commission

Amendment

(fb) ‘vehicles designed to fulfil specific social needs’ means vehicles of category M1 which are either:

(i) special purpose vehicles as defined in Directive 2007/46/EC with a reference mass exceeding 2000kg, or

(ii) vehicles with a reference mass exceeding 2000kg and designed to carry seven or more occupants including the

driver with the exclusion of vehicles of category M1G as defined in Directive 2007/46/EC, or

(iii) vehicles with a reference mass exceeding 1760kg which are built specifically for commercial purposes to accommodate wheelchair use inside the vehicle.

Or. en

Justification

The vehicles defined fulfil the needs of dedicated transport functions such as shuttle buses, rescue and recovery services. Such vehicles often have a specific vehicle construction (higher, wider or heavier bodies) with special gearing and hence slightly higher CO₂ emissions. The segment volumes of these groups of vehicles are relatively low and the slightly higher CO₂ emissions are negligible in terms of their overall impact on the CO₂ legislation target.

Amendment 92

Matthias Groote, Åsa Westlund

Proposal for a regulation

Article 3 – paragraph 1 – point f b (new)

Text proposed by the Commission

Amendment

(fb) ‘low-emission vehicle’ means a vehicle with a CO₂ emission level of less than 50 g/km.

Or. de

Justification

There must be an innovation bonus for particularly innovative vehicles which produce very low levels of CO₂ emissions, so that these vehicles come on to the market more quickly.

Amendment 93

Anja Weisgerber, Karl-Heinz Florenz, Thomas Ulmer, Miroslav Mikolášik, Horst Schnellhardt, Lambert van Nistelrooij, Renate Sommer, Karsten Friedrich Hoppenstedt, Christa Klaß, Richard Seeber

Proposal for a regulation

Article 3 – paragraph 1 – point f a (new)

Text proposed by the Commission

Amendment

(fa) ‘eco-innovation’ means any technological innovation which, regardless of driver behaviour, delivers a proven, quantifiable contribution to reducing CO₂ emissions and which is not included or insufficiently taken into account in the new European testing cycle (Regulation (EC) No 715/2007) and is not covered by the additional measures referred to in Article 1.

Or. de

Justification

The aim of this amendment is to promote innovations designed to reduce CO₂ emissions which improve CO₂ efficiency more than the additional measures referred to in Article 1. These eco-innovations can make a contribution to the environment, to drivers and to European society. In addition, it seeks to foster the competitiveness and creativity of the European automobile industry and create highly-skilled R&D jobs in that industry and to offer incentives for greater eco-investment on the world market.

Amendment 94

Gunnar Hökmark, Karl-Heinz Florenz

Proposal for a regulation

Article 3 – paragraph 1 – point g a (new)

Text proposed by the Commission

Amendment

(ga) ‘alternative fuel vehicle’ means a vehicle as defined in Regulation (EC) No 715/2007 and its implementing measures.

Or. en

Justification

The Euro V Regulation already describes alternative fuel vehicles as vehicles with one fuel storage system that can run on different mixtures of two or more fuels (biofuels).

Amendment 95
Dorette Corbey

Proposal for a regulation
Article 3 – paragraph 1 – point g a (new)

Text proposed by the Commission

Amendment

(ga) 'zero emission vehicle' or 'ZEV' means, in relation to a passenger car, a vehicle that produces no CO2 emissions when stationary or operating.

Or. en

Justification

Several zero emission vehicle types such as electric or hybrid vehicles exist for several years and many manufacturers develop them, but so far zero emission vehicles have not been put on the market in any substantial scale. It is necessary to stimulate the production of these vehicles.

Amendment 96
Dorette Corbey, Åsa Westlund

Proposal for a regulation
Article 3 – paragraph 1 – point g a (new)

Text proposed by the Commission

Amendment

(ga) 'footprint' means the track width multiplied by the wheelbase as stated in the certificate of conformity and defined in sections 2.1 and 2.3 of Annex I to Directive 2007/46/EC.

Or. en

Justification

The mass parameter should be replaced by footprint to avoid that the Regulation gives preference to certain CO2 reduction technologies (e.g. dieselisation, hybridisation) over others. The footprint parameter will also ensure greater regulatory certainty as changes over time are expected to be less marked than with mass.

Amendment 97
Chris Davies

Proposal for a regulation
Article 3 – paragraph 1 – point g a (new)

Text proposed by the Commission

Amendment

(ga) 'footprint' means the track width multiplied by the wheelbase as stated in the certificate of conformity and defined in sections 2.1 and 2.3 of Annex I to Directive 2007/46/EC.

Or. en

Justification

The Commission's proposal to use a parameter based on 'mass' will penalise manufacturers who make cars lighter. This is perverse. Weight reduction is one of the most important means of reducing CO2. The parameter should be based on 'footprint.'

Amendment 98
Peter Liese

Proposal for a regulation
Article 3 – paragraph 1 – point g a (new)

Text proposed by the Commission

Amendment

(ga) 'fuel consumption monitor' means an on-board display which continuously displays current fuel use (in l/100 km) and which must be clearly visible for the driver while driving and which cannot be switched off.

Justification

Many tests have confirmed that there is a discrepancy between real-life CO₂ emissions and the emissions measured under the EU test-cycle. A fuel consumption monitor can help to close this discrepancy as it shows the driver how much fuel the car is consuming while driving. This can encourage ecodriving thereby leading to lower fuel consumption when the car is used in real life. Other positive side-effects of more economical driving styles are less accidents, reduction of NO_x and particle emissions, less noise and less wear and tear of tyres and powertrain.

Amendment 99**Martin Callanan, Chris Davies****Proposal for a regulation****Article 3 – paragraph 1 – point g a (new)***Text proposed by the Commission**Amendment*

(ga) 'ultra low carbon vehicle' means a vehicle emitting less than 50 g CO₂/km, measured in accordance with Regulation (EC) No 715/2007 and specified as the CO₂ mass emission (combined) in the certificate of conformity.

Justification

Manufacturers are investing significant resources into the development of breakthrough ultra low carbon vehicle technologies with CO₂ emissions significantly below anything currently available on the European Market. In their initial production phases, these technologies will carry a very significant cost premium and these vehicles will be available in relatively low volume. To encourage continued investment in their rapid commercialisation, an interim system of legislative super-credits for ultra low carbon vehicles should form part of the proposed regulation.

Amendment 100
Åsa Westlund

Proposal for a regulation
Article 3 – paragraph 1 – point g a (new)

Text proposed by the Commission

Amendment

(ga) ‘flex fuel ethanol vehicle’ means a vehicle as defined in Regulation (EC) No 715/2007 and its implementing measures.

Or. en

Justification

The Euro 5 Regulation already describes flex fuel ethanol vehicles as vehicles with one fuel storage system that can run on different mixtures of two or more fuels (biofuels).

Amendment 101
Karl-Heinz Florenz

Proposal for a regulation
Article 3 – paragraph 1 – point f a (new)

Text proposed by the Commission

Amendment

(fa) ‘alternative-fuel vehicles’ means vehicles as defined in Regulation (EC) No 715/2007 and its implementing measures.

Or. de

Justification

The Euro 5 regulation already describes alternative-fuel vehicles as vehicles with a fuel-storage system that can run on different mixtures of two or more fuels (biofuels).

Amendment 102
Anders Wijkman

Proposal for a regulation
Article 3 – paragraph 1 – point g a (new)

Text proposed by the Commission

Amendment

(ga) 'alternative fuel vehicle' means a vehicle as defined in Regulation (EC) No 715/2007 and its implementing measures.

Or. en

Amendment 103
Christofer Fjellner

Proposal for a regulation
Article 3 – paragraph 1 – point g a (new)

Text proposed by the Commission

Amendment

(ga) 'eco-innovation' means any measure or technological innovation which delivers a quantifiable contribution to reducing carbon dioxide emissions, but which is not covered or sufficiently taken into account in the definitions in Regulation (EC) No 715/2007 and which is also not covered by the additional measures referred to in Article 1.

Or. sv

Justification

There are measures and solutions which help to reduce carbon dioxide emissions but which are not covered by Article 1 and which do not reveal themselves in the test cycle. If we are serious about our ambition of reducing carbon dioxide emissions, we must promote such innovations, and car manufacturers must be given an incentive to make progress. One example of an eco-innovation could be energy-efficient bulbs: LEDs (light-emitting diodes) can be 20 times more efficient than traditional bulbs.

Amendment 104
Dorette Corbey

Proposal for a regulation
Article 3 – paragraph 1 – point h a (new)

Text proposed by the Commission

Amendment

(ha) 'specific maximum emissions limit' means, in relation to each passenger car registered in the Community, the specific maximum emissions of CO₂ permitted for that passenger car.

Or. en

Justification

A maximum CO₂-emission ceiling for each vehicle is necessary.

Amendment 105
Christofer Fjellner

Proposal for a regulation
Article 3 – paragraph 1 – point h a (new)

Text proposed by the Commission

Amendment

(ha) 'alternative fuel vehicle' means a vehicle as defined in Regulation (EC) No 715/2007 and its implementing measures.

Or. en

Justification

The Euro 5 Regulation already describes alternative fuel vehicles as vehicles with one fuel storage system that can run on different mixtures of two or more fuels (biofuels).

Amendment 106
Anders Wijkman

Proposal for a regulation
Article 3 – paragraph 1 – point h a (new)

Text proposed by the Commission

Amendment

(ha) 'footprint' means the track width multiplied by the wheelbase as stated in the certificate of conformity and defined in sections 2.1 and 2.3 of Annex I to Directive 2007/46/EC.

Or. en

Justification

The mass parameter should be replaced by footprint to avoid that the Regulation gives preference to certain CO2 reduction technologies (e.g. diesalisation, hybridisation) over others. The footprint parameter will also ensure greater regulatory certainty as changes over time are expected to be less marked than with mass.

Amendment 107
Thomas Ulmer

Proposal for a regulation
Article 3 – paragraph 2 – introductory part

Text proposed by the Commission

Amendment

2. For the purposes of this Regulation, manufacturers will be considered to be connected if they are connected undertakings. 'Connected undertakings' means:

(fa) 'Connected undertakings' means:

Or. en

(Article 3, paragraph 2 is moved to Article 3, paragraph 1, point fa)

Justification

To merge paragraph 1 and 2 of Article 3 for clarity reasons.

Amendment 108
Karl-Heinz Florenz

Proposal for a regulation
Article 3 – paragraph 2 – point e a (new)

Text proposed by the Commission

Amendment

(ea) Undertakings shall not be described as connected if the Commission decides, in response to an application, that the undertaking which meets the conditions laid down in points (a) to (e) does not in fact control the other undertaking.

Or. de

Justification

On the basis of national rules in the area of company law or the law on co-determination, situations are conceivable in which, although the criteria laid down in paragraph 2 have been met, one undertaking does not in fact control the 'other' undertaking, in particular when it comes to decision-making on the range of models to be manufactured, the issue of specific relevance under this regulation.

Amendment 109
Thomas Ulmer

Proposal for a regulation
Article 4

Text proposed by the Commission

Amendment

For the calendar year commencing 1 January 2012 and each subsequent calendar year, each manufacturer of passenger cars shall ensure that its average specific emissions of CO₂ do not exceed **its** specific emissions target determined in accordance with Annex I or, where a manufacturer is granted a derogation under Article 9, in accordance with that derogation.

For the calendar year commencing 1 January 2012 and each subsequent calendar year, each manufacturer of passenger cars shall ensure that **in 2012 25%, in 2013 50%, in 2014 75% and in 2015 and each subsequent calendar year 100% of the fleet's** average specific emissions of CO₂ do not exceed **the** specific emissions target **for a manufacturer's fleet** determined in accordance with Annex I or, where a manufacturer is granted a derogation under

Article 9, in accordance with that derogation.

For this purpose, the CO₂ emissions, adjusted for CO₂ emission reductions delivered by eco innovations, shall be balanced over three consecutive years, as under Article 7.

Or. en

Justification

To ensure the automotive industry can comply with the CO₂ emissions from the beginning, an adequate lead-time and constant planning certainties are essential as stated in CARS21. It is unrealistic that an individual vehicle manufacturer can precisely steer the average CO₂ emissions per calendar year taking into consideration EU27 given unforeseeable complexities such as timing and logistical uncertainties, monitoring differences and unexpected customer demand changes, technical delay of planned launches of new vehicle models and the overall economic situation in the different member states. Eco-innovations further improve CO₂ performance beyond the additional measures mentioned in article 1 and which do not show in the test cycle.

Amendment 110 **Kurt Joachim Lauk**

Proposal for a regulation **Article 4**

Text proposed by the Commission

For the calendar year commencing 1 January **2012** and each subsequent calendar year, each manufacturer of passenger cars shall ensure that its average specific emissions of CO₂ do not exceed its specific emissions target determined in accordance with Annex I or, where a manufacturer is granted a derogation under Article 9, in accordance with that derogation.

Amendment

For the calendar year commencing 1 January **2015** and each subsequent calendar year, each manufacturer of passenger cars shall ensure that its average specific emissions of CO₂ do not exceed its specific emissions target determined in accordance with Annex I or, where a manufacturer is granted a derogation under Article 9, in accordance with that derogation.

Or. de

Justification

In the light of the automobile industry's standard development and production cycles of five to seven years, binding targets can be set only with effect from 2015. An earlier target date would be at odds with economic realities.

Amendment 111
Bogusław Sonik

Proposal for a regulation
Article 4

Text proposed by the Commission

For the calendar year commencing 1 January 2012 and each subsequent calendar year, each manufacturer of passenger cars shall ensure that *its* average specific emissions of CO₂ do not exceed *its* specific emissions target determined in accordance with Annex I or, where a manufacturer is granted a derogation under Article 9, in accordance with that derogation.

Amendment

For the calendar year commencing 1 January 2012 and each subsequent calendar year, each manufacturer of passenger cars shall ensure that ***in 2012 25%, in 2013 50%, in 2014 75% and in 2015 and each subsequent calendar year 100% of the fleet's*** average specific emissions of CO₂ do not exceed ***the*** specific emissions target ***for a manufacturer's fleet*** determined in accordance with Annex I or, where a manufacturer is granted a derogation under Article 9, in accordance with that derogation. ***For this purpose, the CO₂ emissions, adjusted for CO₂ emission reductions delivered by eco-innovations, shall be balanced over three consecutive years, as under Article 7.***

Or. en

Justification

To ensure the automotive industry can comply with the CO₂ emissions from the beginning, an adequate lead-time and constant planning certainties are essential as stated in CARS21. It is unrealistic that an individual vehicle manufacturer can precisely steer the average CO₂ emissions per calendar year taking into consideration EU27 given unforeseeable complexities such as timing and logistical uncertainties, monitoring differences and unexpected customer demand changes, technical delay of planned launches of new vehicle models and the overall economic situation in the different member states. Eco-innovations further improve CO₂ performance beyond the additional measures mentioned in article 1 and which do not show in the test cycle.

Amendment 112

Anja Weisgerber, Karl-Heinz Florenz, Thomas Ulmer, Renate Sommer, Karsten Friedrich Hoppenstedt, Horst Schnellhardt, Holger Krahmer, Christa Klab, Miroslav Mikolášik

Proposal for a regulation

Article 4

Text proposed by the Commission

For the calendar year commencing 1 January 2012 and each subsequent calendar year, each manufacturer of passenger cars shall ensure that *its* average specific emissions of CO₂ do not exceed *its* specific emissions target determined in accordance with Annex I or, where a manufacturer is granted a derogation under Article 9, in accordance with that derogation.

Amendment

For the calendar year commencing 1 January 2012 and each subsequent calendar year, each manufacturer of passenger cars shall ensure that ***in 2012 25%, in 2013 50%, in 2014 75% and in 2015 and each subsequent calendar year 100% of the fleet's*** average specific emissions of CO₂ do not exceed ***the*** specific emissions target ***for a manufacturer's fleet*** determined in accordance with Annex I or, where a manufacturer is granted a derogation under Article 9, in accordance with that derogation.

Or. de

Justification

Manufacturers should be given an appropriate lead-in time and constant planning certainty. The development process for new vehicles takes between five and seven years, so that vehicles which will be on the market in 2012 are already in the development process or are already being introduced. In the light of technical procurement constraints of this kind, the amendment proposes that a growing proportion of a manufacturer's output should meet its specific emissions target.

Amendment 113
Jens Holm

Proposal for a regulation
Article 4

Text proposed by the Commission

For the calendar year commencing 1 January 2012 and each subsequent calendar year, each manufacturer of passenger cars shall ensure that its average specific emissions of CO₂ do not exceed its specific emissions target determined in accordance with Annex I ***or, where a manufacturer is granted a derogation under Article 9, in accordance with that derogation.***

Amendment

For the calendar year commencing 1 January 2012 and each subsequent calendar year, each manufacturer of passenger cars shall ensure that its average specific emissions of CO₂ do not exceed its specific emissions target determined in accordance with Annex I.

Or. en

Justification

There is no reason for giving specific exemptions for high-emitting cars.

Amendment 114
Anders Wijkman

Proposal for a regulation
Article 4

Text proposed by the Commission

For the calendar year commencing 1 January 2012 and each subsequent calendar year, each manufacturer of passenger cars shall ensure that its average specific emissions of CO₂ do not exceed its specific emissions target determined in accordance with Annex I or, where a manufacturer is granted a derogation under Article 9, in accordance with that derogation.

Amendment

For the calendar year commencing 1 January 2012 and each subsequent calendar year, each manufacturer of passenger cars shall ensure that its average specific emissions of CO₂ do not exceed its specific emissions target determined in accordance ***with Article 1 and specific emission targets in*** Annex I or, where a manufacturer is granted a derogation under Article 9, in accordance with that derogation.

Or. en

Justification

A reference should be made in this Article to the overall emission targets.

Amendment 115

Chris Davies

Proposal for a regulation

Article 4

Text proposed by the Commission

For the calendar year commencing 1 January **2012** and each subsequent calendar year, each manufacturer of passenger cars shall ensure that its average specific emissions of CO₂ do not exceed its specific emissions target determined in accordance with Annex I or, where a manufacturer is granted a derogation under Article 9, in accordance with that derogation.

Amendment

For the calendar year commencing 1 January **2015** and each subsequent calendar year, each manufacturer of passenger cars shall ensure that its average specific emissions of CO₂ do not exceed its specific emissions target determined in accordance with Annex I or, where a manufacturer is granted a derogation under Article 9, in accordance with that derogation.

Or. en

Justification

Amendment confirms the timetable agreed by Parliament in October 2007, and intended to be linked to the environmentally more ambitious target of reducing average emissions to 125 g CO₂/km.

Amendment 116

Jorgo Chatzimarkakis

Proposal for a regulation

Article 4

Text proposed by the Commission

For the calendar year commencing 1 January **2012** and each subsequent calendar year, each manufacturer of passenger cars shall ensure that its average specific emissions of CO₂ do not exceed its specific emissions target determined in accordance

Amendment

For the calendar year commencing 1 January **2015** and each subsequent calendar year, each manufacturer of passenger cars shall ensure that its average specific emissions of CO₂ do not exceed its specific emissions target determined in

with Annex I or, where a manufacturer is granted a derogation under Article 9, in accordance with that derogation.

accordance with Annex I or, where a manufacturer is granted a derogation under Article 9, in accordance with that derogation.

Or. en

Justification

The targets should be set for 2015 onwards to respect the car manufacturers new passenger car development timeframe.

Amendment 117

Pilar Ayuso

Proposal for a regulation

Article 4

Text proposed by the Commission

For the calendar year commencing 1 January 2012 and each subsequent calendar year, each manufacturer of passenger cars shall ensure that **its** average specific emissions of CO₂ do not exceed **its** specific emissions target determined in accordance with Annex I or, where a manufacturer is granted a derogation under Article 9, in accordance with that derogation.

Amendment

For the calendar year commencing 1 January 2012 and each subsequent calendar year, each manufacturer of passenger cars shall ensure that **the** average specific emissions of CO₂ of **25% of its fleet in 2012, 50% in 2013, 75% in 2014, and 100% in 2015 and each subsequent year**, do not exceed **the** specific emissions target **for the fleet of the manufacturer concerned as** determined in accordance with Annex I or, where a manufacturer is granted a derogation under Article 9, in accordance with that derogation. **To this end, CO₂ emissions, adjusted on the basis of the reduction in such emissions arising from innovative green measures, will need to be balanced over two consecutive years, pursuant to Article 7.**

Or. es

Justification

The penalties or compensatory payments proposed are totally disproportionate and in no way permit comparison with other sectors. The current penalties amount to EUR/t 475 for 2015,

or, by comparison with other sectors under the European emissions trading scheme, EUR/t 20 to 40, with extra penalties of EUR/t 100 (in case of non-compliance) and promotion of energy-efficient transport to the tune of EUR/t 20.

Amendment 118

Marie-Noëlle Lienemann

Proposal for a regulation

Article 4

Text proposed by the Commission

For the calendar year commencing 1 January 2012 and each subsequent calendar year, each manufacturer of passenger cars shall ensure that its average specific emissions of CO₂ do not exceed its specific emissions target determined in accordance with Annex I or, where a manufacturer is granted a derogation under Article 9, in accordance with that derogation.

Amendment

For the calendar year commencing 1 January 2012 and each subsequent calendar year, each manufacturer of passenger cars shall ensure that ***in 2012 25%, in 2013 50%, in 2014 75% and in 2015 and subsequent years 100%*** of average specific emissions of CO₂ ***from its fleet*** do not exceed ***the*** specific emissions target ***of the manufacturer's fleet*** determined in accordance with Annex I or, where a manufacturer is granted a derogation under Article 9, in accordance with that derogation.

To this end, CO₂ emissions reviewed in the light of the CO₂ emissions resulting from the eco-innovations shall be established over three consecutive years, as in Article 7.

Or. fr

Justification

It is not realistic to expect a manufacturer to individually influence CO₂ emissions each calendar year taking account of the unpredictable complexities of the European scene such as the uncertainties of the calendar and logistics, the differences in monitoring and unexpected changes in demand from customers, technical delays in the planned launches of new vehicle models and the overall economic situation in the various Member States. Eco-innovations improve CO₂ performance more than the additional measures mentioned in Article 1 which do not appear in the test cycle.

Amendment 119
Marie-Noëlle Lienemann

Proposal for a regulation
Article 4

Text proposed by the Commission

For the calendar year commencing 1 January 2012 and each subsequent calendar year, each manufacturer of passenger cars shall ensure that its average specific emissions of CO₂ do not exceed its specific emissions target determined in accordance with Annex I **or, where a manufacturer is granted a derogation under Article 9, in accordance with that derogation.**

Amendment

For the calendar year commencing 1 January 2012 and each subsequent calendar year, each manufacturer of passenger cars shall ensure that its average specific emissions of CO₂ do not exceed its specific emissions target determined in accordance with Annex I.

Or. en

Justification

There is no justification for granting derogations for makers of high-emitting cars. This would distort the market and create an incentive for carmakers to set up precisely the kind of company that is eligible to such derogations. As a consequence, substantial numbers of new cars registered would drop out of the scope of the legislation.

Amendment 120
Chris Davies

Proposal for a regulation
Article 4 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

For the calendar year commencing 1 January 2020 and each subsequent calendar year, the average specific emissions of CO₂ for passenger cars will be established on the basis of the review pursuant to Article 10, but may not in any case be higher than 80 g CO₂/km.

Or. en

Justification

This amendment proposes a medium term (2020) target that is more ambitious than that agreed by Parliament on October 2007. This is in recognition of the very much more progressive stance now being taken by the industry and the pressure for change being exerted by consumers as a result of the huge increase in oil prices.

Amendment 121
Holger Krahmer

Proposal for a regulation
Article 4 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

For this purpose, the CO₂ emissions, adjusted for CO₂ emission reductions delivered by eco-innovations, shall be balanced over three consecutive years, as under Article 7.

Or. en

Justification

It is unrealistic that an individual vehicle manufacturer can precisely steer the average CO₂ emissions per calendar year taking into consideration EU27 given unforeseeable complexities such as timing and logistical uncertainties, monitoring differences and unexpected customer demand changes, technical delay of planned launches of new vehicle models and the overall economic situation in the different member states. Eco-innovations further improve CO₂ performance beyond the additional measures mentioned in article 1 and which do not show in the test cycle.

Amendment 122
Matthias Groote, Åsa Westlund

Proposal for a regulation
Article 4 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

For manufacturers which produce zero-emission vehicles, every new vehicle of this type registered over the period to 2015

shall be counted as three when average specific CO₂ emissions are calculated.

Or. de

Justification

There must be an innovation bonus for particularly innovative vehicles which produce very low volumes of CO₂ emissions, so that these vehicles come on to the market more quickly.

Amendment 123

Matthias Grootte, Åsa Westlund

Proposal for a regulation

Article 4 – subparagraph 1 b (new)

Text proposed by the Commission

Amendment

For manufacturers which produce low-emission vehicles, every new vehicle of this type registered over the period to 2015 inclusive shall be counted as one-and-a-half when average specific CO₂ emissions are calculated.

Or. de

Justification

There must be an innovation bonus for particularly innovative vehicles which produce very low volumes of CO₂ emissions, so that these vehicles come on to the market more quickly.

Amendment 124

Dorette Corbey

Proposal for a regulation

Article 4 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

For the calendar year commencing 1 January 2013 and each subsequent year up to and including the year commencing

1 January 2020, each manufacturer of passenger cars shall ensure that its average specific emissions of CO₂ do not exceed its specific emissions target determined in accordance with Annex I paragraph 1, reaching 80 g CO₂/km on 1 January 2020.

Or. en

Justification

Binding long-term targets are needed to give car manufacturers the long-term perspective they need.

Amendment 125

Anja Weisgerber, Renate Sommer, Karsten Friedrich Hoppenstedt, Horst Schnellhardt, Christa Klaß, Miroslav Mikolášik, Thomas Ulmer

Proposal for a regulation

Article 4 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

For manufacturers which produce cars with specific CO₂ emissions which are 20%, 30%, 40% and 50% lower than the target set in Annex I, when average specific CO₂ emissions are calculated every new vehicle registered over the period to 2015 inclusive shall be counted as two, three, four or five, in keeping with the percentage by which emissions fall below the set target.

Or. de

Justification

Der Verordnungsentwurf der Kommission setzt insgesamt zu wenig auf die Schaffung von Anreizen für solche Hersteller, die Fahrzeuge auf den Markt bringen, die mehr als die vorgegebenen Minderungsziele erreichen. Durch solche Anreize werden aber gerade die Voraussetzungen geschaffen, um die Hersteller und Zulieferer dazu zu veranlassen, sein ihre technologischen Möglichkeiten zu jeder Zeit möglichst vollständig auszuschöpfen. Daher ist die Idee so genannter Super Credits zu begrüßen. Dies ist ein Mittel, um solche Anreize zu

schaffen. Zugleich sollten aber auch hier keine Wettbewerbsverzerrungen perpetuiert werden. Der Vorschlag eines starren Grenzwertes für die Vergabe von Supercredits widerspricht dem Grundgedanken des Regulierungsentwurfs. Da der CO₂-Ausstoß immer in Bezug zum Gewicht gesetzt wird, ist die Beurteilung der „Güte“ des CO₂-Ausstoßes auch immer im Verhältnis zu diesem Parameter zu werten. Ein großer Familien-Van ist aus physikalisch-technischen Gegebenheiten schwerer und verbraucht daher mehr Kraftstoff. Aber auch ein schwereres Fahrzeug kann besonders effizient sein, wenn es im Vergleich zu seinem Segmentdurchschnitt wesentlich weniger CO₂ emittiert. Zugleich werden bestimmte Technologien, die in Zukunft zur Senkung des CO₂-Ausstosses gebraucht werden, aufgrund der hohen Investitionskosten vor allem durch größere Fahrzeuge in den Markt gebracht. Solche Fahrzeuge sollten entsprechend ihrer prozentualen Unterschreitung belohnt werden. Für die Gewährung von Super-Credits müssen sie jedoch mindestens 20 % besser sein als ihr Zielwert sein. Abgestuft von einer Unterschreitung von 20 % bis 50 % der spezifischen Zielwerte sind Anreize zu setzen. Ein prozentualer Wert ist zur Schaffung größtmöglicher Anreize über alle Fahrzeuge einem starren Grenzwert vorzuziehen.

Amendment 126

Karl-Heinz Florenz, Holger Krahmer

Proposal for a regulation

Article 4 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

For manufacturers which produce cars with specific CO₂ emissions which are 50% below the target set pursuant to this Regulation in Annex I, when average specific CO₂ emissions are calculated every new vehicle of this type registered over the period to 2015 inclusive shall be counted as five, in keeping with the percentage by which emissions fall below the set target.

Or. de

Justification

Aim: create incentives for manufacturers to bring vehicles on to the market which achieve emissions reductions which go beyond the set targets, without distorting competition. The proposal of a rigid threshold for the award of supercredits is at odds with the basic thinking underpinning the proposal for a regulation. Since CO₂ emissions are always assessed on the basis of mass, the 'quality' of the CO₂ emissions must likewise always be assessed on the basis of that parameter.

Amendment 127
Dorette Corbey

Proposal for a regulation
Article 4 – paragraph 1 b (new)

Text proposed by the Commission

Amendment

For the calendar year commencing 1 January 2021 and each subsequent year up to and including the year commencing 1 January 2025 as well as for each subsequent year thereafter, each manufacturer of passenger cars shall ensure that its average specific emissions of CO₂ do not exceed its specific emissions target determined in accordance with Annex I, paragraph 1, reaching 60 g CO₂/km on 1 January 2025.

Or. en

Justification

120 grams without additional measures in 2012 is the original Commission proposal and the technology to achieve this is available. In addition, binding long-term targets are needed to give car manufacturers the long-term perspective they need.

Amendment 128
Dorette Corbey

Proposal for a regulation
Article 4 – paragraph 1 c (new)

Text proposed by the Commission

Amendment

With effect from 1 January 2016 , the national authorities shall refuse, on grounds relating to emissions or fuel consumption, to grant EC type approval or national type approval for new types of vehicle which exceed their specific emissions target, as set out in Annex I,

paragraphs 1 and 2, by 50 percent.

Or. en

Justification

A maximum CO₂-emission ceiling for each vehicle is necessary.

Amendment 129

Åsa Westlund

Proposal for a regulation

Article 4 a (new)

Text proposed by the Commission

Amendment

Article 4a

Flex Fuel Vehicles

For the purposes of determining compliance by individual manufacturers of passenger cars with the specific emissions target referred to in Article 4, the CO₂ emissions as stated in the certificate of conformity for each flex fuel ethanol vehicle registered in the European Union shall be reduced by a factor of 5% with a maximum of 8 g CO₂/km in recognition of the greater technological and emissions reduction capability to run on two different fuels. This reduction shall not be valid for vehicles with a reference mass exceeding 2000 kg.

This factor will be increased to 20% with a maximum of 30 g CO₂/km if at least 10% of the filling stations in the Member State where the vehicle is registered provide E85 that meets the EU sustainability criteria. This reduction too shall not be valid for vehicles with a reference mass over 2000 kg.

Or. en

Justification

Fuel suppliers have the tendency to not provide infrastructure for biofuels until there is an adequate demand for the fuel. Flex fuel technology, with the possibility to automatically drive on a combination of petrol and biofuels is a way to open the market for biofuels. Together with the upcoming sustainability criteria for biofuels and more efficient vehicle technology this is one of several ways to reduce CO2 emissions.

Amendment 130

Gunnar Hökmark, Karl-Heinz Florenz

Proposal for a regulation

Article 4 a (new)

Text proposed by the Commission

Amendment

Article 4a

Specific emission target for 'alternative fuel vehicles'

For the purposes of determining compliance by individual manufacturers of passenger cars with the specific emissions target referred to in Article 4, the CO2 emissions as stated in the certificate of conformity for each "alternative fuel vehicle", as defined in Regulation (EC) No 715/2007, registered in the European Union shall be reduced by a factor of 5 % in recognition of the greater technological and emissions reduction capacity to run on two different fuels. This factor will be increased to 20% if at least 10% of the filling stations in the Member State where the vehicle is registered provide biofuels that meet the EU sustainability criteria.

Or. en

Justification

Fuel suppliers are not likely to provide a full refuelling network until there is an adequate demand for the fuel. To overcome this problem, automakers are putting additional technology into alternative fuel vehicles to enable them to automatically sense and operate on combinations of petroleum and biofuels. This additional technological capability, positions

these vehicles for the duration of their useful lives (average 12 years) to operate on biofuels. As these biofuels become more widely available, this could contribute to a very significant reduction in CO2 emissions from the vehicle fleet on a well to wheels basis. The EU is currently putting in place criteria for biofuels to ensure their sustainability.

Amendment 131

Martin Callanan, Chris Davies

Proposal for a regulation

Article 4 a (new)

Text proposed by the Commission

Amendment

Article 4a

Ultra low carbon vehicles

For the purposes of determining compliance by individual manufacturers of passenger cars with the specific emissions target referred to in Article 4, each ultra low carbon vehicle registered in the European Union shall contribute to the calculation of the manufacturer's average specific emissions of CO2 on a multiplier basis, to be progressively phased out between 1 January 2012 and the year beginning 1 January 2016, as laid down in Annex Ia.

Or. en

Justification

Manufacturers are investing significant resources into the development of breakthrough ultra low carbon vehicle technologies with CO2 emissions significantly below anything currently available on the European Market. In their initial production phases, these technologies will carry a very significant cost premium and these vehicles will be available in relatively low volume. To encourage continued investment in their rapid commercialisation, an interim system of legislative super-credits for ultra low carbon vehicles should form part of the proposed regulation.

Amendment 132
Anders Wijkman

Proposal for a regulation
Article 4 a (new)

Text proposed by the Commission

Amendment

Article 4a

Specific emissions targets

For the purposes of determining compliance by individual manufacturers with the specific emissions target referred to in Article 4, the CO₂ emissions as stated in the certificate of conformity for each alternative fuel vehicle registered in the European Union shall be reduced by 5%.

Or. en

Justification

Alternative fuels offer the potential to significantly reduce CO₂ emissions on a well to wheels basis. The vehicle fleet should therefore be adapted to enable the use of these fuels.

Amendment 133
Rebecca Harms

Proposal for a regulation
Article 4 a (new)

Text proposed by the Commission

Amendment

Article 4a

Specific emissions limit

With effect from 1 January 2012, the national authorities shall refuse, on grounds relating to emissions or fuel consumption, to grant EC type approval or national type approval for new types of vehicle which exceed their specific emissions target determined in accordance with Annex I by more than 60

g CO₂/km.

Or. en

Amendment 134
Karl-Heinz Florenz

Proposal for a regulation
Article 4 a (new)

Text proposed by the Commission

Amendment

Article 4a

Specific emission target for alternative fuel vehicles

When compliance with the specific emissions targets set for each individual automobile manufacturer pursuant to Article 4 is being determined, the CO₂ emissions level of an EU-registered alternative-fuel vehicle, as defined in Regulation (EC) No 715/2007, as indicated in the certificate of conformity (CoC) shall be reduced by 5% in recognition of the greater technological potential and the greater potential for emissions reductions offered by the two-fuel operating system. This reduction shall be increased to 20% if at least 10% of all petrol stations in the EU Member State in which the vehicle is registered offer biofuels which meet the EU's sustainability criteria.

Or. de

Justification

The oil industry will only set up a full network of filling stations offering new fuels if there is adequate demand. In order to overcome this problem, automobile manufacturers are fitting their vehicles with a technology which enables engines to run on any combination of petrol and biofuel - a sensor automatically recognises the nature of the fuel mixture. As a result, the vehicles in question can run on biofuels throughout the duration of their useful lives (roughly 12 years), which may lead to significant reductions in CO₂ emissions.

Amendment 135
Christofer Fjellner

Proposal for a regulation
Article 4 a (new)

Text proposed by the Commission

Amendment

Article 4a

Specific emission target for alternative fuel vehicles

For the purpose of determining compliance by individual manufacturers of passenger cars with the specific emissions target referred to in Article 4, the CO₂ emissions as stated in the certificate of conformity for each alternative fuel vehicle, as defined in Regulation (EC) No 715/2007, registered in the European Union shall be reduced by a factor of 5% in recognition of the greater technological and emissions reduction capability to run on biofuels, as defined in Regulation (EC) No 715/2007, that meet the EU sustainability criteria. This factor will increase linearly in relation to the actual consumption of biofuels that meet the EU sustainability criteria, in each Member State. When the alternative fuel fleet in a specific country operates to 80%, or more, on biofuel, the factor will be increased to a maximum of 20%.

Or. en

Justification

The proposed type approval system gives no credits for vehicles that are designed to run on biofuels, only or part-time. This amendment gives a 5% target-reduction in order to give car manufacturers an incentive to produce alternative fuel vehicles, which in itself spur on the technological innovations within this area. The amendment also connects the potential reduction to the actual consumption of biofuels that meets the EU sustainability criteria. This way the amendment gives the car manufacturers an incentive to produce cars that can run at

both petroleum and biofuels, but at the same time gives them the incentive to stimulate consumption of biofuels that meets the EU sustainability criteria - and that way reduces the CO2 emissions by approximately 35%.

Amendment 136
Dorette Corbey

Proposal for a regulation
Article 5 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. Manufacturers may form a pool for the purpose of meeting their obligations on introducing zero emission vehicles as laid down in Annex I, paragraph 2a.

Or. en

Justification

It is necessary to stimulate the production of zero emission vehicles by setting threshold targets. In order to achieve these targets manufacturers should be allowed to form a pool.

Amendment 137
Rebecca Harms

Proposal for a regulation
Article 5 – paragraph 7

Text proposed by the Commission

Amendment

7. Except where notification is given under paragraph 3, the manufacturers in a pool for which information is filed with the Commission shall be considered as if they were one manufacturer for the purposes ***of this Regulation.***

7. Except where notification is given under paragraph 3, the manufacturers in a pool for which information is filed with the Commission shall be considered as if they were one manufacturer for the purposes ***of meeting their obligations under Article 4.. Monitoring and reporting information will be recorded, reported and available in the central register for individual manufacturers as well as any pools.***

Or. en

Amendment 138

Anja Weisgerber, Christa Klaß, Miroslav Mikolášik, Renate Sommer, Thomas Ulmer

Proposal for a regulation

Article 6 – paragraph 1

Text proposed by the Commission

1. For the year beginning 1 January **2010** and each subsequent year, each Member State shall record information for each new passenger car registered in its territory in accordance with Part A of Annex II.

Amendment

1. For the year beginning 1 January **2012** and each subsequent year, each Member State shall record information for each new passenger car registered in its territory in accordance with Part A of Annex II.

Or. de

Justification

Monitoring and notification of average emissions should start when the new rules are introduced, in order to prevent market distortions and discrimination against manufacturers.

Amendment 139

Bogusław Sonik

Proposal for a regulation

Article 6 – paragraph 1

Text proposed by the Commission

1. For the **year** beginning 1 January **2010** and each subsequent **year**, each Member State shall record information for each new passenger car registered in its territory in accordance with Part A of Annex II.

Amendment

1. For the **month** beginning 1 January **2012** and each subsequent **month**, each Member State shall record information for each new passenger car registered in its territory in accordance with Part A of Annex II. **The data should be provided to manufacturers.**

Or. en

Justification

Monitoring and reporting should go in line with the implementation of the regulation in order to avoid market distortion and discrimination of manufacturers. Therefore, the starting year should be 2012. Manufacturers need to know monthly performance data so as to be able to, if

necessary, respond to market developments.

Amendment 140
Martin Callanan

Proposal for a regulation
Article 6 – paragraph 1

Text proposed by the Commission

1. For the **year** beginning 1 January **2010** and each subsequent **year**, each Member State shall record information for each new passenger car registered in its territory in accordance with Part A of Annex II.

Amendment

1. For the **month** beginning 1 January **2012** and each subsequent **month**, each Member State shall record information for each new passenger car registered in its territory in accordance with Part A of Annex II. ***The data should be provided to manufacturers.***

Or. en

Justification

Monitoring and reporting should go in line with the implementation of the regulation in order to avoid market distortion and discrimination of manufacturers. Therefore, the starting year should be 2012. Manufacturers need to know monthly performance data so as to be able to, if necessary, respond to market developments.

Amendment 141
Péter Olajos

Proposal for a regulation
Article 6 – paragraph 1

Text proposed by the Commission

1. For the **year** beginning 1 January **2010** and each subsequent **year**, each Member State shall record information for each new passenger car registered in its territory in accordance with Part A of Annex II.

Amendment

1. For the **month** beginning 1 January **2012** and each subsequent **month**, each Member State shall record information for each new passenger car registered in its territory in accordance with Part A of Annex II. ***The data should be provided to manufacturers.***

Or. en

Justification

Monitoring and reporting should go in line with the implementation of the regulation in order to avoid market distortion and discrimination of manufacturers. Therefore, the starting year should be 2012. Manufacturers need to know monthly performance data so as to be able to, if necessary, respond to market developments.

Amendment 142 **Thomas Ulmer**

Proposal for a regulation **Article 6 – paragraph 2**

Text proposed by the Commission

2. By **28 February 2011** and each subsequent year, the Member State shall determine and transfer to the Commission the information listed in Part B of Annex II in respect of the preceding calendar year. The data shall be transmitted in accordance with the format specified in Part C of Annex II.

Amendment

2. By **31 July 2012** and each subsequent **half** year, the Member State shall determine and transfer to the Commission the information, **verified by a certified auditor**, listed in Part B of Annex II in respect of the preceding calendar year. The data shall be transmitted in accordance with the format specified in Part C of Annex II.

Or. en

Justification

Monitoring and reporting should go in line with the implementation of the regulation in order to avoid market distortion and discrimination of manufacturers. Therefore, the starting year should be 2012. It is key that manufacturers know early on what the official CO2 figure will be and hence the Commission's provisional calculations and report must be on a half-year basis. Therefore, the Member States must deliver the data on a half-year basis too. The verification of the Member States data by a certified auditor should ensure that Member States collect and monitor the CO2 figures from the Certificate of Conformity paper and that the car models are allocated to right manufacturers.

Amendment 143
Martin Callanan

Proposal for a regulation
Article 6 – paragraph 2

Text proposed by the Commission

2. By 28 February 2011 and each subsequent year, the Member State shall determine and transfer to the Commission the information listed in Part B of Annex II in respect of the preceding calendar year. The data shall be transmitted in accordance with the format specified in Part C of Annex II.

Amendment

2. By 28 February 2011 and each subsequent year, the Member State shall determine and transfer to the Commission the information, **verified by a certified auditor**, listed in Part B of Annex II in respect of the preceding calendar year. The data shall be transmitted in accordance with the format specified in Part C of Annex II.

Or. en

Justification

The verification of the Member States data by a certified auditor should ensure that Member States collect and monitor the CO2 figures from the Certificate of Conformity paper and that the car models are allocated to right manufacturers.

Amendment 144
Bogusław Sonik

Proposal for a regulation
Article 6 – paragraph 2

Text proposed by the Commission

2. By **28 February 2011** and each subsequent year, the Member State shall determine and transfer to the Commission the information listed in Part B of Annex II in respect of the preceding calendar year. The data shall be transmitted in accordance with the format specified in Part C of Annex II.

Amendment

2. By **31 July 2012** and each subsequent **half** year, the Member State shall determine and transfer to the Commission the information, **verified by a certified auditor**, listed in Part B of Annex II in respect of the preceding calendar year. The data shall be transmitted in accordance with the format specified in Part C of Annex II.

Or. en

Justification

Monitoring and reporting should go in line with the implementation of the regulation in order to avoid market distortion and discrimination of manufacturers. Therefore, the starting year should be 2012. It is key that manufacturers know early on what the official CO2 figure will be and hence the Commission's provisional calculations and report must be on a half-year basis. Therefore, the Member States must deliver the data on a half-year basis too. The verification of the Member States data by a certified auditor should ensure that Member States collect and monitor the CO2 figures from the Certificate of Conformity paper and that the car models are allocated to right manufacturers.

Amendment 145

Dorette Corbey

Proposal for a regulation

Article 6 – paragraph 2 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

For the year beginning 1 January 2016 and each subsequent year, the Member State shall determine and transfer to the Commission the information listed in Part B of Annex II in respect of the preceding calendar year regarding zero emission vehicles on the basis of the methodology for calculating the greenhouse gas emissions related to the energy used producing fuel for zero emission vehicles as referred to in paragraph 4a. The data shall be transmitted in accordance with the format specified in Part C of Annex II.

Or. en

Justification

It is necessary to stimulate the production of zero emission vehicles. The production of fuels for zero emission vehicles causes GHG-emissions for example as a result of the electricity production for electric vehicles. These need to be accounted for from 2016 onwards. Not counting the total CO2-emissions before this year will provide an extra incentive for zero emission vehicles.

Amendment 146
Bogusław Sonik

Proposal for a regulation
Article 6 – paragraph 4 – introductory part

Text proposed by the Commission

4. The Commission shall keep a central register of the data reported by Member States under this Article and by 30 **June 2011** and each subsequent year shall provisionally calculate for each manufacturer:

Amendment

4. The Commission shall keep a central register of the data reported by Member States under this Article and by 30 **August 2012** and each subsequent **half** year shall provisionally calculate for each manufacturer:

Or. en

Justification

Monitoring and reporting should go in line with the implementation of the regulation in order to avoid market distortion and discrimination of manufacturers. Therefore, the starting year should be 2012. It is key that manufacturers know early on what the official CO2 figure will be and hence the Commission's provisional calculations and report must be on a half-year basis.

Amendment 147
Dorette Corbey

Proposal for a regulation
Article 6 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

4a. The Commission shall establish before 1 January 2010 a methodology for calculating the greenhouse gas emissions related to the energy used producing fuel for zero emission vehicles, using the average amount of energy used to produce fuel for zero emission vehicles per Member State unless a manufacturer can prove that the amount of energy used to produce fuel for its zero emission vehicles is lower than the average.

Justification

Zero emission vehicles cause indirect GHG-emissions for example as a result of the electricity production for electric vehicles. A methodology is needed to calculate these indirect emissions.

Amendment 148
Bogusław Sonik

Proposal for a regulation
Article 6 – paragraph 5

Text proposed by the Commission

5. Manufacturers may, within **2 months** of being notified of the provisional calculation under paragraph 4, notify the Commission of any errors in the data specifying the Member State in which it considers that the error occurred.

The Commission shall consider any notifications from manufacturers and shall by **30 September** either confirm or amend and confirm the provisional calculations under paragraph 4.

Amendment

5. Manufacturers may, within **6 months** of being notified of the provisional **calendar year** calculation under paragraph 4, notify the Commission of any errors in the data specifying the Member State in which it considers that the error occurred.

The Commission shall consider any notifications from manufacturers and shall by **31 March of the subsequent year** either confirm or amend and confirm the provisional calculations under paragraph 4 **for the full year**.

Justification

With the expansion of the EU to 27 Member States and with it the need for CO2 data verification, it is not viable for manufacturers, to notify the Commission of any errors in the data of the Member States within 2 months.

Amendment 149
Christofer Fjellner

Proposal for a regulation
Article 6 – paragraph 8 a (new)

Text proposed by the Commission

Amendment

8a. On a manufacturer's request, eco-innovations shall be considered in the calculation of the average CO₂ emissions of a manufacturer.

The request shall include:

(a) the calendar year;

(b) concrete eco-innovations;

(c) a definition of the vehicles which have been equipped with these eco-innovations; and

(d) a certificate from an independent qualified institute.

The Commission shall adopt the necessary implementing measures in accordance with the regulatory procedure with scrutiny referred to in Article 12.

Or. en

Justification

This definition of how the usage and role of eco-innovations is required, since eco-innovations can deliver a substantial contribution to the over-all emission cuttings.

Amendment 150
Thomas Ulmer

Proposal for a regulation
Article 6 – paragraph 8 a (new)

Text proposed by the Commission

Amendment

8a. On a manufacturer's request, eco-innovations shall be considered in the calculation of the average CO2 emissions of a manufacturer.

The request shall include:

(a) the calendar year;

(b) concrete eco-innovations;

(c) a definition of the vehicles which have been equipped with these eco-innovations; and

(d) a certificate from an independent qualified institute.

b. The Commission shall adopt the necessary implementing measures in accordance with the regulatory procedure with scrutiny referred to in Article 12.

Or. en

Justification

A definition is required for those CO2-emissions reducing innovations that further improve CO2 performance beyond the additional measures mentioned in article 1 and which do not show in the test cycle. These eco-innovations can deliver a substantial contribution to the environment, the driver and European society as a whole.

Amendment 151
Chris Davies

Proposal for a regulation
Article 7 – paragraph 1

Text proposed by the Commission

Amendment

1. In respect of each calendar year from **2012** onwards for which a manufacturer's

1. In respect of each calendar year from **2015** onwards for which a manufacturer's

average specific emissions of CO₂ exceed its specific emissions target in that year, the Commission shall impose an excess emissions premium on the manufacturer or, in the case of a pool, the pool manager.

average specific emissions of CO₂ exceed its specific emissions target in that year, the Commission shall impose an excess emissions premium on the manufacturer or, in the case of a pool, the pool manager.

Or. en

Justification

Amendment confirms the timetable agreed by Parliament in October 2007. Intended to be linked to the environmentally more ambitious target of reducing average emissions to 125 g CO₂/km.

Amendment 152 **Holger Krahmer**

Proposal for a regulation **Article 7 – paragraph 1**

Text proposed by the Commission

1. In respect of each calendar year from 2012 onwards for which a manufacturer's average specific emissions of CO₂ exceed its specific emissions target in that year, the Commission shall impose an excess emissions premium on the manufacturer or, in the case of a pool, the pool manager.

Amendment

1. In respect of each calendar year from 2012 onwards for which a manufacturer's average specific emissions of CO₂, ***adjusted for CO₂ emission reductions delivered by eco-innovations and balanced over three consecutive years,*** exceed its specific emissions target in that year, the Commission shall impose an excess emissions premium on the manufacturer or, in the case of a pool, the pool manager.

Or. en

Justification

It is unrealistic that an individual vehicle manufacturer can precisely steer the average CO₂ emissions per calendar year taking into consideration EU27 given unforeseeable complexities such as timing and logistical uncertainties, monitoring differences and unexpected customer demand changes, technical delay of planned launches of new vehicle models and the overall economic situation in the different member states. Eco-innovations further improve CO₂ performance beyond the additional measures mentioned in article 1 and which do not show in the test cycle.

Amendment 153
Bogusław Sonik

Proposal for a regulation
Article 7 – paragraph 1

Text proposed by the Commission

1. In respect of each calendar year from 2012 onwards for which a manufacturer's average specific emissions of CO₂ exceed its specific emissions target in that year, the Commission shall impose an excess emissions premium on the manufacturer or, in the case of a pool, the pool manager.

Amendment

1. In respect of each calendar year from 2012 onwards for which a manufacturer's average specific emissions of CO₂, ***adjusted for CO₂ emission reductions delivered by eco-innovations and balanced over three consecutive years***, exceed its specific emissions target in that year, the Commission shall impose an excess emissions premium on the manufacturer or, in the case of a pool, the pool manager.

Or. en

Amendment 154
Martin Callanan, Pilar Ayuso

Proposal for a regulation
Article 7 – paragraph 1

Text proposed by the Commission

1. In respect of each calendar year from 2012 onwards for which a manufacturer's average specific emissions of CO₂ exceed its specific emissions target in that year, the Commission shall impose an excess emissions premium on the manufacturer or, in the case of a pool, the pool manager.

Amendment

1. In respect of each calendar year from 2012 onwards for which a manufacturer's average specific emissions of CO₂, ***adjusted for CO₂ emission reductions delivered by eco-innovations and balanced over two consecutive years***, exceed its specific emissions target in that year, the Commission shall impose an excess emissions premium on the manufacturer or, in the case of a pool, the pool manager.

Or. en

Justification

It is unrealistic that an individual vehicle manufacturer can precisely steer the average CO2 emissions per calendar year taking into consideration EU27 given unforeseeable complexities such as timing and logistical uncertainties, monitoring differences and unexpected customer demand changes, technical delay of planned launches of new vehicle models and the overall economic situation in the different Member States. Eco-innovations further improve CO2 performance beyond the additional measures mentioned in Article 1 and which do not show in the test cycle.

Amendment 155

Thomas Ulmer

Proposal for a regulation

Article 7 – paragraph 1

Text proposed by the Commission

1. In respect of each calendar year from 2012 onwards for which a manufacturer's average specific emissions of CO₂ exceed its specific emissions target in that year, the Commission shall impose an excess emissions premium on the manufacturer or, in the case of a pool, the pool manager.

Amendment

1. In respect of each calendar year from 2012 onwards for which a manufacturer's average specific emissions of CO₂, ***adjusted for CO2 emission reductions delivered by eco-innovations and balanced over three consecutive years,*** exceed its specific emissions target in that year, the Commission shall impose an excess emissions premium on the manufacturer or, in the case of a pool, the pool manager.

Or. en

Justification

It is unrealistic that an individual vehicle manufacturer can precisely steer the average CO2 emissions per calendar year taking into consideration EU27 given unforeseeable complexities such as timing and logistical uncertainties, monitoring differences and unexpected customer demand changes, technical delay of planned launches of new vehicle models and the overall economic situation in the different member states. Eco-innovations further improve CO2 performance beyond the additional measures mentioned in article 1 and which do not show in the test cycle.

Amendment 156
Peter Liese

Proposal for a regulation
Article 7 – paragraph 1

Text proposed by the Commission

1. In respect of each calendar year from **2012** onwards for which a manufacturer's average specific emissions of CO₂ exceed its specific emissions target in that year, the Commission shall impose an excess emissions premium on the manufacturer or, in the case of a pool, the pool manager.

Amendment

1. In respect of each calendar year from **2013** onwards for which a manufacturer's average specific emissions of CO₂ exceed its specific emissions target in that year, the Commission shall impose an excess emissions premium on the manufacturer or, in the case of a pool, the pool manager.

Or. de

Justification

Automobile manufacturers claim that product development cycles make it unrealistic to introduce the new rules as from 2012. It should be pointed out, however, that the target of 120 g for 2012 was set in political terms as long ago as 1994. As a compromise, the amendment suggests that penalties should be introduced only with effect from 2013, rather than 2012, as proposed by the Commission. In this way, the problems for automobile manufacturers will be alleviated, but the political message (entry into force in 2012) will remain a strong one. Manufacturers which comply with the law will certainly be rewarded with rising sales figures.

Amendment 157
Kurt Joachim Lauk

Proposal for a regulation
Article 7 – paragraph 1

Text proposed by the Commission

In respect of each calendar year from **2012** onwards for which a manufacturer's average specific emissions of CO₂ exceed its specific emissions target in that year, the Commission shall impose an excess emissions premium on the manufacturer or, in the case of a pool, the pool manager.

Amendment

In respect of each calendar year from **2015** onwards for which a manufacturer's average specific emissions of CO₂ exceed its specific emissions target in that year, the Commission shall impose an excess emissions premium on the manufacturer or, in the case of a pool, the pool manager.

Justification

In the light of the automobile industry's standard development and production cycles of five to seven years, binding targets can be set only with effect from 2015. An earlier target date would be at odds with economic realities.

Amendment 158

Marie-Noëlle Lienemann, Françoise Grossetête

Proposal for a regulation

Article 7 – paragraph 2

Text proposed by the Commission

2. The excess emissions premium under paragraph 1 shall be calculated using the following formula:

Excess emissions x number of new passenger cars x excess emissions premium prescribed in paragraph 3.

Where:

'Excess emissions' means the positive number of grams per kilometre by which the manufacturer's average specific emissions exceeded its specific emissions target in the calendar year rounded to the nearest three decimal places; and

'Number of new passenger cars' means the number of new passenger cars for which it is the manufacturer and which were registered in that year.

Amendment

2. The excess emissions premium under paragraph 1 shall be calculated using the following formula:

Excess emissions x number of new passenger cars ***which emit more than 130 g CO₂/km plus 50% of the number of new passenger cars which emit 130 g CO₂/km or less*** x excess emissions premium prescribed in paragraph 3.

Where:

'Excess emissions' means the positive number of grams per kilometre by which the manufacturer's average specific emissions exceeded its specific emissions target in the calendar year rounded to the nearest three decimal places; and

'Number of new passenger cars' means the number of new passenger cars for which it is the manufacturer and which were registered in that year.

Or. fr

Justification

A 60% gradient is a steep one and will cause social injustice in the way in which the regulatory burden is borne, as some manufacturers will be assigned individual targets < 130g

CO₂/km. An adjustment to the penalties would make it possible to respect the 'polluter pays' principle and would correct this injustice by reducing the level of penalties imposed on vehicles which already comply with the general target of 130g.

Amendment 159

Marie-Noëlle Lienemann

Proposal for a regulation

Article 7 – paragraph 2

Text proposed by the Commission

2. The excess emissions premium under paragraph 1 shall be calculated using the following formula:

Excess emissions x number of new **passenger cars** x excess emissions premium prescribed in paragraph 3.

Where:

'Excess emissions' means the positive number of grams per kilometre by which the manufacturer's average specific emissions exceeded its specific emissions target in the calendar year rounded to the nearest three decimal places; and

'Number of new passenger cars' means the number of new passenger cars for which it is the manufacturer and which were registered in that year.

Amendment

2. The excess emissions premium under paragraph 1 shall be calculated using the following formula:

Excess emissions x number of new **vehicles whose mean does not comply with the specific emission target of the manufacturer** x excess emissions premium prescribed in paragraph 3.

Where:

'Excess emissions' means the positive number of grams per kilometre by which the manufacturer's average specific emissions exceeded its specific emissions target in the calendar year rounded to the nearest three decimal places; and

'number of new vehicles whose mean does not comply with the specific emission target of the manufacturer' means the number of new vehicles produced by the manufacturer and registered during the year in question whose emissions exceed a limit, such as the mean emissions from all vehicles registered by the manufacturer with emissions below this limit, corresponds to the specific target of the manufacturer.

Or. fr

Justification

The penalties for excessive emissions do not comply with the fundamental principle 'the polluter pays': it is not acceptable that they should be applied to all vehicles irrespective of their emission level. The application of this principle requires a recognition of conformity for all volumes whose mean complies with the specific emission level of the manufacturer in question. This will give the manufacturer an incentive to place on the market as quickly as possible the maximum number of vehicles which accord with their own specific emission target.

Amendment 160

Anne Ferreira

Proposal for a regulation

Article 7 – paragraph 2

Text proposed by the Commission

2. The excess emissions premium under paragraph 1 shall be calculated using the following formula:

Excess emissions x number of new passenger cars x excess emissions premium prescribed in paragraph 3.

Where:

'Excess emissions' means the positive number of grams per kilometre by which the manufacturer's average specific emissions exceeded its specific emissions target in the calendar year rounded to the nearest three decimal places; and

'Number of new passenger cars' means the number of new passenger cars for which it is the manufacturer and which were registered in that year.

Amendment

2. The excess emissions premium under paragraph 1 shall be calculated using the following formula:

Excess emissions x number of new passenger cars ***which emit more than 130 g CO₂/km*** x excess emissions premium prescribed in paragraph 3.

Where:

'Excess emissions' means the positive number of grams per kilometre by which the manufacturer's average specific emissions exceeded its specific emissions target in the calendar year rounded to the nearest three decimal places; and

'Number of new passenger cars' means the number of new passenger cars for which it is the manufacturer and which were registered in that year.

Or. fr

Justification

A 60% gradient is a steep one and will cause social injustice in the way in which the regulatory burden is borne, as some manufacturers will be assigned individual targets < 130g CO₂/km. An adjustment to the penalties would make it possible to respect the 'polluter pays'

principle and would correct this injustice by reducing the level of penalties imposed on vehicles which already comply with the general target of 130g.

Amendment 161

Umberto Guidoni, Roberto Musacchio

Proposal for a regulation

Article 7 – paragraph 2

Text proposed by the Commission

2. The excess emissions premium under paragraph 1 shall be calculated using the following formula:

Excess emissions x number of new passenger cars x excess emissions premium prescribed in paragraph 3.

Where:

'Excess emissions' means the positive number of grams per kilometre by which the manufacturer's average specific emissions exceeded its specific emissions target in the calendar year rounded to the nearest three decimal places; and

'Number of new passenger cars' means the number of new passenger cars for which it is the manufacturer and which were registered in that year.

Amendment

2. The excess emissions premium under paragraph 1 shall be calculated using the following formula:

Excess emissions x number of new passenger cars ***whose mean does not comply with the specific emission target of the manufacturer*** x excess emissions premium prescribed in paragraph 3.

Where:

'Excess emissions' means the positive number of grams per kilometre by which the manufacturer's average specific emissions exceeded its specific emissions target in the calendar year rounded to the nearest three decimal places; and

'Number of new passenger cars ***whose mean does not comply with the specific emission target of the manufacturer***' means the number of new passenger cars for which it is the manufacturer and which were registered in that year ***whose emissions exceed a limit, such as the mean emissions from all vehicles registered by the manufacturer with emissions below this limit, corresponds to the specific target of the manufacturer.***

Or. it

Justification

The proposed premiums are out of step with the 'polluter pays' principle, and it is

unacceptable for them to apply to all vehicles irrespective of their emission level. The application of this principle requires a recognition of conformity for all volumes whose mean complies with the specific emission level of the manufacturer in question. This will give the manufacturer an incentive steadily to increase the number of low-emissions vehicles placed on the market.

Amendment 162

Amalia Sartori, Alessandro Foglietta, Vittorio Prodi, Donato Tommaso Veraldi

Proposal for a regulation

Article 7 – paragraph 2

Text proposed by the Commission

2. The excess emissions premium under paragraph 1 shall be calculated using the following formula:

Excess emissions x number of new passenger cars x excess emissions premium prescribed in paragraph 3.

Where:

'Excess emissions' means the positive number of grams per kilometre by which the manufacturer's average specific emissions exceeded its specific emissions target in the calendar year rounded to the nearest three decimal places; and

'Number of new passenger cars' means the number of new passenger cars for which it is the manufacturer and which were registered in that year.

Amendment

2. The excess emissions premium under paragraph 1 shall be calculated using the following formula:

Excess emissions x number of new passenger cars ***whose mean does not comply with the specific emission target of the manufacturer*** x excess emissions premium prescribed in paragraph 3.

Where:

'Excess emissions' means the positive number of grams per kilometre by which the manufacturer's average specific emissions exceeded its specific emissions target in the calendar year rounded to the nearest three decimal places; and

'Number of new passenger cars ***whose mean does not comply with the specific emission target of the manufacturer***' means the number of new passenger cars for which it is the manufacturer and which were registered in that year ***whose emissions exceed a limit, such as the mean emissions from all vehicles registered by the manufacturer with emissions below this limit, corresponds to the specific target of the manufacturer.***

Or. it

Justification

The proposed premiums are out of step with the 'polluter pays' principle, and it is unacceptable for them to apply to all vehicles irrespective of their emission level. The application of this principle requires a recognition of conformity for all volumes whose mean complies with the specific emission level of the manufacturer in question. This will give the manufacturer an incentive steadily to increase the number of low-emissions vehicles placed on the market.

Amendment 163

Magor Imre Csibi, Daciana Octavia Sârbu, Nicodim Bulzesc

Proposal for a regulation

Article 7 – paragraph 2 – subparagraph 2

Text proposed by the Commission

Excess emissions x number of new passenger cars x excess emissions premium prescribed in paragraph 3.

Amendment

Excess emissions x number of new passenger cars **emitting more than 130 g CO₂/km plus 50% of the number of new passenger cars emitting 130 g CO₂/km or less** x excess emissions premium prescribed in paragraph 3.

Or. en

Justification

A modulation of penalties would put the “polluter pays” principle back into practice. The proposed system would lead to the diffusion of more low emitting cars, to ensure the continued renewal of the car fleet and thus attain the global objective of reducing total CO₂ emissions.

Amendment 164

Chris Davies

Proposal for a regulation

Article 7 – paragraph 3

Text proposed by the Commission

3. The excess emissions premium shall be:
(a) in relation to excess emissions in the

Amendment

3. The excess emissions premium shall be:
(a) in relation to excess emissions in the

calendar year 2012, 20 euros;

(b) in relation to *excess emissions in the calendar year 2013, 35 euros; and*

(c) in relation to excess emissions in the calendar year 2014, 60 euros; and

(d) in relation to excess emissions in the calendar year 2015 and subsequent calendar years, 95 euros.

calendar year 2015, 95 euros.

(b) in relation to *subsequent years, the same amount plus an additional 50% for each and every year.*

Or. en

Justification

Amendment confirms the timetable agreed by Parliament in October 2007 and is intended to be linked to the environmentally more ambitious target of reducing average emissions to 125 g CO₂/km. Penalties should be introduced from 2015 and should increase each year. Revenue raised from car manufacturers that fail to comply should be redistributed to manufacturers of lower emission cars, many of which are working with lower profit margins as a result of following a more environmentally beneficial strategy.

Amendment 165

Thomas Ulmer

Proposal for a regulation

Article 7 – paragraph 3

Text proposed by the Commission

3. The excess emissions premium shall be:

(a) in relation to excess emissions in the calendar year 2012, 20 euros;

(b) in relation to excess emissions in the calendar year 2013, 35 euros; and

(c) in relation to excess emissions in the calendar year 2014, 60 euros; and

(d) in relation to excess emissions in the calendar year 2015 and subsequent calendar years, 95 euros.

Amendment

3. The excess emissions premium shall be ***similar to premiums paid in other sectors under the European Emission Trading Scheme.***

Justification

The excess emissions premiums, as proposed, are totally disproportionate and not in the least comparable with other sectors. They would be very damaging for the industry by threatening its competitiveness and viability. The present EEP would be equivalent to €475/t in 2015, whereas a comparison to other sectors shows for EU ETS: 20 to 40 €/t; additional ETS penalty price: 100 €/t (in case of non-compliance); and promotion of clean and energy efficient road transport vehicles: 20€/t.

Amendment 166**Peter Liese****Proposal for a regulation****Article 7 – paragraph 3***Text proposed by the Commission*

3. The excess emissions premium shall be:

(a) in relation to excess emissions in the calendar year **2012**, **20** euros;

(b) in relation to excess emissions in the calendar year **2013**, **35** euros;

(c) in relation to excess emissions in the calendar year **2014**, **60** euros; **and**

(d) in relation to excess emissions in the calendar year 2015 and subsequent calendar years, 95 euros.

Amendment

3. The excess emissions premium shall be:

(a) in relation to excess emissions in the calendar year **2013**, **35** euros;

(b) in relation to excess emissions in the calendar year **2014**, **60** euros; **and**

(c) in relation to excess emissions in the calendar year **2014**, **95** euros.

Or. de

Justification

Automobile manufacturers claim that product development cycles make it unrealistic to introduce the new rules as from 2012. It should be pointed out, however, that the target of 120 g for 2012 was set in political terms as long ago as 1994. As a compromise, the amendment proposes that penalties should be introduced only with effect from 2013, rather than 2012, as proposed by the Commission. In this way, the problems for automobile manufacturers will be alleviated, but the political message (entry into force in 2012) will remain a strong one. Manufacturers which comply with the law will certainly be rewarded with rising sales figures.

Amendment 167
Matthias Groote

Proposal for a regulation
Article 7 – paragraph 3

Text proposed by the Commission

3. The excess emissions premium shall be:

(a) in relation to excess emissions in the calendar year 2012, 20 euros;

(b) in relation to excess emissions in the calendar year 2013, 35 euros;

(c) in relation to excess emissions in the calendar year 2014, 60 euros; and

(d) in relation to excess emissions in the calendar year 2015 and subsequent calendar years, 95 euros.

Amendment

3. The excess emissions premium *for the period as from 2012* shall be **EUR 95**.

Or. de

Justification

There must only be a phasing-in period. The phasing-in period involving the new car fleet will offer manufacturers the flexibility they need to adjust to the target for average specific CO₂ emissions. Should manufacturers be unable to achieve the target, as from 2012 they should pay € 95 per gram of excess emissions.

Amendment 168
Karl-Heinz Florenz

Proposal for a regulation
Article 7 – paragraph 3

Text proposed by the Commission

3. The excess emissions premium shall be:

(a) in relation to excess emissions in the calendar year 2012, **20 euros**;

(b) in relation to excess emissions in the calendar year 2013, **35 euros**;

Amendment

3. The excess emissions premium *pursuant to Article 1* shall be:

(a) in relation to excess emissions in the calendar year 2012, **EUR 10**;

(b) in relation to excess emissions in the calendar year 2013, **EUR 20**;

(c) in relation to excess emissions in the calendar year 2014, **60 euros**; *and*

(d) in relation to excess emissions in the calendar year 2015 and subsequent calendar years, **95 euros**.

(c) in relation to excess emissions in the calendar year 2014, **EUR 30**;

(d) in relation to excess emissions in the calendar year 2015 and subsequent calendar years, **EUR 40**.

Or. de

Justification

The premiums proposed by the Commission of between EUR 100 and EUR 475 per tonne of CO₂ are much higher than the comparable prices for CO₂ certificates under the emissions trading system. This unfair treatment of car manufacturers and, by extension, their customers is unjustified and economically inefficient. The proposed penalties would seriously undermine the industry's ability to innovate.

Amendment 169

Anja Weisgerber, Thomas Ulmer, Christa Klauß, Miroslav Mikolášik, Karsten Friedrich Hoppenstedt, Horst Schnellhardt

Proposal for a regulation

Article 7 – paragraph 3

Text proposed by the Commission

3. The excess emissions premium shall be:

(a) in relation to excess emissions in the calendar year 2012, **20 euros**;

(b) in relation to excess emissions in the calendar year 2013, **35 euros**;

(c) in relation to excess emissions in the calendar year 2014, **60 euros**; *and*

(d) in relation to excess emissions in the calendar year 2015 and subsequent calendar years, **95 euros**.

Amendment

3. The excess emissions premium ***pursuant to Article 1*** shall be:

(a) in relation to excess emissions in the calendar year 2012, **EUR 10**;

(b) in relation to excess emissions in the calendar year 2013, **EUR 20**;

(c) in relation to excess emissions in the calendar year 2014, **EUR 30**;

(d) in relation to excess emissions in the calendar year 2015 and subsequent calendar years, **EUR 40**.

Or. de

Justification

The premiums proposed by the Commission of between EUR 100 and EUR 475 per tonne of

CO₂ are much higher than the comparable prices for CO₂ certificates under the emissions trading system. This unfair treatment of car manufacturers and, by extension, their customers is unjustified and economically inefficient. The proposed penalties would seriously undermine the industry's ability to innovate.

Amendment 170
Jens Holm

Proposal for a regulation
Article 7 – paragraph 3

Text proposed by the Commission

3. The excess emissions premium shall be:

(a) in relation to excess emissions in the calendar year 2012, 20 euros;

(b) in relation to excess emissions in the calendar year 2013, 35 euros; and

(c) in relation to excess emissions in the calendar year 2014, 60 euros; and

(d) in relation to excess emissions in the calendar year 2015 and subsequent calendar years, 95 euros.

Amendment

3. The excess emissions premium ***in relation to excess emissions in the calendar year 2012, and subsequent years,*** shall be ***150 euros.***

Or. en

Justification

To ensure compliance, penalties must be set a level that is high enough and the full level must apply as of 2012. Delaying the penalties would only postpone an efficient functioning of the regime.

Amendment 171
Jorgo Chatzimarkakis

Proposal for a regulation
Article 7 – paragraph 3

Text proposed by the Commission

3. The excess emissions premium shall be:

(a) in relation to excess emissions in the calendar year 2012, 20 euros;

(b) in relation to excess emissions in the calendar year 2013, 35 euros; and

(c) in relation to excess emissions in the calendar year 2014, 60 euros; and

(d) in relation to excess emissions in the calendar year 2015 and subsequent calendar years, 95 euros.

Amendment

3. The excess emissions premium *in relation to excess emissions from 2015 onwards* shall be **40 euros**.

Or. en

Justification

The Commission's proposed premiums of between 100 and 475 euros per tonne of CO₂ are much higher than comparable CO₂ certificate prices in the EU emissions trading system. Putting car manufacturers and their customers at an unfair disadvantage in this way is not justified and is economically inefficient. The proposed penalties would significantly weaken the industry's capacity for innovation.

Amendment 172
Rebecca Harms

Proposal for a regulation
Article 7 – paragraph 3

Text proposed by the Commission

3. The excess emissions premium shall be:

Amendment

3. The excess emissions premium *in relation to excess emissions in the calendar year 2012 and subsequent calendar years* shall be **150 euros**.

(a) in relation to excess emissions in the calendar year 2012, 20 euros;

(b) in relation to excess emissions in the calendar year 2013, 35 euros; and

(c) in relation to excess emissions in the calendar year 2014, 60 euros; and

(d) in relation to excess emissions in the calendar year 2015 and subsequent calendar years, 95 euros.

Or. en

Justification

The excess emission premium should be relatively high in order to ensure that all manufacturers comply with their targets. The Commission's impact assessment states " ... achieving a deterrent effect across the board would require basing premium levels on the upper range of the marginal abatement costs (150 €/gram) for certain manufacturers. "

Amendment 173

Péter Olajos

Proposal for a regulation

Article 7 – paragraph 3

Text proposed by the Commission

3. The excess emissions premium shall be:

(a) in relation to excess emissions in the calendar year 2012, 20 euros;

(b) in relation to excess emissions in the calendar year 2013, 35 euros; and

(c) in relation to excess emissions in the calendar year 2014, 60 euros; and

(d) in relation to excess emissions in the calendar year 2015 and subsequent calendar years, 95 euros.

Amendment

3. The excess emissions premium shall be ***similar to premiums paid in other sectors under the European Emission Trading Scheme, not exceeding €20/g.***

Or. en

Justification

The excess emissions premiums, as proposed, are totally disproportionate and not in the least comparable with other sectors. They would be very damaging for the industry by threatening its competitiveness and viability. The present EEP would be equivalent to €475/t in 2015, whereas a comparison to other sectors shows for EU ETS: 20 to 40 €/t; additional ETS penalty price: 100 €/t (in case of non-compliance); and promotion of clean and energy efficient road transport vehicles: 20€/t.

Amendment 174

Amalia Sartori, Alessandro Foglietta, Vittorio Prodi, Donato Tommaso Veraldi

Proposal for a regulation

Article 7 – paragraph 3

Text proposed by the Commission

Amendment

3. The excess emissions premium shall be:

3. The excess emissions premium shall be ***similar to those set for other sectors under the EU Emission Trading Scheme (ETS), namely EUR 20.***

(a) in relation to excess emissions in the calendar year 2012, 20 euros;

(b) in relation to excess emissions in the calendar year 2013, 35 euros;

(c) in relation to excess emissions in the calendar year 2014, 60 euros; and

(d) in relation to excess emissions in the calendar year 2015 and subsequent calendar years, 95 euros.

Or. it

Justification

Excess emissions premiums are unjustly disproportionate in comparison with the premiums payable from 2012 (EUR 100/tonne) under the EU Emission Trading Scheme (ETS). EUR 95 per gram per kilometre is, in fact, equivalent to EUR 475 per tonne of CO₂. The premium for the motor vehicle sector should be brought into line with the premiums for the sectors coming under the ETS, at € 20 per g/km of CO₂ (equivalent to € 100 per tonne)).

Amendment 175
Pilar Ayuso

Proposal for a regulation
Article 7 – paragraph 3

Text proposed by the Commission

Amendment

3. The excess emissions premium **shall be**:

3. The excess emissions premium **shall be similar to the penalties payable in other sectors in the context of the EU's emissions trading scheme.**

(a) in relation to excess emissions in the calendar year 2012, 20 euros;

(b) in relation to excess emissions in the calendar year 2013, 35 euros;

(c) in relation to excess emissions in the calendar year 2014, 60 euros; and

(d) in relation to excess emissions in the calendar year 2015 and subsequent calendar years, 95 euros.

Or. es

Justification

The penalties or compensatory payments proposed are totally disproportionate and in no way permit comparison with other sectors. The current penalties amount to EUR/t 475 for 2015, or, by comparison with other sectors within the European emissions trading system, EUR/t 20 to 40, with extra penalties of EUR/t 100 (in case of non-compliance) and promotion of energy-efficient transport to the tune of EUR/t 20.

Amendment 176
Adam Gierek

Proposal for a regulation
Article 7 – paragraph 3

Text proposed by the Commission

Amendment

3. The excess emissions premium shall be:

3. The excess emissions premium shall be ***similar to those set for industrial sectors under the EU Emission Trading Scheme (ETS) in the Member States.***

(a) in relation to excess emissions in the calendar year 2012, 20 euros;

(b) in relation to excess emissions in the calendar year 2013, 35 euros;

(c) in relation to excess emissions in the calendar year 2014, 60 euros; and

(d) in relation to excess emissions in the calendar year 2015 and subsequent calendar years, 95 euros.

Or. pl

Justification

Excess emissions premiums are unjustly disproportionate in comparison with the premiums payable from 2012 (EUR 100/tonne) under the EU Emission Trading Scheme (ETS). EUR 95 per gram per kilometre is, in fact, equivalent to EUR 475 per tonne of CO₂. The premium for the motor vehicle sector should be brought into line with the premiums for the sectors coming under the ETS.

Amendment 177
Kurt Joachim Lauk

Proposal for a regulation
Article 7 – paragraph 3

Text proposed by the Commission

Amendment

3. The excess emissions premium shall be:

3. The excess emissions premium shall be:

(a) in relation to excess emissions in the calendar year 2012, **20** euros;

(a) in relation to excess emissions in the calendar year 2012, ***the CO₂ price as traded on the exchange, but not more***

(b) in relation to excess emissions in the calendar year 2013, **35** euros;

(c) in relation to excess emissions in the calendar year 2014, **60** euros; and

(d) in relation to excess emissions in the calendar year 2015 and subsequent calendar years, **95** euros.

than 10 euros;

(b) in relation to excess emissions in the calendar year 2013, ***the CO₂ price as traded on the exchange, but not more than 20*** euros;

(c) in relation to excess emissions in the calendar year 2014, ***the CO₂ price as traded on the exchange, but not more than 30*** euros; and

(d) in relation to excess emissions in the calendar year 2015 and subsequent calendar years, ***the CO₂ price as traded on the exchange, but not more than 40*** euros.

Or. de

Justification

The premiums should be based on comparable certificate prices under the EU emissions trading system, since any other arrangement would discriminate against automobile manufacturers. In order to take account of economic realities, the premiums should also be based on the price at which certificates are being traded on the exchange.

Amendment 178 **Chris Davies**

Proposal for a regulation **Article 7 – paragraph 3 a (new)**

Text proposed by the Commission

Amendment

3a. In relation to excess emissions in the calendar year 2020 and subsequent years, the Commission shall propose an excess emissions premium that shall be not less than 10% higher than the estimated marginal costs of reaching the average CO₂ emissions specified in Article 1 and Annex I.

Or. en

Justification

It is important to inform the industry that new penalties will be applied from 2020 in order to ensure that the target set for that year is achieved.

Amendment 179
Chris Davies

Proposal for a regulation
Article 7 – paragraph 5

Text proposed by the Commission

5. The amounts of the excess emissions premium shall be ***considered as revenue for the budget of the European Union.***

Amendment

5. The amounts of the excess emissions premium shall be ***redistributed to manufacturers or, in the case of a pool, the pool manager, with average specific emissions of CO2 below the target, and in proportion to the estimated total savings made.***

Or. en

Justification

Amendment confirms the timetable agreed by Parliament in October 2007 and is intended to be linked to the environmentally more ambitious target of reducing average emissions to 125 g CO2/km. Penalties should be introduced from 2015 and should increase each year. Revenue raised from car manufacturers that fail to comply should be redistributed to manufacturers of lower emission cars, many of which are working with lower profit margins as a result of following a more environmentally beneficial strategy.

Amendment 180
Gyula Hegyi

Proposal for a regulation
Article 7 – paragraph 5

Text proposed by the Commission

5. The amounts of the excess emissions premium shall be considered as revenue for the budget of the European Union.

Amendment

5. The amounts of the excess emissions premium shall be considered as revenue for the budget of the European Union ***and shall be used for the support of***

sustainable transport modes including public transport and cycling infrastructure.

Or. en

Justification

The penalties of the cars not meeting the environmental should contribute to the development of sustainable transport methods.

Amendment 181
Martin Callanan

Proposal for a regulation
Article 7 – paragraph 5

Text proposed by the Commission

5. The amounts of the excess emissions premium shall be ***considered as revenue for the budget of the European Union.***

Amendment

5. The amounts of the excess emissions premium shall be ***used to create a specific fund for Research and Development in the field of fuel efficiency of road vehicles, including alternative powertrains.***

Or. en

Justification

So as to promote innovation and contribute to achieving EU environmental objectives, the funds collected from the present regulation should reinvested in R & D in the area of CO2 mitigation from the road transport sector.

Amendment 182

Anja Weisgerber, Thomas Ulmer, Christa Klab, Miroslav Mikolášik, Richard Seeber

Proposal for a regulation
Article 7 – paragraph 5

Text proposed by the Commission

5. The amounts of the excess emissions

Amendment

5. The amounts of the excess emissions

premium shall be *considered as revenue for the budget of the European Union*.

premium shall be *paid into a fund which must be used to reduce CO₂ emissions in the road transport sector and for research into new, energy-efficient technologies*.

Or. de

Justification

To promote technological innovation, any premiums should be paid into a specific fund to support research into and the development of energy-efficient technologies and measures to prevent CO₂ emissions in the road transport sector.

Amendment 183
Kurt Joachim Lauk

Proposal for a regulation
Article 7 a (new)

Text proposed by the Commission

Amendment

Article 7a

Bonus system

- 1. If in 2012 the target is achieved by more than 25%, in 2013 by more than 50% and in 2014 by more than 75% of the whole fleet, the manufacturer shall receive bonus points.*
- 2. Bonus points shall be calculated in the same way as the excess emissions premiums provided for in Article 7, in which connection one bonus point shall correspond to one euro.*
- 3. Bonus points obtained as from 2012 shall be offset against possible future penalties imposed pursuant to Article 7.*
- 4. The Commission shall lay down the method for determining and offsetting bonus points.*

Or. de

Justification

Given the lead-in times for new models and technologies of at least five to seven years, the introduction of staggered targets makes sense. Manufacturers whose share of the total car fleet which meets the target is greater than required should be offered an incentive and a reward for the measures taken to reduce CO₂ emissions in the form of bonus points which can be offset against possible future penalties.

Amendment 184

Jorgo Chatzimarkakis

Proposal for a regulation

Article 8

Text proposed by the Commission

Publication of performance of manufacturers

1. By 31 October **2011** and each subsequent year, the Commission shall publish a list indicating for each manufacturer:

(a) its specific ***emission target for the preceding calendar year;***

(b) its average specific emissions of CO₂ in the preceding calendar year;

(c) the difference between its average specific emissions of CO₂ in the preceding calendar year and its specific emissions target in that year; and

(d) the average specific emissions of CO₂ for all new passenger cars in the Community in the previous calendar year.

2. From *the* 31 October **2013**, the list published under paragraph 1 shall also indicate whether or not the manufacturer has complied with the requirements of Article 4 in respect of the preceding calendar year.

Amendment

Publication of performance of manufacturers: ***("Naming and Shaming")***

1. By 31 October **2010** and each subsequent year, the Commission shall publish a list indicating for each manufacturer:

(a) its ***average specific emissions of CO₂ in the preceding calendar year; and***

(b) the average specific emissions of CO₂ for all new passenger cars in the Community in the previous calendar year.

2. From 31 October **2016**, the list published under paragraph 1 shall also indicate whether or not the manufacturer has complied with the requirements of Article 4 in respect of the preceding calendar year.

Or. en

Justification

From 2010 already, consumers should be able to access lists recording the performances of each car manufacturers, so as to help them make inform choices and to put pressure on car manufacturers to step up their efforts.

Amendment 185

Bogusław Sonik

Proposal for a regulation

Article 8 – paragraph 1 – introductory part

Text proposed by the Commission

1. By 31 October **2011** and each subsequent year, the Commission shall publish a list indicating for each manufacturer:

Amendment

1. By 31 October **2013** and each subsequent year, the Commission shall publish a list indicating for each manufacturer:

Or. en

Justification

Publication should go in line with the implementation of the regulation in order to avoid market distortion and discrimination of manufacturers. Therefore, the publication should not start before 2013.

Amendment 186

Bogusław Sonik

Proposal for a regulation

Article 8 – paragraph 2

Text proposed by the Commission

2. **From the 31 October 2013**, the list published under paragraph 1 shall also indicate whether or not the manufacturer has complied with the requirements of Article 4 in respect of the preceding calendar year.

Amendment

2. The list published under paragraph 1 shall also indicate whether or not the manufacturer has complied with the requirements of Article 4 in respect of the preceding calendar year.

Or. en

Justification

Duplication of Article 8, paragraph 1; clarity reasons.

Amendment 187
Kurt Joachim Lauk

Proposal for a regulation
Article 8 – paragraph 2

Text proposed by the Commission

2. From the 31 October **2013**, the list published under paragraph 1 shall also indicate whether or not the manufacturer has complied with the requirements of Article 4 in respect of the preceding calendar year.

Amendment

2. From the 31 October **2016**, the list published under paragraph 1 shall also indicate whether or not the manufacturer has complied with the requirements of Article 4 in respect of the preceding calendar year.

Or. de

Justification

Given that the automobile industry has development and production cycles which last between five and seven years, a binding target can be set only with effect from 2015. An earlier date would not be consistent with economic realities. The starting date for the publication of performance-related data should be put back accordingly.

Amendment 188
Marie-Noëlle Lienemann

Proposal for a regulation
Article 9

Text proposed by the Commission

Article 9

Specialist derogation for small volume independent manufacturers

1. An application for a derogation from the specific emissions target calculated in accordance with Annex I may be made by a manufacturer which:

Amendment

deleted

(a) is responsible for less than 10,000 new passenger cars registered in the Community per calendar year; and

(b) is not connected to another manufacturer.

2. An application for a derogation under paragraph 1 may relate to a maximum of five calendar years. An application shall be made to the Commission and shall include:

(a) name and contact person for the manufacturer;

(b) evidence that the manufacturer is eligible for a derogation under paragraph 1;

(c) details of the passenger cars which it manufactures including the mass and specific emissions of CO₂ of those passenger cars; and

(d) a specific emissions target consistent with its reduction potential, including the technological potential to reduce its specific emissions of CO₂.

3. Where the Commission considers that the manufacturer is eligible for a derogation under paragraph 1 and is satisfied that the specific emissions target proposed by the manufacturer is consistent with its reduction potential, including the technological potential to reduce its specific emissions of CO₂, the Commission shall grant a derogation to the manufacturer. The derogation shall apply from 1 January of the year following the application.

4. A manufacturer which is subject to a derogation in accordance with this Article shall notify the Commission immediately of any change which affects or may affect its eligibility for a derogation.

5. Where the Commission considers, whether on the basis of a notification under paragraph 4 or otherwise, that a manufacturer is no longer eligible for the

derogation, it shall revoke the derogation with effect from the 1 January in the next calendar year and shall notify the manufacturer.

6. Where the Commission considers that the manufacturer is not giving effect to the programme of reduction set out in its application, the Commission may revoke the derogation.

7. The Commission may adopt detailed provisions for the implementation of paragraphs (1) to (6) including the interpretation of the criteria for eligibility for a derogation, the content of applications and on the content and assessment of programmes for the reduction of specific emissions of CO₂.

Those measures, designed to amend non-essential elements of this Regulation, by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 12(3).

Or. en

Justification

There is no justification for granting derogations for makers of high-emitting cars. This would distort the market and create an incentive for carmakers to set up precisely the kind of company that is eligible to such derogations. As a consequence, substantial numbers of new cars registered would drop out of the scope of the legislation.

Amendment 189

Jens Holm

Proposal for a regulation

Article 9

Text proposed by the Commission

Amendment

Article 9

deleted

Specialist derogation for small volume independent manufacturers

1. An application for a derogation from the specific emissions target calculated in accordance with Annex I may be made by a manufacturer which:

(a) is responsible for less than 10,000 new passenger cars registered in the Community per calendar year; and

(b) is not connected to another manufacturer.

2. An application for a derogation under paragraph 1 may relate to a maximum of five calendar years. An application shall be made to the Commission and shall include:

(a) name and contact person for the manufacturer;

(b) evidence that the manufacturer is eligible for a derogation under paragraph 1;

(c) details of the passenger cars which it manufactures including the mass and specific emissions of CO₂ of those passenger cars; and

(d) a specific emissions target consistent with its reduction potential, including the technological potential to reduce its specific emissions of CO₂.

3. Where the Commission considers that the manufacturer is eligible for a derogation under paragraph 1 and is satisfied that the specific emissions target proposed by the manufacturer is consistent with its reduction potential, including the technological potential to reduce its specific emissions of CO₂, the Commission shall grant a derogation to the manufacturer. The derogation shall apply from 1 January of the year following the application.

4. A manufacturer which is subject to a derogation in accordance with this Article shall notify the Commission immediately of any change which affects or may affect

its eligibility for a derogation.

5. Where the Commission considers, whether on the basis of a notification under paragraph 4 or otherwise, that a manufacturer is no longer eligible for the derogation, it shall revoke the derogation with effect from the 1 January in the next calendar year and shall notify the manufacturer.

6. Where the Commission considers that the manufacturer is not giving effect to the programme of reduction set out in its application, the Commission may revoke the derogation.

7. The Commission may adopt detailed provisions for the implementation of paragraphs (1) to (6) including the interpretation of the criteria for eligibility for a derogation, the content of applications and on the content and assessment of programmes for the reduction of specific emissions of CO₂.

Those measures, designed to amend non-essential elements of this Regulation, by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 12(3).

Or. en

Justification

There is no reason for giving specific exemptions for high-emitting cars.

Amendment 190

Martin Callanan, Chris Davies

Proposal for a regulation

Article 9 – paragraph 1

Text proposed by the Commission

Amendment

1. An application for a derogation from the specific emissions target calculated in

1. An application for a derogation from the specific emissions target calculated in

accordance with Annex I may be made by a manufacturer which:

(a) is responsible for less than 10,000 new passenger cars registered in the Community per calendar year; and

(b) is not connected to another manufacturer.

accordance with Annex I may be made by a manufacturer which:

(a) is responsible for less than 10,000 new passenger cars registered in the Community per calendar year; and

(b) is not connected to another *car* manufacturer *or*

(ba) has connected undertakings, and these in total are responsible for less than 10,000 new passenger cars registered in the Community per calendar year.

Or. en

Justification

This amendment clarifies and simplifies the scope of the derogation while remaining strictly below the 10,000 threshold. There may be cases where two connected manufacturers register fewer than 10,000 new passenger cars. They should be considered as unconnected.

Amendment 191

Amalia Sartori, Alessandro Foglietta, Vittorio Prodi, Donato Tommaso Veraldi

Proposal for a regulation

Article 9 – paragraph 1

Text proposed by the Commission

Specialist derogation for small volume ***independent*** manufacturers

1. An application for a derogation from the specific emissions target calculated in accordance with Annex I may be made by a manufacturer which:

(a) is responsible for less than 10,000 new passenger cars registered in the Community per calendar year; and

(b) is not connected to another manufacturer.

Amendment

Derogation for small volume ***specialist*** manufacturers

1. An application for a derogation from the specific emissions target calculated in accordance with Annex I may be made by a manufacturer which:

(a) is responsible for less than 10,000 new passenger cars registered in the Community per calendar year; and

(b) is responsible for passenger cars in a category with specific characteristics preventing the target from being met.

Or. it

Justification

This exemption is required for all specialised manufacturers (0.2% of the total, with less than 30 000 cars with a low mileage and only marginal total CO₂ emissions), who are incapable of securing reductions of at least 60% in accordance with Annex 1. With a view to avoiding unwarranted distortions of competition, the exemption should apply to all manufacturers (whether 'connected' to another manufacturer or not) competing on the same market segment. Otherwise, 'connected' manufacturers would have a major adverse impact on their respective groups.

Amendment 192 **Magor Imre Csibi**

Proposal for a regulation **Article 9 – paragraph 1 – point a**

Text proposed by the Commission

(a) is responsible for less than **10,000** new passenger cars registered in the Community per calendar year; and

Amendment

(a) is responsible for less than **1,000** new passenger cars registered in the Community per calendar year; and

Or. en

Justification

The derogation clause should be limited to a minimum for environmental reasons and in order to avoid unequal treatment between manufacturers of different sizes. Moreover, the threshold should be lowered from 10 000 to 1000 new passenger cars to take into consideration Annex XII, Part 2, Point 1 of the Directive 2007/46/CE.

Amendment 193 **Karl-Heinz Florenz**

Proposal for a regulation **Article 9 – paragraph 1 – point a**

Text proposed by the Commission

(a) is responsible for less than **10,000** new passenger cars registered in the Community per calendar year; and

Amendment

(a) is responsible for less than **0.1% of** new passenger cars registered in the Community per calendar year; and

Or. de

Justification

Rules should be created which are geared to market trends.

Amendment 194

Thomas Ulmer

Proposal for a regulation

Article 9 – paragraph 1 – point a

Text proposed by the Commission

(a) is responsible for less than **10,000** new passenger ***cars registered*** in the Community per calendar year; and

Amendment

(a) is responsible for less than **0.1% of** new passenger ***car registrations*** in the Community per calendar year; and

Or. de

Amendment 195

Thomas Ulmer

Proposal for a regulation

Article 9 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. On request, the Commission shall grant manufacturers of specific models total new registrations of which make up no more than 1% of annual EU-wide passenger car registrations an alternative emissions target of a 25% reduction in their average specific emissions by comparison with 2008, in place of the specific target calculated pursuant to Annex I.

Or. de

Justification

The proposal for a regulation fails to take account of the special situation of manufacturers which only offer specific models, but are too large to qualify for the derogation under Article 9(1)(a) and (b). An alternative target would require such manufacturers to make at least the

same efforts as fleet manufacturers, but at the same time would offer them fair conditions on the basis of the reference year 2008.

Amendment 196

Martin Callanan, Chris Davies

Proposal for a regulation

Article 9 – paragraph 2 – point d

Text proposed by the Commission

(d) a specific emissions target consistent with ***its reduction potential, including the technological potential to reduce its specific emissions of CO₂.***

Amendment

(d) a specific emissions target consistent with ***the manufacturer's technical capability, financial means, and model CO₂ reduction potential relative to direct competitors.***

Or. en

Justification

This amendment defines the criteria from which to determine and assess the individual targets in order to provide greater legal certainty and predictability while encouraging emissions reductions.

Amendment 197

Martin Callanan, Chris Davies

Proposal for a regulation

Article 9 – paragraph 3

Text proposed by the Commission

3. Where the Commission considers that the manufacturer is eligible for a derogation under paragraph 1 and is satisfied ***that*** the specific emissions target proposed by the manufacturer ***is consistent with its reduction potential, including the technological potential to reduce its specific emissions of CO₂,*** the Commission shall grant a derogation to the manufacturer. The derogation shall apply from 1 January of the year following the

Amendment

3. Where the Commission considers that the manufacturer is eligible for a derogation under paragraph 1 and is satisfied ***with*** the specific CO₂ emissions target proposed by the manufacturer, the Commission shall grant a derogation to the manufacturer. ***In taking this decision the Commission shall take into account the criteria in paragraph 2(d).*** The derogation shall apply from 1 January of the year following the application.

application.

Or. en

Justification

This amendment is necessary for reasons of consistency with the amendment to Article 9, paragraph 2, point (d).

Amendment 198

Martin Callanan, Chris Davies

Proposal for a regulation

Article 9 – paragraph 6

Text proposed by the Commission

6. Where the Commission considers that the manufacturer is not giving effect to the programme of reduction set out in its application, the Commission may **revoke the derogation**.

Amendment

6. Where the Commission considers that the manufacturer is not giving effect to the programme of reduction set out in its application, the Commission may **impose an excess emissions premium on the manufacturer, as set out in Article 7**.

Or. en

Justification

If a manufacturer exceeds its emissions target set out in its application for a derogation, a revocation of the derogation would be a disproportionate measure. Instead, the same excess emissions premium system as it is foreseen for mass manufacturers should be applied to that manufacturer. This aligns the process for small manufacturers more closely to that for mass manufacturers.

Amendment 199

Rebecca Harms

Proposal for a regulation

Article 9 – paragraph 7 a (new)

Text proposed by the Commission

Amendment

7a. An application for a derogation

including the information supporting it, as well as any notification under paragraph 4, any revocation under paragraph 5 or 6, or measures referred to in paragraph 7 shall be made available to the public.

Or. en

Amendment 200
Karl-Heinz Florenz

Proposal for a regulation
Article 9 – paragraph 7 a (new)

Text proposed by the Commission

Amendment

7a. A manufacturer may apply to the Commission for an alternative target of a 25% reduction in its average specific emissions by comparison with 2006, in place of the target calculated pursuant to Annex I, provided that

(a) if it has no connected undertaking, its annual new car registrations in the European Union fall between the figure laid down in paragraph 1 and 1.5% of the total European market, or

(b) if it has connected undertakings, its annual new car registrations in the European Union, taken together with the connected undertakings, fall between the figure laid down in paragraph 1 and 1.5% of the total European market.

Connected undertakings may apply to the Commission for an alternative target of a 25% reduction in their average specific emissions by comparison with 2006, in place of the target calculated pursuant to Annex I, if their annual new car registrations in the European Union, taken together with every other connected undertaking, fall between the figure laid down in paragraph 1 and 1.5% of the total

European market.

Or. de

Justification

The requirement to reduce emissions by 25% will demand greater efforts from manufacturers of specific models than from fleet manufacturers. Nevertheless, they remain going concerns. The Commission proposal fails to take proper account of the specific situation of manufacturers which only offer specific models, but are too large to be covered by the derogation under Article 9(1). Pooling will not help these manufacturers, since this would entail offering their competitors an insight into their plans for coming years.

Amendment 201

Martin Callanan, Linda McAvan, Chris Davies

Proposal for a regulation

Article 9 – paragraph 7 a (new)

Text proposed by the Commission

Amendment

7a. A manufacturer may apply to the Commission to be allowed to meet an alternative target that is a 25% reduction on its average specific emissions in 2006, instead of its Annex I specific emissions target, provided that:

(a) it has no connected undertakings, and is responsible for between 10,000 and 300,000 new passenger cars registered in the Community per calendar year; or

(b) it has connected undertakings, and these in total are responsible for between 10,000 and 300,000 new passenger cars registered in the Community per calendar year.

Connected undertakings may apply to the Commission to be allowed to meet an alternative target that is a 25% reduction on their combined average specific emissions in 2006, instead of the average of their Annex I specific emissions targets, provided that those connected undertakings, taken together with any

other connected undertakings, are responsible for between 10,000 and 300,000 new passenger cars registered in the Community per calendar year.

Or. en

Justification

The Commission's proposal gives niche manufacturers (who make a narrow range of cars) targets that are unachievable and much tougher than their direct competitors. Their competitors, who either sell a wider range of cars or are part of a group, are not required to make the same level of effort even though they sell cars with similar CO₂ emissions. The amendment allows niche manufacturers to choose a 25% minimum target. This is a very significant reduction in CO₂ emissions compared to the industry average of 19%, and therefore results in a negligible impact on the environmental outcome.

Amendment 202

Anja Weisgerber, Miroslav Mikolášik, Johannes Blokland, Karsten Friedrich Hoppenstedt, Thomas Ulmer, Richard Seeber, Christa Klaß, Renate Sommer, Horst Schnellhardt

Proposal for a regulation Article 9 a (new)

Text proposed by the Commission

Amendment

Article 9a

Eco-innovations

1. The committee to be set up pursuant to Article 12 of this Regulation shall take decisions on applications for the recognition of eco-innovations, including the CO₂ reduction resulting from the use of a technology.

2. Manufacturers within the meaning of Article 3 or component suppliers which manufacture a technology may submit applications for recognition of eco-innovations. Such applications must contain data on the CO₂ reduction achieved through the use of the technology which are certified by an independent body. The technical agencies

referred to in Article 41 of Directive 2007/46/EC may act as certifying independent bodies.

3. In connection with the monitoring of this Regulation, eco-innovations shall receive CO₂ bonuses on the basis of their inclusion as standard components in vehicle types or versions of vehicle types. The overall level of the bonuses granted to a manufacturer in respect of eco-innovations shall be limited to 10% of the manufacturer's target as calculated pursuant to Annex I.

4. Independently of this procedure, the work on revising the test cycle, parallel to the offsetting of eco-innovations, shall continue so as to ensure that their CO₂ reduction potential is reflected in the test cycle in the long term.

5. When it carries out the revision of the directive pursuant to Article 1, the Commission, as part of the impact assessment, shall submit a comprehensive assessment of the reductions in CO₂ emissions achieved by means of eco-innovations in order to ensure that in subsequent years due account is taken of all CO₂ reduction measures when assessing whether manufacturers have achieved their targets.

6. The committee set up pursuant to Article 12 of this Regulation shall check that the application for recognition of an eco-innovation is complete and, within three months following submission of the application documents, take a decision on offsetting in respect of the eco-innovation. In that connection, the Commission shall submit a proposal to the committee.

The applicant may lodge an appeal with the Commission against the committee's decision within one month following notification of that decision. The Commission shall submit that appeal to the committee, which shall consider it

within three months and take a decision.

All decisions on the offsetting of eco-innovations shall be published by the Commission in the Official Journal of the European Union.

Or. de

Justification

The regulation should offer incentives to improve the efficiency of components and functions, even if their contribution to reducing CO₂ emissions is not measured in the test cycle pursuant to Regulation 715/2007, something which the Commission proposal fails to do. These components and functions include LED lamps, sunroofs, consumption gauges or the cruise control facility. Only those technologies which definitely serve to reduce CO₂ emissions should be counted as eco-innovations. In return for the flexibility offered to the industry, it is proposed that the total bonuses granted to a manufacturer in respect of eco-innovations should be limited to 10% of that manufacturer's target as calculated pursuant to Annex I.

Amendment 203

Karl-Heinz Florenz, Thomas Ulmer

Proposal for a regulation

Article 9 a (new)

Text proposed by the Commission

Amendment

Article 9a

1. The committee to be set up pursuant to Article 12 of this Regulation shall take decisions on applications for the recognition of eco-innovations, including the CO₂ reduction resulting from the use of a technology.

2. Manufacturers within the meaning of Article 3 or component suppliers which manufacture a technology may submit applications for recognition of eco-innovations. Such applications must contain data on the CO₂ reduction achieved through the use of the technology which are certified by an independent body. The technical agencies referred to in Article 41 of Directive

2007/46/EC may act as certifying independent bodies.

3. In connection with the monitoring of this Regulation, eco-innovations shall receive CO₂ bonuses on the basis of their inclusion as standard components in vehicle types or versions of vehicle types. In that connection, bonuses for eco-innovations shall be limited to 50% of the CO₂ reduction determined pursuant to paragraph 1. The committee set up pursuant Article 12 may impose a time-limit on the validity of bonuses for individual technologies and award them degressively over a set period. In that connection, the committee shall take account of the stage reached in the development of the technologies and of the automobile industry's specific product cycles.

4. Independently of this procedure, the work on revising the test cycle, parallel to the offsetting of eco-innovations, shall continue so as to ensure that their CO₂ reduction potential is reflected in the test cycle in the long term.

5. When it carries out the revision of the directive pursuant to Article 1, the Commission, as part of the impact assessment, shall submit a comprehensive assessment of the reductions in CO₂ emissions achieved by means of eco-innovations in order to ensure that in subsequent years due account is taken of all CO₂ reduction measures when assessing whether manufacturers have achieved their targets.

6. The committee set up pursuant to Article 12 of this Regulation shall check that the application for recognition of an eco-innovation is complete and, within three months following submission of the application documents, take a decision on offsetting in respect of the eco-innovation. In that connection, the Commission shall submit a proposal to the committee.

The applicant may lodge an appeal with the Commission against the committee's decision within one month following notification of that decision. The Commission shall submit that appeal to the committee, which shall consider it within three months and take a decision.

All decisions on the offsetting of eco-innovations shall be published by the Commission in the Official Journal of the European Union.

Or. de

Justification

Aim: create incentives to improve the efficiency of components and functions in order to encourage innovation. Only technologies which definitely lead to reductions in CO₂ emissions should be counted as eco-innovations. This can be guaranteed by means of certification by testing bodies (a method already employed in EU type-approval procedures). In keeping with an ambitious environmental objective, only 50% of the CO₂ reduction achieved by means of eco-innovations which form part of the standard specification of a car should count towards bonuses and the bonuses should be valid only for a limited period or awarded degressively.

Amendment 204

Holger Kraemer, Chris Davies

Proposal for a regulation

Article 9 a (new)

Text proposed by the Commission

Amendment

Article 9a

1. Eco-innovations are innovative technologies on the car that verifiably reduce CO₂ emissions independently of driver behaviour but are not or only insufficiently reflected in the CO₂ measurement according to Regulation (EC) No 715/2007.

2. The Committee referred to in Article 12(1) of this Regulation shall decide upon applications for eco-innovations, including the real-world CO₂ reduction

associated with a technology.

3. An application for an eco-innovation can be presented by manufacturers or suppliers of this technology. Applications must be substantiated by technical data on the CO₂ reduction associated with a technology. Such data has to be certified by a third party. Institutions notified according to Article 41 of Directive 2007/46/EC may act as certifying third parties.

4. Eco-innovations shall be considered in the monitoring of this Regulation on the basis of credits given for their installation as standard equipment in vehicle types or versions thereof. The credit associated with a technology shall be no higher than 75% of the real-world CO₂ reduction decided according to paragraph 2. The Committee referred to in Article 12(1) may furthermore limit the validity of credits over time, or decide that these credits shall be applied degressively over a certain time period.

Or. en

Justification

The final Regulation should offer incentives to increase the efficiency of auxiliaries / components even if their CO₂ benefit is not reflected in the CO₂ measurement according to Regulation 715/2007. Only technologies that lead to real-world CO₂ reductions beyond any doubt should be considered as eco-innovations, their impact having to be certified by a competent technical service such as those used in EU type approval.

Amendment 205
Jens Holm

Proposal for a regulation
Article 10 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. By 31 December 2009, at the latest, the Commission shall present a proposal

to include light duty commercial vehicles as defined in Annex II to Directive 2007/46/EC in this Regulation, setting the average emissions level to 175 g CO₂/km as from 1 January 2012 and not more than 160 g CO₂/km as from 1 January 2015.

Or. en

Justification

This Regulation also needs to include lighter trucks since they account for approximately 2% of the EU's total transport emissions. We do not want to repeat the same mistake as the US when they adopted the CAFE (Corporate Average Fuel Economy) standards and the industry responded by turning more than half of all vehicles into lighter trucks (SUVs, pick-ups, vans).

Amendment 206 **Chris Davies**

Proposal for a regulation **Article 10 – paragraph 2 – subparagraphs 1 and 2**

Text proposed by the Commission

2. In 2010, the Commission shall assess, ***on the basis of data reported under Decision 1753/2000/EC***, whether between 2006 and 2009 there has been a change in the ***mass*** of new passenger cars greater ***or less*** than 0.

If there has been a change in the ***mass*** of new passenger cars, the figure for autonomous ***mass*** increase in Annex I shall be amended to be the average of the annual changes in the ***mass*** between the calendar year 2006 to 2009.

Amendment

2. In 2010, the Commission shall assess whether between 2006 and 2009 there has been a change in the ***footprint*** of new passenger cars greater than 0.

If there has been a change in the ***footprint*** of new passenger cars, the figure for the autonomous ***footprint*** increase in Annex I shall be amended to be the average of the annual changes in the ***footprint*** between the calendar year 2006 to 2009.

Or. en

Justification

The Commission's proposal to use a parameter based on 'mass' will penalise manufacturers who make cars lighter. This is perverse. Weight reduction is one of the most important

means of reducing CO2. The parameter should be based on 'footprint'.

Amendment 207
Christofer Fjellner

Proposal for a regulation
Article 10 – paragraph 2 – subparagraphs 1 and 2

Text proposed by the Commission

2. In **2010**, the Commission shall assess, on the basis of data reported under Decision 1753/2000/EC, whether between 2006 and **2009** there has been a change in the mass of new passenger cars greater or less than 0.

If there has been a change in the mass of new passenger cars, the figure for autonomous mass increase in Annex I shall be amended to be the average of the annual changes in the mass between the calendar year 2006 to **2009**.

Amendment

2. In **2016**, the Commission shall assess, on the basis of data reported under Decision *No* 1753/2000/EC, whether between 2006 and **2015** there has been a change in the mass of new passenger cars greater or less than 0.

If there has been a change in the mass of new passenger cars, the figure for autonomous mass increase in Annex I shall be amended to be the average of the annual changes in the mass between the calendar year 2006 to **2015**.

Or. en

Justification

The linear curve that gives the targets for 2012 is based on the total cars average weight. Should the average weight change, the manufacturers would have less than two years to comply with the new targets which is not enough time as most models then are in the development or production phase.

Amendment 208
Jens Holm

Proposal for a regulation
Article 10 – paragraph 2 – subparagraphs 1 and 2

Text proposed by the Commission

2. In 2010, the Commission shall assess, ***on the basis of data reported under Decision 1753/2000/EC***, whether between

Amendment

2. In 2010, the Commission shall assess whether between 2006 and 2009 there has been a change in the ***footprint*** of new

2006 and 2009 there has been a change in the **mass** of new passenger cars greater **or less** than 0.

If there has been a change in the **mass** of new passenger cars, the figure for autonomous **mass** increase in Annex I shall be amended to be the average of the annual changes in the **mass** between the calendar year 2006 to 2009.

passenger cars greater than 0.

If there has been a change in the **footprint** of new passenger cars, the figure for the autonomous **footprint** increase in Annex I shall be amended to be the average of the annual changes in the **footprint** between the calendar year 2006 to 2009.

Or. en

Justification

The mass parameter should be replaced by footprint to avoid that the Regulation favours heavier options (eg diesels, hybrids) and penalizes e.g. engine downsizing if this also leads to weight reduction. The footprint parameter will give incentives to limit the differences in weight in the car-fleet, which is positive from safety point of view It will also give greater regulatory certainty as changes over time are expected to be less marked than with mass.

Amendment 209

Thomas Ulmer

Proposal for a regulation

Article 10 – paragraph 3

Text proposed by the Commission

3. The Commission shall review technological developments with a view to amending, as appropriate, the provisions of Regulation EC No 715/2007 on type approval of motor vehicles.

Amendment

deleted

Or. en

Justification

In Regulation 715/2007 and the implementing act (to be adopted) the Commission has already laid down all of the relevant issues it will review and which the Commission may introduce with regard to Euro 5 and Euro 6. This Article is therefore redundant.

Amendment 210
Christofer Fjellner

Proposal for a regulation
Article 10 – paragraph 3

Text proposed by the Commission

3. The Commission shall review technological developments with a view to amending, as appropriate, the provisions of Regulation *EC* No 715/2007 on type approval of motor vehicles.

Amendment

3. The Commission shall review technological developments with a view to amending, as appropriate, the provisions of Regulation (*EC*) No 715/2007 on type approval of motor vehicles. ***In particular the Commission shall review the procedures for measuring CO2 emissions and the possibilities for including the CO2 emission test in the in-service conformity without hindering the rapid introduction of new and less proven technologies (e.g. batteries, fuel cells) to lower CO2 emissions.***

Or. en

Justification

Updating or replacement of the test procedures possible will be required to reflect changes in vehicle specifications and driver behaviour, with the purpose to ensure that real world emissions correspond to those measured at type approval. CO2 emissions from vehicles that have been used in ordinary traffic for some years might differ from what is measured during type approval. An inclusion of the CO2 emission test into the in-service conformity will improve to the legislation to ensure that CO2 emissions from cars in use do not increase compared to those measured at type approval. In vehicles with new, less proven technologies (e.g. batteries, fuel cells) some degradations should be allowed not to block the rapid introduction of new technologies with big potential to a long term reduction.

Amendment 211
Rebecca Harms

Proposal for a regulation
Article 10 – paragraph 3 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

In particular the Commission shall make proposals by 2010, as appropriate, to

ensure that the procedures for measuring CO₂ emissions under Regulation (EC) No 715/2007 and its implementing measures are adapted, in accordance with Article 14(3) of that Regulation, so as better to reflect real driving conditions and to incorporate all relevant eco-innovations within these procedures.

Or. en

Amendment 212
Martin Callanan

Proposal for a regulation
Article 10 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. By 31 December 2015, the Commission shall present a proposal for a regulation setting the average emissions level, which may not in any case be higher than 100 g CO₂/km, to be achieved by the new car fleet by 1 January 2020.

That proposal shall be preceded by an overall assessment of the impact on the car industry and its allied industries, coupled with a precise cost-benefit analysis, taking into account the development of technological innovations for CO₂ reduction.

Or. en

Justification

The Commission will set the average emissions level when reviewing this Regulation. That level, which may not in any case exceed 100 g/km, will be established in the light of the development of technological innovations.

Amendment 213
Peter Liese

Proposal for a regulation
Article 10 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. By 31 December 2012, the Commission shall present a proposal for a regulation revising the average emissions level specified in Annex I, paragraph 3, to be achieved by the new car fleet by 1 January 2020, downwards taking into account technological feasibility and the developments concerning international agreements relating to the post-2012 period.

Or. en

Justification

The second reduction target should be revised downward should it seem technologically feasible and necessary in the context of the international post-2012 agreements.

Amendment 214
Chris Davies

Proposal for a regulation
Article 10 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. By 31 December 2014, the Commission shall present a proposal for a regulation setting the average emissions level, which may not in any case be higher than 80g CO₂/km, to be achieved by the new car fleet by 1 January 2020.

Or. en

Justification

This proposed medium term (2020) target is more ambitious than that agreed by Parliament on October 2007. It recognises the very much more progressive stance now being taken by the industry and the pressure for change being exerted by consumers as a result of the huge increase in oil prices.

Amendment 215
Rebecca Harms

Proposal for a regulation
Article 10 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. The Commission shall review technological developments and introduce, as appropriate, CO2 equivalent thresholds for other forms of energy used for passenger cars. Such measures, designed to amend non-essential elements of this Regulation by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 12(3).

Or. en

Amendment 216
Anders Wijkman

Proposal for a regulation
Article 10 – paragraphs 3 a and 3 b(new)

Text proposed by the Commission

Amendment

3a. By 31 December 2012 the Commission shall also ensure that the revision of the New European Driving cycle has been finalised and that it better reflects real driving conditions, and that eco-innovations will be brought under the

relevant test-cycle.

3b. In 2010, the Commission shall assess whether between 2006 and 2009 there has been a change in the footprint of new passenger cars greater than 0.

If there has been a change in the footprint of new passenger cars, the figure for the autonomous footprint increase in Annex I shall be amended to be the average of the annual changes in the footprint between the calendar year 2006 to 2009.

Or. en

Justification

The test-cycle is the core element in the regulation. It should be developed to reflect real conditions and to include possible emission reductions from so called eco-innovations. The mass parameter should be replaced by footprint to avoid that the Regulation gives preference to certain CO₂ reduction technologies (e.g. dieselisation, hybridisation) over others. The footprint parameter will also ensure greater regulatory certainty as changes over time are expected to be less marked than with mass.

Amendment 217

Guido Sacconi

Proposal for a regulation

Article 10 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. The Commission shall ensure that, by 2015, cars of all weights are covered by this Regulation.

Or. en

Justification

Some passenger cars have a reference mass exceeding the 2 840 kg maximum mass specified in Article 2(2) of the EURO 5/6 Regulation. An example for such a car is the Hummer H2 with a kerb weight of 2 902 kg. Under the current proposal, these cars are exempt from the legislation. This loophole must be closed to avoid that an increase in very heavy SUVs puts the achievement of the EU fleet average target at risk.

Amendment 218
Thomas Ulmer

Proposal for a regulation
Article 10 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. Whenever the Commission proposes new legislation affecting light duty vehicles and their fuels in a manner that leads directly or indirectly to an increase of CO₂ emissions, the Commission shall indicate this fact clearly in its proposals to the European Parliament and the Council and reflect any adverse impact on manufacturers' compliance with the specific CO₂ emissions target set out in this Regulation.

Or. en

Justification

Under the terms of the Commission proposal there is a strong requirement to clearly indicate if any proposed regulations adversely affect the CO₂-reduction target.

o EU-legislation should guarantee coherent proposal, if safety or other pollutant emission regulations conflict with CO₂ emission reduction target credits should be granted to car manufacturers in order to counterbalance vehicle CO₂ emission increase.

o EU regulations should be coherent with the agreed principles of CARS 21: automotive industry needs stability and predictability.

o EU-regulation should provide incentives for the automotive industry to reach the CO₂-targets in the most cost efficient way.

o CO₂ emission credits should be used to check manufacturer's compliance (fleet value) with CO₂ legislation as well as for other CO₂-relevant regulations. The automotive industry should be compensated for legislative proposals which increase CO₂-emissions.

Amendment 219
Dan Jørgensen

Proposal for a regulation
Article 10 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. By 2012, the Commission shall revise the current test cycle used to measure fuel consumption and CO₂ emissions so that it reflects more adequately the CO₂ emissions generated by real driving on the road. The necessary measures, which are designed to amend non-essential elements of this Regulation by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 12(3).

Or. en

Justification

The currently used test cycle does not adequately reflect real world CO₂ emissions. According to some estimates test cycle emissions are today, on average, 19% lower than real life emissions. For individual models, they are up to 45% lower. Europe's test cycle must therefore be revised to measure more accurately real world emissions of CO₂, as well as the impact of all technical measures to lower CO₂ emissions, including the so-called 'eco-innovations'. Such a revision is also needed to give consumers better information about their fuel consumption and related costs.

Amendment 220
Peter Liese

Proposal for a regulation
Article 10 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. By 31 December 2012, the Commission shall present a proposal for a regulation based on a utility parameter which is not related to weight or any other attributes which directly increase fuel consumption. The differentiation of

targets should encourage emissions reductions to be made in all categories of cars.

Or. en

Justification

Although use of the weight parameter may prove unavoidable for the phase starting in 2012, since there is no adequate data available to justify the use of other parameters, in the long term other parameters should be included, to support weight reduction. In recent years, many manufacturers have incorporated weight reductions into their strategy for producing low-consumption, environmentally-friendly vehicles. The regulation should offer further incentives, as far as possible.

Amendment 221

Peter Liese

Proposal for a regulation

Article 10 – paragraph 3 b (new)

Text proposed by the Commission

Amendment

3b. In the report the Commission shall also investigate the best way of replacing the weight parameter with other parameters, such as volume, number of seats, footprint or a combined approach, and shall, if necessary, propose an amendment to the part of this Regulation which governs targets in the period after 2020. In that connection, the Commission shall endeavour not to alter the distribution of the burden among individual manufacturers.

Or. de

Justification

Although use of the weight parameter may be unavoidable for the phase starting in 2012, since there is no adequate data available to justify the use of other parameters, in the long term other parameters should be included, to support weight reduction. In recent years, many manufacturers have incorporated weight reductions into their strategy for producing low-

consumption, environmentally-friendly vehicles. The regulation should offer further incentives, as far as possible.

Amendment 222

Bogusław Sonik

Proposal for a regulation

Article 10 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. Whenever the Commission proposes new legislation affecting light duty vehicles and their fuels in a manner that leads directly or indirectly to an increase of CO₂ emissions, the Commission shall indicate this fact clearly in its proposals to the European Parliament and the Council and reflect any adverse impact on manufacturers' compliance with the specific CO₂ emissions target set out in this Regulation.

Or. en

Justification

Under the terms of the Commission proposal there is a strong requirement to clearly indicate if any proposed regulations adversely affect the CO₂-reduction target.

- EU-legislation should guarantee coherent proposal, if safety or other pollutant emission regulations conflict with CO₂ emission reduction target, then credits should be granted to car manufacturers in order to counterbalance vehicle CO₂ emission increase;*
- EU regulations should be coherent with the agreed principles of CARS21: automotive industry needs stability and predictability;*
- EU regulations should provide incentives for the automotive industry to reach the CO₂-targets in the most cost efficient way*
- CO₂ emission credits should be used to check manufacturer's compliance (fleet value) with CO₂ legislation as well as for other CO₂-relevant regulations.*

The automotive industry should be compensated for legislative proposals which increase CO₂ emissions.

Amendment 223
Guido Sacconi

Proposal for a regulation
Article 10 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. In 2017, the Commission shall estimate the average mass of new vehicles registered in the Community over the preceding five-year period (2012-2016). It shall amend the figure for M_0 in Annex I accordingly. Such amendment shall be carried out every five years thereafter.

Such amendment, designed to amend the non-essential elements of this Regulation, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 12(3).

Or. en

Justification

Changes in mass will continue to occur after the starting date of the legislation. But the AMI introduced by the European Commission only reflects changes over 2006-2009. A correction on average mass is needed in regular intervals to ensure that the EU fleet average target is met.

Amendment 224
Martin Callanan

Proposal for a regulation
Article 10 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. Whenever the Commission proposes new legislation affecting light duty vehicles and their fuels in a manner that leads directly or indirectly to an increase in CO₂ emissions, the Commission shall indicate this fact clearly in its proposals to the European Parliament and the Council

and reflect any adverse impact on manufacturers' compliance with the specific CO₂ emissions target set out in this Regulation.

Or. en

Justification

Under the terms of the Commission proposal there is a strong requirement to clearly indicate if any proposed regulations adversely affect the CO₂ reduction target. The automotive industry should be compensated for legislative proposals which increase CO₂ emissions.

Amendment 225

Anja Weisgerber, Holger Krahmer, Thomas Ulmer, Christa Klaß, Miroslav Mikolášik, Karsten Friedrich Hoppenstedt, Horst Schnellhardt, Renate Sommer

Proposal for a regulation

Article 11

Text proposed by the Commission

Amendment

Article 11

deleted

Consumer information

From 1 January 2010, manufacturers shall ensure that labels, posters or promotional literature and material of the type referred to in articles 3, 5 and 6 of Directive 1999/94/EC indicate the extent to which the specific emissions of CO₂ of the passenger car offered for sale differ from the specific emissions target for that passenger car under Annex I.

Or. de

Justification

The relevant EU legal provisions on labelling already lay down rules governing car advertising. On 2 June 2008 the Commission initiated a public consultation on a possible revision of the rules on car advertising. The aim is to ascertain public views as to whether consumers should be provided with additional information about cars - e.g. CO₂ emissions or fuel consumption - whatever form the advertising takes, in order to help them decide which new car to buy. The scope of the proposal for a regulation is restricted to setting targets for

the average CO₂ emissions of new car fleets. Rules on advertising will be the subject of a separate legislative procedure, the results of which should not be anticipated.

Amendment 226

Thomas Ulmer

Proposal for a regulation

Article 11

Text proposed by the Commission

Amendment

Article 11

deleted

Consumer information

From 1 January 2010, manufacturers shall ensure that labels, posters or promotional literature and material of the type referred to in articles 3, 5 and 6 of Directive 1999/94/EC indicate the extent to which the specific emissions of CO₂ of the passenger car offered for sale differ from the specific emissions target for that passenger car under Annex I.

Or. en

Justification

Consumer information is already covered in the Labelling Directive 1999/94/EC which is currently being revised. Any modifications should be made to this Directive to avoid duplication of legislation.

Amendment 227

Rebecca Harms

Proposal for a regulation

Article 11

Text proposed by the Commission

Amendment

From 1 January 2010, manufacturers shall ensure that labels, posters or promotional literature and material of the type referred to in articles 3, 5 and 6 of Directive

From 1 January 2010, manufacturers shall ensure that labels, posters or promotional literature and material of the type referred to in articles 3, 5 and 6 of Directive

1999/94/EC indicate the extent to which the specific emissions of CO₂ of the passenger car offered for sale differ from the specific emissions target for that passenger car under Annex I.

1999/94/EC indicate the extent to which the specific emissions of CO₂ of the passenger car offered for sale differ from the specific emissions target for that passenger car under Annex I. ***A significant share of the total space of advertisements and of promotional literature shall be devoted to visible, accurate and easily comprehensible information on vehicle CO₂ performance.***

A standardised, regularly reviewed absolute vehicle CO₂ performance label shall be adopted by the Commission in accordance with the regulatory procedure with scrutiny referred to in Article 12(3) not later than [6 months after the adoption of this Regulation].

A sticker with the Community CO₂ performance label shall be placed on the rear window of all new vehicles sold in the Community as from 2012.

Or. en

Amendment 228

Magor Imre Csibi, Daciana Octavia Sârbu, Nicodim Bulzesc

Proposal for a regulation

Article 11

Text proposed by the Commission

11. From 1 January 2010, manufacturers shall ensure that labels, posters or promotional literature and material of the type referred to in articles 3, 5 and 6 of Directive 1999/94/EC indicate ***the extent to which*** the specific emissions of CO₂ of the passenger car offered for sale ***differ from*** the specific emissions target for that passenger car under Annex I.

Amendment

11. From 1 January 2010, manufacturers shall ensure that labels, posters or promotional literature and material of the type referred to in articles 3, 5 and 6 of Directive 1999/94/EC indicate the specific emissions of CO₂ of the passenger car offered for sale ***and*** the specific emissions target for that passenger car under Annex I.

Or. en

Justification

It is easier for the consumer to understand the emissions performance by knowing the emission target of the specific type of car offered for sale and to what extent the car manufacturer managed to meet this objective.

Amendment 229

Chris Davies

Proposal for a regulation

Article 11

Text proposed by the Commission

From 1 January 2010, manufacturers shall ensure that labels, posters or promotional literature and material of the type referred to in articles 3, 5 and 6 of Directive 1999/94/EC indicate the extent to which the specific emissions of CO₂ of the passenger car offered for sale differ from the specific emissions target for that passenger car under Annex I.

Amendment

From 1 January 2010, manufacturers shall ensure that labels, posters or promotional literature and material of the type referred to in articles 3, 5 and 6 of Directive 1999/94/EC indicate the extent to which the specific emissions of CO₂ of the passenger car offered for sale differ from the specific emissions target for that passenger car under Annex I. ***A minimum of 20% of the space devoted to the promotion of new cars through the promotional literature referred to in Article 6 shall be used to provide information to consumers, in a format that shall be approved by the Commission, about the fuel economy and CO₂ emissions of each vehicle.***

Or. en

Justification

Amendment reaffirms the position adopted by Parliament in October 2007. It is essential that consumers should be given clear information, boldly presented, about the fuel economy and CO₂ emissions of vehicles they may choose to purchase.

Amendment 230
Peter Liese

Proposal for a regulation
Article 11 a (new)

Text proposed by the Commission

Amendment

Article 11 a

In-car driver information

From 1 January 2012 manufacturers seeking type-approval for M₁ vehicles as defined in Directive 2007/46/EC in accordance with Regulation (EC) No 715/2007 shall equip every vehicle with a fuel consumption monitor.

Or. en

Justification

Many tests have confirmed that there is a discrepancy between real-life CO₂ emissions and the emissions measured under the EU test-cycle. A fuel consumption monitor can help to close this discrepancy as it shows the driver how much fuel the car is consuming while driving. This can encourage ecodriving thereby leading to lower fuel consumption when the car is used in real life. Other positive side-effects of more economical driving styles are less accidents, reduction of NO_x and particle emissions, less noise and less wear and tear of tyres and powertrain.

Amendment 231
Martin Callanan, Pilar Ayuso, Françoise Grossetête

Proposal for a regulation
Article 11 a (new)

Text proposed by the Commission

Amendment

Article 11 a

Implementing Measures

The measures necessary for the implementation of Article 3(1)(fa), which are designed to amend non-essential elements of this Regulation, shall be adopted in accordance with the regulatory

procedure with scrutiny referred to in Article 12(3).

Or. en

Justification

The approval of eco-innovations at EU-level via comitology assures a harmonised approach. Comitology is an established procedure under Community Law which the Commission uses regularly to reach common decisions to amend existing legislation or to introduce new legislation according to the competence of the Commission in the field of motor vehicle construction.

Amendment 232

Thomas Ulmer

Proposal for a regulation

Article 11 a (new)

Text proposed by the Commission

Amendment

Article 11 a

Implementing Measures

The measures necessary for the implementation of Article 3(1)(fa), which are designed to amend non-essential elements of this Regulation, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 12(3).

Or. en

Justification

The approval of Eco-innovations at EU-level via Comitology assures a harmonised approach. Comitology is an established procedure under Community law which the Commission uses regularly to reach common decisions to amend existing legislation or to introduce new legislation according to the competence of the Commission in the field of motor vehicle construction.

Amendment 233
Marie-Noëlle Lienemann

Proposal for a regulation
Article 11 a (new)

Text proposed by the Commission

Amendment

Article 11 a

Implementing Measures

The measures necessary for the application of Article 3.1 (fa) whose purpose is to amend inessential elements of this regulation shall be adopted in accordance with the regulatory procedure with scrutiny as referred to in Article 12(3), i.e. ‘the commitology procedure’.

Or. fr

Justification

The approval of ecotechnologies under commitology will ensure a harmonised approach. Commitology is an existing procedure under Community law. It is regularly used to arrive at common decisions on amendments to existing rules or to introduce new legislation which falls within the competence of the Commission concerning the manufacture of motor vehicles. This amendment clarifies the use of the commitology procedure.

Amendment 234
Chris Davies

Proposal for a regulation
Annex I – paragraph 1

Text proposed by the Commission

Amendment

1. For each new passenger car, the permitted specific emissions of CO₂, measured in grams per kilometre shall be determined in accordance with the following formula:

Permitted specific emissions of CO₂ = **130**
+ a × (**M** – **M₀**)

Where:

1. For each new passenger car, the permitted specific emissions of CO₂, measured in grams per kilometre, shall be determined in accordance with the following formula:

Permitted specific emissions of CO₂ = **125**
+ a × (**F** – **F₀**)

Where:

$M = \text{mass of the vehicle in kilograms (kg)}$

$$M_0 = 1289.0 \times f$$

$$f = (1 + AMI)^6$$

Autonomous *mass* increase (*AMI*) = 0 %

$$a = 0.0457$$

$F = \text{footprint of the vehicle in square meters (m}^2\text{)}$

$$F_0 = 3.91 \times f$$

$$f = (1 + AFI)^6$$

Autonomous *footprint* increase (*AFI*) = 0 %

$$a = 25.30$$

Or. en

Justification

The Commission's proposal to use a parameter based on 'mass' will penalise manufacturers who make cars lighter. This is perverse. Weight reduction is one of the most important means of reducing CO₂. The parameter should be based on 'footprint.'

Amendment 235

Dorette Corbey, Åsa Westlund

Proposal for a regulation

Annex I – paragraph 1

Text proposed by the Commission

1. For each new passenger car, the permitted specific emissions of CO₂, measured in grams per kilometre shall be determined in accordance with the following formula:

$$\text{Permitted specific emissions of CO}_2 = 130 + a \times (M - M_0)$$

Where:

$M = \text{mass of the vehicle in kilograms (kg)}$

$$M_0 = 1289.0 \times f$$

$$f = (1 + AMI)^6$$

Autonomous *mass* increase (*AMI*) = 0 %

$$a = 0.0457$$

Amendment

1. For each new passenger car **registered in the Community in the year commencing 1 January 2012**, the permitted specific emissions of CO₂, measured in grams per kilometre, shall be determined in accordance with the following formula:

$$\text{Permitted specific emissions of CO}_2 = 120 + a \times (F - F_0)$$

Where:

$F = \text{footprint of the vehicle in square meters (m}^2\text{)}$

$$F_0 = 3.91 \times f$$

$$f = (1 + AFI)^6$$

Autonomous *footprint* increase (*AFI*) = 0%

$$a = 15.56$$

Justification

The mass parameter should be replaced by footprint to avoid that the Regulation gives preference to certain CO₂ reduction technologies (e.g. dieselisation, hybridisation) over others. The footprint parameter will also ensure greater regulatory certainty as changes over time are expected to be less marked than with mass.

Amendment 236

Rebecca Harms

Proposal for a regulation

Annex I – paragraph 1

Text proposed by the Commission

1. For each new passenger car, the permitted specific emissions of CO₂, measured in grams per kilometre shall be determined in accordance with the following formula:

$$\text{Permitted specific emissions of CO}_2 = 130 + a \times (M - M_0)$$

Where:

M = mass of the vehicle in kilograms (kg)

$$M_0 = 1289.0 \times f$$

$$f = (1 + \text{AMI})^6$$

Autonomous mass increase (AMI) = 0 %

$$a = 0.0457$$

Amendment

1. ***In 2012***, for each new passenger car ***registered in the Community***, the permitted specific emissions of CO₂, measured in grams per kilometre, shall be determined in accordance with the following formula:

$$\text{Permitted specific emissions of CO}_2 = 120 + a \times (M - M_0)$$

Where:

M = mass of the vehicle in kilograms (kg)

$$M_0 = 1289.0 \times f$$

$$f = (1 + \text{AMI})^6$$

Autonomous mass increase (AMI) = 0 %

$$a = (0,0305/130) \times 120$$

Amendment 237
Jens Holm

Proposal for a regulation
Annex I – paragraph 1

Text proposed by the Commission

1. For each new passenger car, the permitted specific emissions of CO₂, measured in grams per kilometre shall be determined in accordance with the following formula:

$$\text{Permitted specific emissions of CO}_2 = 130 + a \times (M - M_0)$$

Where:

M = mass of the vehicle in kilograms (kg)

$$M_0 = 1289.0 \times f$$

$$f = (1 + AMI)^6$$

Autonomous *mass* increase (*AMI*) = 0 %

$$a = 0.0457$$

Amendment

1. For each new passenger car **registered in the Community in the year commencing 1 January 2012**, the permitted specific emissions of CO₂, measured in grams per kilometre, shall be determined in accordance with the following formula:

$$\text{Permitted specific emissions of CO}_2 = 120 + a \times (F - F_0)$$

Where:

F = footprint of the vehicle in square meters (m²)

$$F_0 = 3.91 \times f$$

$$f = (1 + AFI)^6$$

Autonomous *footprint* increase (*AFI*) = 0%

$$a = 15.56$$

Or. en

Justification

The mass parameter should be replaced by footprint to avoid that the Regulation favours heavier options (eg diesels, hybrids) and penalizes e.g. engine downsizing if this also leads to weight reduction. The footprint parameter will give incentives to limit the differences in weight in the car-fleet, which is positive from safety point of view. It will also give greater regulatory certainty as changes over time are expected to be less marked than with mass. The slope should be as low as possible in order to stimulate reductions and to avoid perverse incentives.

Amendment 238
Jorgo Chatzimarkakis

Proposal for a regulation
Annex I – paragraph 1

Text proposed by the Commission

1. For each new passenger car, the permitted specific emissions of CO₂, measured in grams per kilometre shall be determined in accordance with the following formula:

$$\text{Permitted specific emissions of CO}_2 = 130 + a \times (M - M_0)$$

Where:

M = mass of the vehicle in kilograms (kg)

$$M_0 = 1289.0 \times f$$

$$f = (1 + \text{AMI})^6$$

Autonomous mass increase (AMI) = 0 %

$$a = 0.0457$$

Amendment

1. For each new passenger car, the permitted specific emissions of CO₂, measured in grams per kilometre, shall be determined in accordance with the following formula:

$$\text{Permitted specific emissions of CO}_2 = \textit{target CO}_2 \textit{ emissions} + a \times (M - M_0)$$

Where:

M = mass of the vehicle in kilograms (kg)

$$M_0 = 1289.0 \times f$$

$$f = (1 + \text{AMI})^6$$

Autonomous mass increase (AMI) = 0 %

$$a = 0.0457$$

Or. en

Amendment 239
Adam Gierek

Proposal for a regulation
Annex I – paragraph 1

Text proposed by the Commission

1. For each new passenger car, the permitted specific emissions of CO₂, measured in grams per kilometre shall be determined in accordance with the following formula:

$$\text{Permitted specific emissions of CO}_2 = 130 + a \times (M - M_0)$$

Where:

M = mass of the vehicle in kilograms (kg)

Amendment

1. For each new passenger car, the permitted specific emissions of CO₂, measured in grams per kilometre shall be determined in accordance with the following formula:

$$\text{Permitted specific emissions of CO}_2 = 130 + a \times (M - M_0) \textit{ [g/km]}$$

Where:

M = mass of the vehicle in kilograms (kg)

$$M_0 = 1289.0 \times f$$

$$f = (1 + AMI) \text{ } 6$$

Autonomous mass increase (AMI) = 0 %

$$a = 0.0457$$

M_0 = average mass of passenger cars currently in production (kg)

$$a = 0.0228$$

Or. pl

Justification

For environmental and social reasons, small cars, which produce less CO₂ and use less fuel must remain affordable. Setting differentiated emissions targets for producers should therefore ensure that small-car producers will not be unfairly penalised by being asked to make disproportionate technological efforts giving rise to unsustainable costs whose repercussions on the retail price of cars would be unacceptable to consumers.

Amendment 240

Amalia Sartori, Alessandro Foglietta, Vittorio Prodi, Donato Tommaso Veraldi

Proposal for a regulation

Annex I – paragraph 1

Text proposed by the Commission

1. For each new passenger car, the permitted specific emissions of CO₂, measured in grams per kilometre shall be determined in accordance with the following formula:

$$\text{Permitted specific emissions of CO}_2 = 130 + a \times (M - M_0)$$

Where:

M = mass of the vehicle in kilograms (kg)

$$M_0 = 1289.0 \times f$$

$$f = (1 + AMI) \text{ } 6$$

Autonomous mass increase (AMI) = 0 %

$$a = 0.0457$$

Amendment

1. For each new passenger car, the permitted specific emissions of CO₂, measured in grams per kilometre shall be determined in accordance with the following formula:

$$\text{Permitted specific emissions of CO}_2 = 130 + a \times (M - M_0)$$

Where:

M = mass of the vehicle in kilograms (kg)

$$M_0 = 1289.0$$

$$a = 0.0230$$

Or. it

Justification

For environmental and social reasons, small cars, which produce less CO₂, must remain affordable. The specific targets set for manufacturers should therefore ensure that small-car producers will not be required to make disproportionate technological efforts giving rise to unsustainable costs and prices that consumers would be unable to afford. An adjustment therefore needs to be made to 'a' (slope of 30%). Furthermore, the autonomous mass increase (AMI) should be deleted in order to enhance the certainty of the targets set.

Amendment 241

Marie-Noëlle Lienemann

Proposal for a regulation

Annex I – paragraph 1

Text proposed by the Commission

1. For each new passenger car, the permitted specific emissions of CO₂, measured in grams per kilometre shall be determined in accordance with the following formula:

$$\text{Permitted specific emissions of CO}_2 = 130 + a \times (M - M_0)$$

Where:

M = mass of the vehicle in kilograms (kg)

$$M_0 = 1289.0 \times f$$

$$f = (1 + AMI)^6$$

Autonomous mass increase (AMI) = 0 %

$$a = 0.0457$$

Amendment

1. For each new passenger car, the permitted specific emissions of CO₂, measured in grams per kilometre, shall be determined in accordance with the following formula:

$$\text{Permitted specific emissions of CO}_2 = 130 + a \times (F - F_0)$$

Where:

F = footprint (track width × wheelbase) of the vehicle in square meters (m²)

$$F_0 = 3.89 \text{ m}^2$$

$$a = 14.5 \text{ g/m}^2$$

Or. en

Justification

According to the Impact Assessment accompanying the Commission's Proposal, footprint is a more efficient parameter than weight (cf. table pp. 90-91 in SEC(2007)1723). In particular, weight introduces a perverse incentive to produce ever-heavier vehicles and not to implement weight-saving vehicle design. Therefore, Footprint should be introduced as a parameter. To keep smaller cars affordable, a lower slope (30%) is proposed.

Amendment 242
Anders Wijkman

Proposal for a regulation
Annex I – paragraph 1

Text proposed by the Commission

1. For each new passenger car, the permitted specific emissions of CO₂, measured in grams per kilometre shall be determined in accordance with the following formula:

$$\text{Permitted specific emissions of CO}_2 = 130 + a \times (M - M_0)$$

Where:

M = mass of the vehicle in kilograms (kg)

$$M_0 = 1289.0 \times f$$

$$f = (1 + AMI)^6$$

Autonomous mass increase (AMI) = 0 %

$$a = 0.0457$$

Amendment

1. For each new passenger car, the permitted specific emissions of CO₂, measured in grams per kilometre, shall be determined in accordance with the following formula:

$$\text{Permitted specific emissions of CO}_2 = 120 + a \times (F - F_0)$$

Where:

F = footprint of the vehicle in square meters (m²)

$$F_0 = 3.91 \times f$$

$$f = (1 + AFI)^6$$

Autonomous footprint increase (AFI) = 0%

$$a = 15.56$$

Or. en

Justification

The mass parameter should be replaced by footprint to avoid that the Regulation gives preference to certain CO₂ reduction technologies (e.g. dieselisation, hybridisation) over others. The footprint parameter will also ensure greater regulatory certainty as changes over time are expected to be less marked than with mass. The 60% slope is as close as possible to the Commission proposal.

Amendment 243
Anne Ferreira

Proposal for a regulation
Annex I – paragraph 1

Text proposed by the Commission

1. 1. For each new passenger car, the

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Amendment

1. For each new passenger car, the

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permitted specific emissions of CO₂, measured in grams per kilometre shall be determined in accordance with the following formula:

$$\text{Permitted specific emissions of CO}_2 = 130 + a \times (M - M_0)$$

Where:

M = mass of the vehicle in kilograms (kg)

$$M_0 = 1289.0 \times f$$

$$f = (1 + AMI)^6$$

Autonomous mass increase (AMI) = 0 %

$$a = 0.0457$$

permitted specific emissions of CO₂, measured in grams per kilometre shall be determined in accordance with the following formula:

$$\text{Permitted specific emissions of CO}_2 = 130 + a \times (M - M_0)$$

Where:

M = mass of the vehicle in kilograms (kg)

$$M_0 = 1289.0$$

$$a = 0.0230$$

Or. fr

Justification

According to the Commission's assessment of the proposal's impact, any gradient equal to or exceeding 60% would be highly inequitable, as it would impose a greater price increase on small vehicles than on large ones. This would jeopardise access for customers who buy these small vehicles, whose CO₂ emissions are low. Therefore a gradient of 30% is more equitable and more effective. Moreover, it is not necessary to consider an AMI.

Amendment 244

Marie-Noëlle Lienemann

Proposal for a regulation

Annex I – paragraph 1 – last line

Text proposed by the Commission

$$a = 0.0457$$

Amendment

$$a = 0.0231$$

Or. en

Justification

With weight as a utility parameter, the curve should be no steeper than 30% to avoid perverse incentives that would lead to an increase rather than a reduction in CO₂ emissions.

Amendment 245
Kurt Joachim Lauk, Anja Weisgerber

Proposal for a regulation
Annex I – paragraph 1 – last line

Text proposed by the Commission

a = **0.0457**

Amendment

a = **0.0609**

Or. de

Justification

According to the Commission's impact assessment (SEC(2007)1723) of 19 December 2007, the criteria of competitive neutrality, sustainability and social equity can best be complied with if the slope of the mass-dependent target lines is 80%.

Amendment 246
Rebecca Harms

Proposal for a regulation
Annex I – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. From 2013 to 2020 for each new passenger car registered in the Community, the permitted specific emissions of CO₂, measured in grams per kilometre, shall be determined by reference to the annual linear average between the 2012 and the 2020 fleet average targets. Differentiation of the annual average shall be based on vehicle footprint and a 40% slope.

The measures to differentiate the target, designed to amend non-essential elements of this Regulation by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 12(3) by 1 January

2012.

Or. en

Amendment 247
Rebecca Harms

Proposal for a regulation
Annex I – paragraph 1 b (new)

Text proposed by the Commission

Amendment

1b. From 2021 to 2025 for each new passenger car registered in the Community, the permitted specific emissions of CO₂ measured in grams per kilometre shall be determined by reference to the annual linear average between the 2020 and the 2025 fleet average targets. Differentiation of the annual average, if any, shall be based on vehicle footprint and a maximum slope of 40%.

The measures to differentiate the target, designed to amend non-essential elements of this Regulation by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 12(3) by 1 January 2020.

Or. en

Amendment 248
Jorgo Chatzimarkakis

Proposal for a regulation
Annex I – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. For each new passenger car, the permitted specific emissions of CO₂, measured in grams per kilometre and

*based on vehicle motor technology only,
shall be:*

- 130 g in 2015

- 110 g in 2020

- 95 g in 2025

- 75 g in 2030.

*These targets should be reviewed every
five years following an impact assessment
carried out by the Commission.*

Or. en

Justification

Clear and ambitious targets should be set already to enable car manufacturers to develop new models accordingly. Moreover, regular impact assessment studies and reviews should be carried out to adapt the targets to new technological development.

Amendment 249 Johannes Blokland

Proposal for a regulation Annex I – paragraph 2 a (new)

Text proposed by the Commission

Amendment

*2a. For each year from 1 January 2020
onwards, the formula in paragraph 1
shall be applied by replacing “120” with
“80”.*

*For each year from 1 January 2025
onwards, the formula in paragraph 1
shall be applied by replacing “80” with
“60”.*

Or. en

Justification

The car industry sector must fit in with the overall targets for the reduction of CO₂ emissions. An average level of no more than 80 g CO₂/km as from 2020 and 60 g CO₂/km as from 2025 is proposed, in order to provide incentives in the long-term for reducing the CO₂ emissions

from cars.

Amendment 250
Jorgo Chatzimarkakis

Proposal for a regulation
Annex I – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. For each new passenger car, further reductions of emissions of CO₂ should be achieved through ecological innovations:

- reduction of 10 g in 2015***
- reduction of 20 g in 2020***
- reduction of 25 g in 2025***
- reduction of 30 g in 2030.***

Or. en

Justification

Compulsory ecological innovations should enable further reductions.

Amendment 251
Chris Davies

Proposal for a regulation
Annex I – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. For each year from 1 January 2020 onwards, the formula in paragraph 1 shall be applied with the use of '80' as the average specific emission of CO₂ permitted.

Or. en

Justification

It is important that the industry be set now a medium term (2020) target to enable it to plan to achieve the reductions required at the least possible cost. The target value proposed of 80 g CO₂/km is more ambitious than that agreed by Parliament on October 2007 in recognition of the very much more progressive stance now being taken by the industry and the pressure for change being exerted by consumers as a result of the huge increase in oil prices.

Amendment 252

Jens Holm

Proposal for a regulation

Annex I – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. For each year from 2020 to 2024 inclusive, the formula in paragraph 1 shall be applied by replacing “for each year from 2012 to 2019 inclusive” with “for each year from 2020 to 2024 inclusive”, and “120” with “80”.

Or. en

Justification

Relates to amendment on article 1 by the same author.

Amendment 253

Peter Liese

Proposal for a regulation

Annex I – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. For each year from 1 January 2020 onwards, the formula in paragraph 1 above shall be applied by replacing “130” with “95” and by amending the figure for variable 'a' to be consistent with the effort sharing between manufacturers. Such amendment, designed to amend the non-

essential elements of this Regulation, shall be proposed by the Commission in 2012 and adopted in accordance with the regulatory procedure with scrutiny referred to in Article 12(3).

Or. en

Justification

A second reduction-step should be introduced into the regulation immediately to encourage innovation in the automotive sector to and to ensure that lower carbon technologies are brought to the market to meet the Union's wider CO2 reduction targets. A target of 95g CO2/km is needed to drive innovation and accelerating the pace of technological change.

Amendment 254

Dorette Corbey

Proposal for a regulation

Annex I – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. Each manufacturer shall ensure that in the year beginning 1 January 2020, and each subsequent year, at least eight percent of all passenger cars it produces shall be zero emission vehicles. In order to achieve this target, manufacturers may make use of the pooling provisions laid down in Article 5(1a).

Or. en

Justification

Several zero emission vehicle types such as electric or hybrid vehicles exist for several years and many manufacturers develop them, but so far zero emission vehicles have not been put on the market in any substantial scale. It is necessary to stimulate the production of these vehicles.

Amendment 255
Jens Holm

Proposal for a regulation
Annex I – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. For each year from 2025 onwards, the formula in paragraph 1 shall be applied by replacing “for each year from 2020 to 2024 inclusive” with “for each year from 2025 onwards”, and “80” with “60”.

Or. en

Justification

Relates to amendment on article 1 by the same author.

Amendment 256
Martin Callanan, Chris Davies

Proposal for a regulation
Annex I a (new)

Text proposed by the Commission

Amendment

Annex Ia

Ultra low carbon vehicles

Each ultra low carbon vehicle, as defined in Article 3, registered in the European Union in the relevant calendar year shall count multiple times towards calculating the vehicle manufacturer's average specific emissions of CO₂ for that year, in accordance with the following schedule:

2012: 10 times

2013: 7 times

2014: 4 times

2015: 2 times

From 1 January 2016, this multiplier will

cease to apply.

Or. en

Justification

Manufacturers are investing significant resources into the development of breakthrough ultra low carbon vehicle technologies with CO2 emissions significantly below anything currently available on the European Market. In their initial production phases, these technologies will carry a very significant cost premium and these vehicles will be available in relatively low volume. To encourage continued investment in their rapid commercialisation, an interim system of legislative super-credits for ultra low carbon vehicles should form part of the proposed regulation.

Amendment 257

Bogusław Sonik

Proposal for a regulation

Annex II – part A – paragraph 1 – introduction

Text proposed by the Commission

1. For the **year** beginning 1 January **2010** and each subsequent **year**, Member States shall record the following details for each new passenger car registered in its territory:

Amendment

1. For the **month** beginning 1 January **2012** and each subsequent **month**, Member States shall record the following details for each new passenger car registered in its territory:

Or. en

Justification

To be in line with Article 6, paragraph 1. Monitoring and reporting should go in line with the implementation of the regulation in order to avoid market distortion and discrimination of manufacturers. Therefore, the starting year should be 2012. Manufacturers need to know monthly performance data so as to be able to, if necessary, respond to market developments.

Amendment 258
Martin Callanan

Proposal for a regulation
Annex II - part A - paragraph 1 - introduction

Text proposed by the Commission

1. For the **year** beginning 1 January **2010** and each subsequent **year**, Member States shall record the following details for each new passenger car registered in its territory:

Amendment

1. For the **month** beginning 1 January **2012** and each subsequent **month**, Member States shall record the following details for each new passenger car registered in its territory:

Or. en

Justification

To be in line with Article 6, para 1. Monitoring and reporting should go in line with the implementation of the regulation in order to avoid marker distortion and discrimination of manufacturers. Therefore, the starting year should be 2012. Manufacturers need to know monthly performance data so as to be able to, if necessary, respond to market developments.

Amendment 259
Dorette Corbey

Proposal for a regulation
Annex II – part A – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. For the year beginning 1 January 2016 and each subsequent year, Member States shall record for each new zero emission vehicle registered in its territory, in addition to the details listed in paragraph 1, the specific emissions of CO₂(g/km) related to the production of the fuel for the zero emission vehicle.

Or. en

Justification

It is necessary to stimulate the production of zero emission vehicles. The production of fuels

for zero emission vehicles causes GHG-emissions for example as a result of the electricity production for electric vehicles. These need to be accounted for from 2016 onwards. Not counting the total CO2-emissions before this year will provide an extra incentive for zero emission vehicles.

Amendment 260
Vittorio Prodi

Proposal for a regulation
Annex II – part A – paragraph 2

Text proposed by the Commission

2. The details referred to in paragraph 1 shall be taken from the certificate of conformity for the relevant passenger car. Where the certificate of conformity specifies both a minimum and a maximum mass for a passenger car, the Member States shall use only the maximum figure for the purpose of this Regulation.

Amendment

2. The details referred to in paragraph 1 shall be taken from the certificate of conformity for the relevant passenger car. Where the certificate of conformity specifies both a minimum and a maximum mass for a passenger car, the Member States shall use only the maximum figure for the purpose of this Regulation. ***In the case of bi-fuelled vehicles (petrol/gas) whose certificates of conformity bear specific CO2 emission figures for both types of fuel, the Member States shall use only the figure measured for the gas.***

Or. it

Justification

According to official figures, bi-fuelled vehicles are run almost exclusively on gas. Furthermore, the use of gaseous fuels as an alternative to petrol, with a view to cutting carbon emissions and diversifying energy supplies, should be promoted.

Amendment 261
Vittorio Prodi

Proposal for a regulation
Annex II – part A – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. Notwithstanding paragraph 2, where

vehicles are registered for the first time on the basis on an individual national approval in accordance with Article 24 of Directive 2007/46/EC, the details referred to in paragraph 1 shall be taken from the individual approval certificate or the annexes thereto. In the case of bi-fuelled (petrol/gas) vehicles whose individual approval certificates bear specific CO₂ emission figures for both types of fuel, the Member States shall use only the figure measured for the gas, provided that that figure was measured in accordance with Regulation (EC) No 715/2007 and UNECE Regulation No 115.

Or. it

Justification

To cover cases in which vehicles are registered on the basis of an individual national approval, in which case a European certificate of conformity is not required (as provided for in Directive 2007/46/EC). The measurement and certification methods are equivalent in the UN and EC regulations.

Amendment 262
Martin Callanan

Proposal for a regulation
Annex II – part A – paragraph 3 – introduction

Text proposed by the Commission

3. For the **year** beginning 1 January **2010** and each subsequent **year**, Member States shall determine, in accordance with the methods described in Part B, by manufacturer:

Amendment

3. For the **month** beginning 1 January **2012** and each subsequent **month**, Member States shall determine, in accordance with the methods described in Part B, by manufacturer:

Or. en

Justification

To be in line with Article 6, para 1. Monitoring and reporting should go in line with the implementation of the regulation in order to avoid market distortion and discrimination of

manufacturers. Therefore, the starting year should be 2012. Manufacturers need to know monthly performance data so as to be able to, if necessary, respond to market developments.

Amendment 263

Magor Imre Csibi, Daciana Octavia Sârbu, Nicodim Bulzesc

Proposal for a regulation

Annex II - part A – paragraph 3 – point (d) – introduction

Text proposed by the Commission

Amendment

(d) for each **variant** of each **version** of each type of new passenger car:

(d) for each **version** of each **variant** of each type of new passenger car:

Or. en

Justification

The proposed rewording of the text ensures compliance with the definitions set out in Annex II, point B of the Directive 2007/46/EC.

Amendment 264

Magor Imre Csibi, Daciana Octavia Sârbu, Nicodim Bulzesc

Proposal for a regulation

Annex II – part B – paragraph 4

Text proposed by the Commission

Amendment

4. For each of **variant** of each **version** of each type of new passenger car, the number of newly registered passenger cars, the mass of the vehicles, the specific emissions of CO₂ and the footprint of the car are to be recorded.

4. For each of **version** of each **variant** of each type of new passenger car, the number of newly registered passenger cars, the mass of the vehicles, the specific emissions of CO₂ and the footprint of the car are to be recorded.

Or. en

Justification

The proposed rewording of the text ensures compliance with the definitions set out in Annex II, point B of the Directive 2007/46/EC.

Amendment 265

Anja Weisgerber, Karl-Heinz Florenz, Thomas Ulmer

Proposal for a regulation

Annex II a (new)

Text proposed by the Commission

Amendment

ANNEX IIa

Procedure for offsetting the emission reduction potentials of eco-innovations

1. The Commission shall appoint an expert committee ('the eco-innovation assessment committee'), composed of representatives of the relevant Commission departments, which shall take decisions on applications from manufacturers to offset emission reduction potentials against specific CO₂ emissions. The committee may co-opt external experts and shall report quarterly to the committee appointed pursuant to Article 12.

2. Where necessary, the committee shall hold quarterly hearings to approve the specific emission reduction potentials of technical measures and take decisions on the applications concerned. Appeals against the committee's decisions shall be admissible.

3. To be considered for offsetting against a manufacturer's specific emission targets, measures

(a) must make a measurable contribution to reducing greenhouse gas emissions,

(b) must be clearly assignable to the CO₂ emissions of a specific vehicle type or to a defined number of vehicles of that type,

(c) must not be essential for type-approval under Directive 2007/46/EC or other EU legal requirements,

(d) and must bring about reductions in greenhouse gas emissions that are not reflected in the results of the test

procedure.

4. When applying for offsetting in respect of eco-innovations, vehicle manufacturers must furnish reliable data on the following points:

(a) the reduction in greenhouse gas emissions attributable to the measure (expressed in CO₂-equivalent);

(b) documentary proof that the measure is not essential for type-approval;

(c) documentary proof that the effects of the measure are not or not sufficiently reflected in the consumption and emissions figures established at type-approval;

(d) a statement as to whether and to what extent the effects of the measure correlate with the vehicle's weight or whether the effects are the same for all vehicles regardless of weight.

5. When applying for a correction of its specific emissions target for a particular year, the manufacturer must submit, in addition to details of a measure's recognised greenhouse gas reductions, a proposal as to how these reductions can be assigned to particular models or to the whole of the manufacturer's model range.

6. The stated CO₂- or greenhouse gas-reduction potential must be confirmed by an independent body. This body must

(a) be a reliable and approved testing institution;

(b) offer guarantees of neutrality and automobile technology expertise in connection with the assessment of greenhouse gas reduction measures.

All institutions which are notified under Article 41 of Directive 2007/46/EC shall be regarded as approved to carry out these tasks.

7. On the basis of a measure's specific CO₂ or greenhouse gas reductions, the

confirmation by the independent body must include documentary proof that the following points have been checked:

(a) the technical effects of the measure on greenhouse gas emissions (expressed in CO₂-equivalent);

(b) the reliability of the data provided by the manufacturer and/or component supplier;

(c) the possible interaction (including trade-offs) with other measures included in the type-approval procedure, or other measures for which an offsetting has been requested or already granted;

(d) the effects of driver behaviour on the emissions reduction that can be achieved by means of the measure under realistic conditions;

(e) the reliability of the data in relation to the vehicle types that are fitted with the measure, the number of such vehicles that are registered and the associated effects on the manufacturer's average CO₂ emissions.

7.1. The committee set up pursuant to Article 12 of this Regulation must check that the application for recognition of an eco-innovation is complete and, within three months following submission of the application documents, take a decision on offsetting in respect of the eco-innovation. In that connection, the Commission shall submit a proposal to the committee.

The applicant may lodge an appeal with the Commission against the committee's decision within one month following notification of that decision. The Commission must submit that appeal to the committee, which must consider it within three months and take a decision.

All decisions on the offsetting of eco-innovations shall be published by the Commission in the Official Journal of the European Union.

8. If an application for an extension is approved for a calendar year, and the measures have not in the meantime become mandatory under the type-approval procedure or other legal provisions, for the approval of offsetting in subsequent years documentary proof shall be provided only of the vehicle types that are fitted with this measure, the number of registered vehicles of this type and the associated effects on the manufacturer's average CO₂ emissions.

9. Automobile component suppliers can apply for confirmation of the CO₂ and greenhouse gas reduction potential of a particular measure if they provide the relevant documentary proof and the certificates issued by independent experts pursuant to paragraph 3 (a) to (d), paragraph 4 (a) to (d), and paragraph 7 (a) to (d) of this Annex.

10. If a manufacturer's application for offsetting refers to a reduction potential for a specific measure that has already been approved for a component supplier, the manufacturer need only produce documentary proof pursuant to paragraph 5 and a certificate issued by an independent expert pursuant to paragraph 7(e) of this Annex.

Or. de

Justification

Measures will only be recognised if they bring measurable advantages over and above the existing requirements. The technical burden of proof lies with the applicant and political responsibility with the Commission. All data must be certified by independent experts who are authorised to carry out tests under the type-approval procedure. Once a measure has been recognised as an eco-innovation, the only elements that need to be checked are those that change as a function of the number of new registrations of a manufacturer's various models.