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Committee on the Environment, Public Health and Food Safety

2012/0190(COD)

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AMENDMENTS

18 - 177

Draft report
Thomas Ulmer
(PE500.598v03-00)

on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EC) No 443/2009 to define the modalities for reaching the 2020 target to reduce CO₂ emissions from new passenger cars

Proposal for a regulation
(COM(2012)0393 – C7-0184/2012 – 2012/0190(COD))

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United in diversity

EN

Amendment 18
Sabine Wils

Proposal for a regulation
Recital 1 a (new)

Text proposed by the Commission

Amendment

(1a) Introducing a further target of 50 g CO₂/km for 2025 will help to ensure that the fuel efficiency of passenger cars will continue to improve beyond 2020, the economy will be less vulnerable towards oil price shocks and ultra-low carbon vehicles will penetrate the market in significant numbers to help meet the targets set out in the Commission's "Roadmap for moving to a competitive low carbon economy in 2050"¹.

¹ COM(2011)0112.

Or. en

Justification

In June 2012, the German Bundestag called on the Federal Government to support an ambitious European position of 50 g/KM in 2025, which would support more ambitious and urgently needed European climate targets.

Amendment 19
Rebecca Harms

Proposal for a regulation
Recital 1 a (new)

Text proposed by the Commission

Amendment

(1a) Introducing a further target of 60 CO₂ g/km for 2025 is needed to ensure a predictable policy framework for car manufacturers in the framework of the necessary continued fuel efficiency improvement of cars beyond 2020, in line

with the decarbonisation of the transport sector as part of the Union's climate objectives.

Or. en

Amendment 20
Chris Davies, Gerben-Jan Gerbrandy

Proposal for a regulation
Recital 1 a (new)

Text proposed by the Commission

Amendment

(1a) The further development of the worldwide market for advanced technologies aiming at improving the efficiency of passenger cars is in line with the flagship initiative for a resource-efficient Europe under the Europe 2020 strategy, which supports the shift towards a resource-efficient, low-carbon economy for achieving sustainable growth. In order to further stimulate innovation in this area a long-term target for 2025 should be set in this Regulation.

Or. en

Justification

It is estimated that the need to produce more fuel efficient vehicles in the EU will create 110 000 new jobs by 2030, in particular in the chemicals and electronics industries (McKinsey). A target of 70g/km in 2025 would ensure that investments into alternative power trains continue, creating additional high-tech jobs in Europe.

Amendment 21
Sabine Wils

Proposal for a regulation
Recital 1 b (new)

Text proposed by the Commission

Amendment

(1b) In order to be socially equitable and sustainable, from 2025 there should be no utility parameter and no slope.

Or. en

Justification

The increased market penetration of ultra low carbon vehicle technologies the utility parameter and slope becomes unnecessary as manufactures can achieve zero emissions.

Amendment 22
Sabine Wils

Proposal for a regulation
Recital 1 c (new)

Text proposed by the Commission

Amendment

(1c) This Regulation should recognise the potential harm for the industry of introducing a 2025 target at a later date, which would disturb the planning reliability needed to reach an ambitious 2025 target.

Or. en

Justification

Producers seek for planning reliability years in advance. Knowledge of the feasible CO₂ reductions is widely available and the legislator should therefore guarantee that investments in low emission vehicles pay off.

Amendment 23
Rebecca Harms

Proposal for a regulation
Recital 2

Text proposed by the Commission

(2) It is appropriate to clarify that for the purpose of verifying compliance with the target of 95gCO₂/km, CO₂ emissions should continue to be measured in accordance with Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information¹⁰ and its implementing measures and innovative technologies.

Amendment

(2) It is appropriate to clarify that for the purpose of verifying compliance with the target of 95gCO₂/km, CO₂ emissions should continue to be measured in accordance with Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information¹⁰ and its implementing measures and innovative technologies. ***However, studies carried out by the Commission have demonstrated that the test procedures used to measure CO₂ emissions under that Regulation have not prevented an increased utilisation of flexibilities by manufacturers which has resulted in alleged CO₂ emissions reductions that are not attributed to technological improvements and cannot be achieved in real driving on the road. Therefore, Regulation (EC) No 715/2007 should be reviewed as a matter of urgency in order to ensure that test procedures reflect adequately the real CO₂ emissions behaviour of cars.***

Or. en

Amendment 24

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

Proposal for a regulation

Recital 2

Text proposed by the Commission

(2) It is appropriate to clarify that for the purpose of verifying compliance with the target of 95gCO₂/km, CO₂ emissions

Amendment

(2) It is appropriate to clarify that for the purpose of verifying compliance with the target of 95gCO₂/km, CO₂ emissions

should continue to be measured in accordance with Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information and its implementing measures and innovative technologies.

should continue to be measured in accordance with Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information and its implementing measures and innovative technologies. ***However, studies carried out by the Commission have demonstrated that the test procedures used to measure CO2 emissions under that Regulation have not prevented an increased utilisation of flexibilities by manufacturers which have resulted in alleged CO2 emissions reductions that are not attributable to technological improvements and cannot be achieved in real driving on the road. Regulation (EC) No 715/2007, and the New European Drive Cycle (NEDC), should therefore be amended as a matter of urgency, and at the latest by the end of 2014, in order to ensure that test procedures give an accurate picture of the CO2 emissions generated by real driving on the road. The next step should be to incorporate the World Light Duty Test Procedure (WLTP), which is currently being developed under the auspices of the United Nations Economic Commission for Europe, into Union law as soon as possible after it has been finalised. The Commission should consider whether there is a need to supplement the WLTP, by incorporating additional provisions, when integrating it into Union law in order to ensure that test procedures give an accurate picture of the emissions generated by real driving on the road***

Or. de

Justification

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

Amendment 25

Sabine Wils

Proposal for a regulation

Recital 2 a (new)

Text proposed by the Commission

Amendment

(2a) Manufacturers' compliance with the targets under this Regulation should be assessed at Union 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 adjusted according to 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 and the likely upper marginal costs of compliance with this Regulation. The amounts of the excess emissions premium should be considered as revenue for the general budget of the Union.

Or. en

Justification

The Excess Emission Premium needs to be set a level which ensures that all manufacturers comply with the Regulation. In order to provide a sufficient incentive to take measures to

reduce specific emissions of CO₂ from passenger cars, the premium should reflect the likely upper marginal costs for individual manufacturers based on the costs of technology.

Amendment 26
Sabine Wils

Proposal for a regulation
Recital 2 b (new)

Text proposed by the Commission

Amendment

(2b) The cost estimates of achieving the 95 g CO₂/km target in 2020 are considerably lower than initial projections. Achieving that target is deemed feasible and hence no phase-in is deemed necessary for the date of application of this Regulation.

Or. en

Justification

The background analysis for the European Commission showed that meeting the 95 g target is feasible in 2020 so no phase-in is necessary.

Amendment 27
Mario Pirillo, Kathleen Van Brempt

Proposal for a regulation
Recital 2 a (new)

Text proposed by the Commission

Amendment

(2a) High and steadily rising fossil fuel prices – particularly oil prices – are a threat to economic recovery, energy security and energy affordability in Europe. Oil shocks can lead to deep recessions, reduced competitiveness and higher unemployment levels. Reducing our dependence on oil, in particular by making cars more efficient and more

sustainable, must therefore be a priority.

Or. it

Amendment 28

Sabine Wils

Proposal for a regulation

Recital 3

Text proposed by the Commission

Amendment

(3) In recognition of the high research and development and unit production costs of early generations of ultra-low carbon vehicles it is appropriate to accelerate and facilitate, on an interim basis and to a limited extent, the process of their introduction into the Union market at their initial stages of commercialization.

deleted

Or. en

Justification

Super-credits weaken the specific emissions target of manufacturers by providing emissions allowances for the sales of vehicles emitting below 35 g/km CO₂. The fact that electric vehicles are currently considered zero-emission vehicles in this Regulation is already a substantial incentive since the well-to-wheel emissions of electric vehicles are significantly higher than 0g CO₂/km. Super-credits exacerbate the distortion of the average specific emissions of CO₂ and undermine the environmental integrity of this Regulation. They should therefore be rejected.

Amendment 29

Corinne Lepage

Proposal for a regulation

Recital 3

Text proposed by the Commission

Amendment

(3) In recognition of the high research

deleted

and development and unit production costs of early generations of ultra-low carbon vehicles it is appropriate to accelerate and facilitate, on an interim basis and to a limited extent, the process of their introduction into the Union market at their initial stages of commercialization.

Or. fr

Justification

Super-credits could well jeopardise the objective of reducing CO₂ emissions and should therefore be done away with.

Amendment 30
Rebecca Harms

Proposal for a regulation
Recital 3

Text proposed by the Commission

(3) In recognition of the high research and development and unit production costs of early generations of ultra-low carbon vehicles it is appropriate to accelerate and facilitate, on an interim basis and to a limited extent, the process of their introduction into the Union market at their initial stages of commercialization.

Amendment

(3) In recognition of the high research and development and unit production costs of early generations of ultra-low carbon vehicles it is appropriate to accelerate and facilitate, on an interim basis and to a limited extent, the process of their introduction into the Union market at their initial stages of commercialization ***through accounting such vehicles as having zero emissions until 2025.***

Or. en

Amendment 31
Sabine Wils

Proposal for a regulation
Recital 3

Text proposed by the Commission

(3) In recognition of the high research and development and unit production costs of early generations of ultra-low carbon vehicles it is appropriate to ***accelerate and facilitate, on an interim basis and to a limited extent, the process of their introduction into the Union market at their initial stages of commercialization.***

Amendment

(3) In recognition of the high research and development and unit production costs of early generations of ultra-low carbon vehicles it is appropriate to ***set a limit value for 2025 now, in order to provide planning certainty.***

Or. de

Justification

Multiple counting of vehicles with very low CO₂ emissions would make the limit value for the period from 2020 onwards less stringent, a move at odds with the aim of the regulation. The introduction of a limit value for 2025 would also increase the market penetration of ultra-low-carbon vehicles without making the limit value for 2020 less stringent, and this approach is therefore preferable to granting super-credits on the basis of multiple counting.

Amendment 32
Rebecca Harms

Proposal for a regulation
Recital 3 a (new)

Text proposed by the Commission

Amendment

(3a) Whilst the use of certain alternative fuels can offer significant CO₂ reductions in a life-cycle perspective, it has been recognised that the CO₂ emissions arising from the production of such alternative fuels can be higher than those of conventional fuels. The upstream emissions of all vehicles, including alternative-fuelled vehicles, should therefore be considered as their market share increases. For the period beyond 2025 the Commission should therefore introduce metrics that take into account upstream greenhouse gas emissions.

Amendment 33
Karl-Heinz Florenz, Peter Liese

Proposal for a regulation
Recital 3 a (new)

Text proposed by the Commission

Amendment

(3a) In order to speed up the market uptake of ultra-low carbon vehicles and/or e-cars, it is necessary to develop across the Union appropriate infrastructure for the supply of alternative fuels and electric power to vehicles, including a dense network of charging points at all appropriate locations where many e-cars are parked for many hours, such as park-and-ride car parks. E-cars should, as a matter of priority, store surplus electricity generated using wind and/or solar energy. In addition, exchangeable number plates should be introduced Europe-wide, so that greater use can be made of commuter e-cars for short journeys.

Or. de

Justification

E-cars make particular sense as a means of storing surplus electricity generated using wind and/or solar energy. However, the relevant infrastructure is lacking. In addition, introducing exchangeable number plates, as employed in Germany and Austria, could offer people an incentive to purchase a small e-car for (daily) commuter journeys, whilst retaining a larger car for family outings.

Amendment 34
Åsa Westlund, Marita Ulvskog

Proposal for a regulation
Recital 4

Text proposed by the Commission

Amendment

(4) In recognition of the disproportionate impacts on the smallest manufacturers resulting from compliance with specific emissions targets defined on the basis of the utility of the vehicle, high administrative burden of the derogation procedure and only marginal benefit in terms of avoided CO₂ from the vehicles sold by these manufacturers, producers responsible annually for less than 500 new passenger cars are excluded from the scope of the specific emissions target and the excess emissions premium.

deleted

Or. en

Amendment 35
Sophie Auconie

Proposal for a regulation
Recital 4

Text proposed by the Commission

Amendment

(4) In recognition of the disproportionate impacts on the smallest manufacturers resulting from compliance with specific emissions targets defined on the basis of the utility of the vehicle, high administrative burden of the derogation procedure and only marginal benefit in terms of avoided CO₂ from the vehicles sold by these manufacturers, producers responsible annually for less than **500** new passenger cars are excluded from the scope of the specific emissions target and the excess emissions premium.

(4) In recognition of the disproportionate impacts on the smallest manufacturers resulting from compliance with specific emissions targets defined on the basis of the utility of the vehicle, high administrative burden of the derogation procedure and only marginal benefit in terms of avoided CO₂ from the vehicles sold by these manufacturers, producers responsible annually for less than **1 000** new passenger cars are excluded from the scope of the specific emissions target and the excess emissions premium.

Or. fr

Amendment 36
Åsa Westlund, Marita Ulvskog

Proposal for a regulation
Recital 5

Text proposed by the Commission

Amendment

(5) The procedure to grant derogations to small-volume manufacturers shall be simplified to allow for more flexibility in terms of the timing of application for a derogation by the manufacturers and the decision to grant it by the Commission. *deleted*

Or. en

Amendment 37
Åsa Westlund, Marita Ulvskog

Proposal for a regulation
Recital 6

Text proposed by the Commission

Amendment

(6) The procedure to grant derogations to niche manufacturers should be continued for 2020. However, in order to ensure that the reduction effort required by niche manufacturers is consistent with that of large volume manufacturers, a target 45 % lower than the average specific emissions of niche manufacturers in 2007 should therefore apply from 2020. *deleted*

Or. en

Amendment 38
Phil Bennion

Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) The procedure to grant derogations to niche manufacturers should be continued for 2020. However, in order to ensure that the reduction effort required by niche manufacturers is consistent with that of large volume manufacturers, a target 45 % lower than the average specific emissions of niche manufacturers in 2007 should therefore apply from 2020.

Amendment

(6) The procedure to grant derogations to niche manufacturers should be continued for 2020. However, in order to ensure that the reduction effort required by niche manufacturers is consistent with that of large volume manufacturers, a target 45 % lower than the average specific emissions of niche manufacturers in 2007 should therefore apply from 2020. ***Equivalent targets should be established for 2025.***

Or. en

Amendment 39

Åsa Westlund, Marita Ulvskog

Proposal for a regulation

Recital 6 a (new)

Text proposed by the Commission

Amendment

(6a) Given the need to provide the automotive industry with sufficient time and to safeguard its planning and investment certainty, it is appropriate to determine an indicative target for CO₂ emission reductions by 2025 in this Regulation.

Or. en

Amendment 40

Mario Pirillo

Proposal for a regulation

Recital 7

Text proposed by the Commission

Amendment

(7) To enable the automotive industry to carry out long-term investments and

(7) To enable the automotive industry to carry out long-term investments and

innovation it is desirable to provide indications for the period beyond 2020. These indications should be based on an assessment of the necessary rate of reduction in line with the Union's long term climate goals and the implications for the development of cost effective CO2 reducing technology for cars. It is therefore desirable for these aspects to be reviewed, the Commission to make a report and if appropriate proposals made for targets beyond 2020.

innovation it is desirable to provide indications for the period beyond 2020. These indications should be based on an assessment of the necessary rate of reduction in line with the Union's long term climate goals and the implications for the development of cost effective CO2 reducing technology for cars. It is therefore desirable for these aspects to be reviewed, the Commission to make a report and if appropriate proposals made for targets beyond 2020. ***The report should look at the CO₂ emissions generated across a vehicle's entire life cycle (including during the production and post-use stages).***

Or. it

Amendment 41
Karin Kadenbach

Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) To enable the automotive industry to carry out long-term investments and innovation it is desirable to provide indications of how this Regulation should be amended for the period beyond 2020. These indications should be based on an assessment of the necessary rate of reduction in line with the Union's long term climate goals and the implications for the development of cost effective CO2 reducing technology for cars. It is therefore desirable for these aspects to be reviewed, the Commission to make a report and if appropriate proposals made for targets beyond 2020.

Amendment

(7) To enable the automotive industry to carry out long-term investments and innovation it is desirable to provide indications of how this Regulation should be amended for the period beyond 2020. These indications should be based on an assessment of the necessary rate of reduction in line with the Union's long term climate goals, ***an assessment of the overall trend in CO₂ emissions linked to the three life-cycle phases of cars, production, use and end of life,*** and the implications for the development of cost effective CO2 reducing technology for cars It is therefore desirable for these aspects to be reviewed, the Commission to make a report and if appropriate proposals made for targets beyond 2020.

Justification

Reducing emissions from cars only in the use phase could increase the environmental impact of the production and recycling phases of the life cycle. Trends in emissions from cars throughout the entire life cycle should therefore be calculated approximately, so that proposals for countermeasures can be drawn up at an early stage in the event of a significant increase in overall emissions.

Amendment 42**Jolanta Emilia Hibner****Proposal for a regulation****Recital 7***Text proposed by the Commission*

(7) To enable the automotive industry to carry out long-term investments and innovation it is desirable to provide indications of how this Regulation ***should*** be amended for the period beyond 2020. These indications should be based on an assessment of the necessary rate of reduction ***in line with the Union's long term climate goals*** and ***the*** implications for the development of cost effective CO2 reducing technology for cars. It is therefore desirable for these aspects to be reviewed, the Commission to make a report and if appropriate proposals made for targets beyond 2020.

Amendment

(7) To enable the automotive industry to carry out long-term investments and innovation it is desirable to provide indications of how this Regulation ***can*** be amended for the period beyond 2020. These indications should be based on an assessment of the necessary rate of reduction and ***its*** implications for the development of cost effective CO2 reducing technology for cars. It is therefore desirable for these aspects to be reviewed, the Commission to make a report and if appropriate proposals made for targets beyond 2020. ***The EU's long-term reduction targets are conditional on the conclusion of a global agreement on reducing greenhouse gas emissions.***

Or. pl

Amendment 43**Corinne Lepage****Proposal for a regulation****Recital 7**

Text proposed by the Commission

(7) To enable the automotive industry to carry out long-term investments and innovation it is desirable to ***provide indications of how this Regulation should be amended*** for the period beyond 2020. ***These indications*** should be based on an assessment of the necessary rate of reduction in line with the Union's long term climate goals and the implications for the development of cost effective CO₂ reducing technology for cars. ***It is therefore desirable for these aspects to be reviewed, the Commission to make a report and if appropriate proposals made for targets beyond 2020.***

Amendment

(7) To enable the automotive industry to carry out long-term investments and innovation it is desirable to ***determine a new CO₂ emissions reduction target*** for the period beyond 2020. ***That target*** should be based on an assessment of the necessary rate of reduction in line with the Union's long term climate goals and the implications for the development of cost effective CO₂ reducing technology for cars.

Or. fr

Amendment 44

Dan Jørgensen, Jo Leinen

Proposal for a regulation

Recital 7

Text proposed by the Commission

(7) To enable the automotive industry to carry out long-term investments and innovation it is desirable to provide indications of how this Regulation should be amended for the period beyond 2020. These indications should be based on an assessment of the necessary rate of reduction in line with the Union's long term climate goals and the implications for the development of cost effective CO₂ reducing technology for cars. It is therefore desirable ***for these aspects to be reviewed, the Commission to make a report and if appropriate proposals made for targets beyond 2020.***

Amendment

(7) To enable the automotive industry to carry out long-term investments and innovation it is desirable to provide indications of how this Regulation should be amended for the period beyond 2020. These indications should be based on an assessment of the necessary rate of reduction in line with the Union's long term climate goals and the implications for the development of cost effective CO₂ reducing technology for cars. It is therefore desirable ***to set a target for 2025 in this Regulation and for the Commission to make a report on the CO₂ emission targets for new passenger cars for 2030 and onwards.***

Justification

It is important to send a clear political signal to the carmakers on the need for continued emission reductions and to provide planning and investment certainty for the automotive- and component industry. The product cycles for passenger cars are 5-7 years and more than 10 years for vans (ACEA). Therefore, it is essential to agree on a target for 2025 now and to set a timeframe for when to amend the target for 2030.

Amendment 45

Åsa Westlund, Marita Ulvskog

Proposal for a regulation

Recital 7

Text proposed by the Commission

(7) To enable the automotive industry to carry out long-term investments and innovation it is desirable to ***provide indications of how this Regulation should be amended*** for the period beyond 2020. ***These indications*** should be based on an assessment of the necessary rate of reduction in line with the Union's long term climate goals and the implications for the development of cost effective CO₂ reducing technology for cars. ***It is therefore desirable for these aspects to be reviewed, the Commission to make a report and if appropriate proposals made for targets beyond 2020.***

Amendment

(7) To enable the automotive industry to carry out long-term investments and innovation it is desirable to ***set a CO₂ emissions reduction target*** for the period beyond 2020. ***That target*** should be based on an assessment of the necessary rate of reduction in line with the Union's long term climate goals and the implications for the development of cost effective CO₂ reducing technology for cars.

Amendment 46

Sophie Auconie

Proposal for a regulation

Recital 7

Text proposed by the Commission

(7) To enable the automotive industry to carry out long-term investments and innovation it is desirable to provide indications of how this Regulation should be amended for the period beyond 2020. These indications should be based on an assessment of the necessary rate of reduction in line with the Union's long term climate goals and the implications for the development of cost effective CO₂ reducing technology for cars. It is therefore desirable for these aspects to be reviewed, the Commission **to** make a report and if appropriate proposals **made** for targets beyond 2020.

Amendment

(7) To enable the automotive industry to carry out long-term investments and innovation it is desirable to provide indications of how this Regulation should be amended for the period beyond 2020. These indications should be based on an assessment of the necessary rate of reduction in line with the Union's long term climate goals and the implications for the development of cost effective CO₂ reducing technology for cars. It is therefore desirable for these aspects to be reviewed **as soon as the new test procedures have been laid down and a better insight has been gained into ongoing technological developments**. The Commission will then make a report and, if appropriate, **make** proposals for targets beyond 2020.

Or. fr

Amendment 47

Miroslav Mikolášik, Eija-Riitta Korhola

Proposal for a regulation

Recital 7

Text proposed by the Commission

(7) To enable the automotive industry to carry out long-term investments and innovation it is desirable to provide indications of how this Regulation should be amended for the period beyond 2020. These indications should be based on an assessment of the necessary rate of reduction in line with the Union's long term climate goals and the implications for the development of cost effective CO₂ reducing technology for cars. It is therefore desirable for these aspects to be reviewed, the Commission to make a report and if appropriate proposals made for targets

Amendment

(7) To enable the automotive industry to carry out long-term investments and innovation it is desirable to provide indications of how this Regulation should be amended for the period beyond 2020. These indications should be based on an assessment of the necessary rate of reduction in line with the Union's long term climate goals and the implications for the development of cost effective CO₂ reducing technology for cars. It is therefore desirable for these aspects to be reviewed, the Commission to make a report and if appropriate proposals made for targets

beyond 2020.

beyond 2020. *That report should take into consideration CO₂ emissions over the whole life cycle of cars (including manufacture and end-of-life).*

Or. en

Amendment 48
Christofer Fjellner

Proposal for a regulation
Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) Eco-innovations play an important role in improving the emission performance of new passenger cars. The current incentive mechanism for eco-innovations is not functioning properly, mainly due to the conditions laid down in the Commission Implementing Regulation (EU) No 725/2011 of 25 July 2011 establishing a procedure for the approval and certification of innovative technologies for reducing CO₂ emissions from passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council¹. In order to streamline and simplify the procedure for the approval of innovative technologies as eco-innovations, the Commission should amend that Regulation.

¹ OJ L 194, 26.7.2011, p. 19.

Or. en

Amendment 49
Mario Pirillo, Kathleen Van Brempt

Proposal for a regulation
Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) Given that accurate and truthful information on CO₂ emissions and fuel consumption is essential for consumers to be able to make informed choices, the utmost attention should be paid to assessing these two parameters. At present, on-road emissions from vehicles differ greatly from the figures measured during the emissions test cycle. A test cycle that produces more accurate results therefore needs to be developed at the earliest opportunity.

Or. it

Amendment 50
Mario Pirillo

Proposal for a regulation
Recital 7 b (new)

Text proposed by the Commission

Amendment

(7b) With a view to bringing the specific CO₂ emissions quoted for new cars more closely into line with the emissions actually generated during normal conditions of use, the Commission should seek to ensure that the new international light-duty vehicle test procedure (World Light-Duty Test Cycle – WLTC/P) is finalised as soon as possible, so that it may be adopted at European level by the end of 2014 and introduced in January 2017.

Or. it

Amendment 51
Rebecca Harms

Proposal for a regulation
Recital 8

Text proposed by the Commission

(8) The Regulation requires the Commission to carry out an impact assessment in order to review the test procedures to reflect adequately the real CO₂ emissions behaviour of cars. This work is proceeding through the development of a World Light Duty Test procedure in the framework of the United Nations Economic Commission for Europe **but is not yet complete. In view of this**, Annex I to Regulation (EC) No 443/2009 establishes emission limits for 2020 as measured according to Regulation (EC) No 715/2007 and Annex XII to Regulation (EC) No 692/2008. When the test procedures are amended, the limits set in Annex I should be adjusted to ensure comparable stringency for manufacturers and classes of vehicles.

Amendment

(8) The Regulation requires the Commission to carry out an impact assessment in order to review the test procedures to reflect adequately the real CO₂ emissions behaviour of cars. This work is proceeding through the development of a World Light Duty Test procedure **(WLTP)** in the framework of the United Nations Economic Commission for Europe, **which should be integrated, after its completion, into Union law. When integrating it into Union law, the Commission should consider the need to supplement the WLTP by additional provisions, in particular as regards implementation of this Regulation, in order to ensure that test procedures reflect adequately the emissions generated by real driving on the road. Pending the completion of the WLTP**, Annex I to Regulation (EC) No 443/2009 establishes emission limits for 2020 as measured according to Regulation (EC) No 715/2007 and Annex XII to Regulation (EC) No 692/2008. When the test procedures are amended, the limits set in Annex I should be adjusted to ensure comparable stringency for manufacturers and classes of vehicles.

Or. en

Amendment 52
Mario Pirillo, Kathleen Van Brempt

Proposal for a regulation
Recital 8

Text proposed by the Commission

(8) The Regulation requires the Commission to carry out an impact assessment in order to review the test procedures to reflect adequately the real CO₂ emissions behaviour of cars. This work is proceeding through the development of a World Light Duty Test procedure in the framework of the United Nations Economic Commission for Europe but is not yet complete. In view of this, Annex I to Regulation (EC) No 443/2009 establishes emission limits for 2020 as measured according to Regulation (EC) No 715/2007 and Annex XII to Regulation (EC) No 692/2008. When the test procedures are amended, the limits set in Annex I should be adjusted to ensure comparable stringency for manufacturers and classes of vehicles.

Amendment

(8) The Regulation requires the Commission to carry out an impact assessment in order to review the test procedures to reflect adequately the real CO₂ emissions behaviour of cars. This work is proceeding through the development of a World Light Duty Test procedure in the framework of the United Nations Economic Commission for Europe but is not yet complete. In view of this, Annex I to Regulation (EC) No 443/2009 establishes emission limits for 2020 as measured according to Regulation (EC) No 715/2007 and Annex XII to Regulation (EC) No 692/2008. When the test procedures are amended, the limits set in Annex I should be adjusted to ensure comparable stringency for manufacturers and classes of vehicles. ***Accordingly, if the WLTP is not adopted by 2014, the Commission should, at the earliest opportunity, amend the EU measurement procedures provided for in Regulation (EC) No 715/2007 to take account of vehicles' actual on-road CO₂ emissions.***

Or. it

Amendment 53

Judith A. Merkies, Jo Leinen, Kathleen Van Brempt, Dan Jørgensen

Proposal for a regulation

Recital 8

Text proposed by the Commission

(8) The Regulation requires the Commission to carry out an impact assessment in order to review the test procedures to reflect adequately the real CO₂ emissions behaviour of cars. This work is proceeding through the development of a World Light Duty Test

Amendment

(8) The Regulation requires the Commission to carry out an impact assessment in order to review the test procedures to reflect adequately the real CO₂ emissions behaviour of cars. This work is proceeding through the development of a World Light Duty Test

procedure in the framework of the United Nations Economic Commission for Europe but is not yet complete. ***In view of this***, Annex I to Regulation (EC) No 443/2009 establishes emission limits for 2020 as measured according to Regulation (EC) No 715/2007 and Annex XII to Regulation (EC) No 692/2008. When the test procedures are amended, the limits set in Annex I should be adjusted to ensure comparable stringency for manufacturers and classes of vehicles.

procedure in the framework of the United Nations Economic Commission for Europe but is not yet complete. ***In view of this, and considering the insufficiency of the current test cycle, a new test cycle that does reflect the actual emissions of cars should be developed swiftly, ruling out divergent interpretations and deviations among Member States. Pending the adoption of the new test cycle***, Annex I to Regulation (EC) No 443/2009 establishes emission limits for 2020 as measured according to Regulation (EC) No 715/2007 and Annex XII to Regulation (EC) No 692/2008. When the test procedures are amended, the limits set in Annex I should be adjusted to ensure comparable stringency for manufacturers and classes of vehicles.

Or. en

Amendment 54
Chris Davies, Gerben-Jan Gerbrandy

Proposal for a regulation
Recital 8

Text proposed by the Commission

(8) The Regulation requires the Commission to carry out an impact assessment in order to review the test procedures to reflect adequately the real CO₂ emissions behaviour of cars. This work is proceeding through the development of a World Light Duty Test procedure in the framework of the United Nations Economic Commission for Europe but is not yet complete. In view of this, Annex I to Regulation (EC) No 443/2009 establishes emission limits for 2020 as measured according to Regulation (EC) No 715/2007 and Annex XII to Regulation (EC) No 692/2008. ***When the test procedures are amended***, the limits set in

Amendment

(8) The Regulation requires the Commission to carry out an impact assessment in order to review the test procedures to reflect adequately the real CO₂ emissions behaviour of cars. This work is proceeding through the development of a World Light Duty Test procedure (***WLTP***) in the framework of the United Nations Economic Commission for Europe but is not yet complete. In view of this, Annex I to Regulation (EC) No 443/2009 establishes emission limits for 2020 as measured according to Regulation (EC) No 715/2007 and Annex XII to Regulation (EC) No 692/2008. ***In order to ensure that this Regulation delivers the***

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

anticipated reduction in emissions, the test procedure should be changed from 1 January 2016 to the WLTP. When the WLTP is applied in 2016 for the purposes of this Regulation, the limits set in Annex I should be adjusted to ensure comparable stringency for manufacturers and classes of vehicles.

Or. en

Justification

It is widely accepted that the current test cycle fails to reflect accurately real driving conditions. Finalisation of the new WLTP procedure is well advanced and expected to be complete in 2014. This will address many of the problems of the current NEDC test. The new WLTP cycle and procedures should therefore be adopted from 2016 onwards.

Amendment 55

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

Proposal for a regulation

Recital 8

Text proposed by the Commission

(8) The Regulation requires the Commission to carry out an impact assessment in order to review the test procedures to reflect adequately the real CO₂ emissions behaviour of cars. This work is proceeding through the development of a World Light Duty Test procedure in the framework of the United Nations Economic Commission for Europe but is not yet complete. In view of this, Annex I to Regulation (EC) No 443/2009 establishes emission limits for 2020 as measured according to Regulation (EC) No 715/2007 and Annex XII to Regulation (EC) No 692/2008. When the test procedures are amended, the limits set in Annex I should be adjusted to ensure comparable stringency for manufacturers and classes of vehicles.

Amendment

(8) The Regulation requires the Commission to carry out an impact assessment in order to review the test procedures to reflect adequately the real CO₂ emissions behaviour of cars. This work is proceeding through the development of a World Light Duty Test procedure in the framework of the United Nations Economic Commission for Europe but is not yet complete. In view of this, Annex I to Regulation (EC) No 443/2009 establishes emission limits for 2020 as measured according to Regulation (EC) No 715/2007 and Annex XII to Regulation (EC) No 692/2008. ***As soon as possible after it has been finalised, however, the test cycle should be incorporated into Union law. The Commission should consider whether there is a need to***

supplement the WLTP, by incorporating additional provisions, when integrating it into Union law in order to ensure that test procedures give an accurate picture of the emissions generated by real driving on the road. When the test procedures are amended, the limits set in Annex I should be adjusted to ensure comparable stringency for manufacturers and classes of vehicles.

Or. de

Justification

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

Amendment 56
Rebecca Harms

Proposal for a regulation
Recital 8 a (new)

Text proposed by the Commission

Amendment

(8a) In order to provide a sufficient incentive to introduce improvements reducing specific emissions of CO₂ from passenger cars, the excess emissions premium should be adjusted to reflect technological costs and likely upper marginal costs of compliance with this Regulation.

Or. en

Amendment 57
Sabine Wils

Proposal for a regulation
Recital 8 a (new)

Text proposed by the Commission

Amendment

(8a) Some alternative fuels offer significant reductions in CO2 emissions, but it is now coming to be acknowledged that if the entire life cycle is taken into account CO2 emissions from these alternative fuels could be higher than those from conventional fuels. Emissions from all alternative fuels which are linked to upstream energy generation should therefore be taken into account, since the market share of these fuels is increasing.

Or. de

Justification

Regulation 443/2009 concerns only vehicle exhaust gases, but not emissions generated by the production of electricity or hydrogen for so-called zero-emission vehicles, even though their real emission levels may be significantly higher. With a view to ensuring that manufacturers choose the propulsion systems which generate the lowest overall emissions, this regulation should take account of all upstream emissions, as is standard practice in the USA.

Amendment 58
Cristian Silviu Buşoi

Proposal for a regulation
Recital 9 a (new)

Text proposed by the Commission

Amendment

(9a) The "Roadmap for moving to a competitive low carbon economy in 2050" recommends a 54% to 67% reduction target for the transport sector overall. In order to encourage the automotive industry to further lower the emissions of newly registered vehicles and to allow comparison between different options for new metrics and parameters, a long-term approach setting new targets for the

period beyond 2020 is needed. Those targets should support the Union's leading role in low CO₂ emission vehicles at international level, promote research and development in this area and the consumer and market acceptance of low emission vehicles, while respecting affordability and social equity. The Commission should present a detailed time schedule to study, discuss and decide all respective issues together with all relevant stakeholders in order to fix a post-2020 target no later than 2017, to provide the industry with the necessary lead-time to comply with this target.

Or. en

Amendment 59
Rebecca Harms

Proposal for a regulation
Recital 12

Text proposed by the Commission

(12) The power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in order to supplement the rules on derogations from the specific emissions targets, to amend data requirements for the purpose of monitoring of CO₂ emissions and to adjust the formulae for calculating the specific CO₂ emissions in Annex I to changes in the vehicle mass value and the regulatory test procedure for the measurement of specific CO₂ emissions referred to in Regulation (EC) No 715/2007. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate

Amendment

(12) The power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in order to supplement the rules on derogations from the specific emissions targets, to amend data requirements for the purpose of monitoring of CO₂ emissions and to adjust the formulae for calculating the specific CO₂ emissions in Annex I to changes in the vehicle mass **and footprint** value and the regulatory test procedure for the measurement of specific CO₂ emissions referred to in Regulation (EC) No 715/2007. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely

transmission of relevant documents to the European Parliament and to the Council.

and appropriate transmission of relevant documents to the European Parliament and to the Council.

Or. en

Amendment 60

Karl-Heinz Florenz, Peter Liese, Toine Manders

Proposal for a regulation

Recital 12

Text proposed by the Commission

(12) The power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in order to supplement the rules on derogations from the specific emissions targets, to amend data requirements for the purpose of monitoring of CO₂ emissions and to adjust the formulae for calculating the specific CO₂ emissions in Annex I to changes in the vehicle mass value and the regulatory test procedure for the measurement of specific CO₂ emissions referred to in Regulation (EC) No 715/2007. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

Amendment

(12) The power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in order to supplement the rules on derogations from the specific emissions targets, to amend data requirements for the purpose of monitoring of CO₂ emissions and to adjust the formulae for calculating the specific CO₂ emissions in Annex I to changes in the vehicle mass value **and vehicle footprint** and the regulatory test procedure for the measurement of specific CO₂ emissions referred to in Regulation (EC) No 715/2007. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

Or. de

Justification

CO₂ limit values should also take account of the utility value of a car. Here is no direct link between weight and utility value. A car's footprint, i.e. its track width multiplied by the area between the four tyres, gives a better approximation of the utility value. In the USA as well

'footprint' is used as the utility parameter. What is more, using 'footprint' as the parameter would counteract the trend for cars to become ever heavier and encourage manufacturers to design lightweight models.

Amendment 61

Sabine Wils

Proposal for a regulation

Recital 12

Text proposed by the Commission

(12) The power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in order to supplement the rules on derogations from the specific emissions targets, to amend data requirements for the purpose of monitoring of CO₂ emissions and to adjust the formulae for calculating the specific CO₂ emissions in Annex I to changes in the **vehicle mass** value and the regulatory test procedure for the measurement of specific CO₂ emissions referred to in Regulation (EC) No 715/2007. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

Amendment

(12) The power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in order to supplement the rules on derogations from the specific emissions targets, to amend data requirements for the purpose of monitoring of CO₂ emissions and to adjust the formulae for calculating the specific CO₂ emissions in Annex I to changes in the **footprint** value and the regulatory test procedure for the measurement of specific CO₂ emissions referred to in Regulation (EC) No 715/2007. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

Or. en

Justification

The mass of the car is not a good indicator of its utility (usefulness) and should therefore not be used to define the specific emission targets. On the contrary, footprint (track width x wheelbase) is a better utility parameter: it is more neutral, stable and better reflects the usefulness of a car. Car buyers might chose a car based on its size, but not on its weight. A footprint based regulation would give the manufacturers the full credit for their effort to lightweight their cars.

Amendment 62
Corinne Lepage

Proposal for a regulation
Recital 12

Text proposed by the Commission

(12) The power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in order to supplement the rules on derogations from the specific emissions targets, to amend data requirements for the purpose of monitoring of CO₂ emissions and to adjust the formulae for calculating the specific CO₂ emissions in Annex I to changes in the vehicle mass value and the regulatory test procedure for the measurement of specific CO₂ emissions referred to in Regulation (EC) No 715/2007. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

Amendment

(12) The power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in order to supplement the rules on derogations from the specific emissions targets, to amend data requirements for the purpose of monitoring of CO₂ emissions and to adjust the formulae for calculating the specific CO₂ emissions in Annex I to changes in the vehicle mass **and footprint** value and the regulatory test procedure for the measurement of specific CO₂ emissions referred to in Regulation (EC) No 715/2007. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

Or. en

Amendment 63
Corinne Lepage

Proposal for a regulation
Recital 14

Text proposed by the Commission

(14) The Commission has assessed the availability of footprint data and its use as

Amendment

deleted

the utility parameter in the formulae in Annex I. This data is available and its potential use has been assessed in the impact assessment, on the basis of that assessment it is concluded that the utility parameter used in the formula for 2020 should be mass. Nevertheless, the lower cost and merits of a change to footprint as the utility parameter should be considered in the future review.

Or. fr

Amendment 64
Rebecca Harms

Proposal for a regulation
Recital 14

Text proposed by the Commission

(14) The Commission has assessed the availability of footprint data and its use as the utility parameter in the formulae in Annex I. This data is available and its potential use has been assessed in the impact assessment, *on the basis of that assessment it is concluded that the utility parameter used in the formula for 2020 should be mass. Nevertheless, the lower cost and merits of a change to footprint as the utility parameter should be considered in the future review.*

Amendment

(14) The Commission has assessed the availability of footprint data and its use as the utility parameter in the formulae in Annex I. This data is available and its potential use has been assessed in the impact assessment. ***In addition, on the basis of the lower cost, in particular, mass as the utility parameter should be replaced by footprint.***

Or. en

Amendment 65
Karl-Heinz Florenz, Peter Liese, Toine Manders

Proposal for a regulation
Recital 14

Text proposed by the Commission

(14) The Commission has assessed the availability of footprint data and its use as the utility parameter in the formulae in Annex I. This data is available and its potential use has been assessed in the impact assessment, ***on the basis of that assessment it is concluded*** that the utility parameter used in the formula for 2020 should be mass. Nevertheless, the lower cost and merits of ***a change to footprint as the utility parameter should be considered in the future review.***

Amendment

(14) The Commission has assessed the availability of footprint data and its use as the utility parameter in the formulae in Annex I. This data is available and its potential use has been assessed in the impact assessment. ***The outcome was*** that the utility parameter used in the formula for 2020 should be mass, ***since manufacturers have planned their compliance pathways to 2020 on the basis of continuation of the current parameter.*** Nevertheless, the lower cost and merits of footprint ***would justify its use as the utility parameter from 2025 onwards. Therefore, in order to ensure a smooth future shift from mass to footprint, a footprint-based formula should be introduced, which may be used from 2016 onwards by manufacturers as an alternative to the mass-based formula.***

Or. de

Justification

The use of 'footprint' as the utility parameter would counteract the trend for vehicles to become increasingly heavy and encourage manufacturers to design lightweight models, for which at present there is no incentive.

Amendment 66
Sabine Wils

Proposal for a regulation
Recital 14 a (new)

Text proposed by the Commission

Amendment

(14a) The Commission should consider new modalities for reaching the long-term target, in particular the slope of the curve, the utility parameter and the excess emissions premium scheme. In order to be

socially equitable and sustainable, from 2025 there should be no utility parameter and no slope.

Or. en

Justification

The increased market penetration of ultra low carbon vehicle technologies the utility parameter and slope becomes unnecessary as manufactures can achieve zero emissions.

Amendment 67
Rebecca Harms

Proposal for a regulation
Article 1 – point 1
Regulation 2009/443/EC
Article 1 – paragraph 2

Text proposed by the Commission

From 2020 onwards, this Regulation sets a target of **95 g CO₂/km** as average emissions for the new car fleet as measured in accordance with Regulation (EC) No 715/2007 and Annex XII to Regulation (EC) No 692/2008 and its implementing measures, *and innovative technologies*.

Amendment

From 2020 onwards, this Regulation sets a target of **80 g CO₂/km** as average emissions for the new car fleet as measured in accordance with Regulation (EC) No 715/2007 and Annex XII to Regulation (EC) No 692/2008 and its implementing measures.

Or. en

Amendment 68
Sabine Wils

Proposal for a regulation
Article 1 – point 1
Regulation 2009/443/EC
Article 1 – paragraph 2

Text proposed by the Commission

From 2020 onwards, this Regulation sets a target of **95 g CO₂/km** as average

Amendment

From 2020 onwards, this Regulation sets a target of **70 g CO₂/km** as average

emissions for the new car fleet as measured in accordance with Regulation (EC) No 715/2007 and Annex XII to Regulation (EC) No 692/2008 and its implementing measures, and innovative technologies.

emissions for the new car fleet as measured in accordance with Regulation (EC) No 715/2007 and Annex XII to Regulation (EC) No 692/2008 and its implementing measures, and innovative technologies.

Or. en

Justification

In June 2012, the German Bundestag called on the Federal Government to support an ambitious European position of 70 g/KM in 2020, which would support urgently needed more ambitious European climate targets.

Amendment 69 **Sabine Wils**

Proposal for a regulation
Article 1 – point 1
Regulation 2009/443/EC
Article 1 – paragraph 2

Text proposed by the Commission

From 2020 onwards, this Regulation sets a target of 95 g CO₂/km as average emissions for the new car fleet as measured in accordance with Regulation (EC) No 715/2007 and Annex XII to Regulation (EC) No 692/2008 and its implementing measures, **and innovative technologies**.

Amendment

From 2020 onwards, this Regulation sets a target of 95 g CO₂/km as average emissions for the new car fleet as measured in accordance with Regulation (EC) No 715/2007 and Annex XII to Regulation (EC) No 692/2008 and its implementing measures.

Or. en

Justification

The current legislative revision should focus on the CO₂ average emission target for the new car fleet. Innovation technologies should be and are regulated under a different legislation, Regulation 725/2011, which is not being revised.

Amendment 70 **Rebecca Harms**

Proposal for a regulation
Article 1 – point 1 a (new)
Regulation 2009/443/EC
Article 1 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

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

„From 2025, this Regulation sets a target of 60 g CO₂/km as average emissions for the new car fleet as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures and Annex XII to Regulation (EC) No 692/2008.”

Or. en

Amendment 71
Sabine Wils

Proposal for a regulation
Article 1 – point 1 a (new)
Regulation 2009/443/EC
Article 1 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

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

"From 2025 onwards, this Regulation sets a target of 50 g CO₂/km as average emissions for the new car fleet as measured in accordance with Regulation (EC) No 715/2007 and Annex XII to Regulation (EC) No 692/2008 and its implementing measures, and using innovative technologies."

Or. de

Justification

A legally binding CO₂ target for 2015 should be set now. This will create long-term incentives for the development of low-consumption vehicles. The limit value for 2020 could already be achieved today with a fleet of currently available low-consumption models in all vehicle categories.

Amendment 72

Jo Leinen, Linda McAvan, Dan Jørgensen, Kathleen Van Brempt, Judith A. Merkies

Proposal for a regulation

Article 1 – point 1 a (new)

Regulation 2009/443/EC

Article 1– paragraph 2 a (new)

Text proposed by the Commission

Amendment

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

„From 2025, this Regulation sets a target of 65g CO₂/km as average emissions for the new car fleet as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures and Annex XII to Regulation (EC) No 692/2008, and innovative technologies.”

Or. en

Amendment 73

Åsa Westlund, Marita Ulvskog

Proposal for a regulation

Article 1 – point 1 a (new)

Regulation 2009/443/EC

Article 1 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

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

„From 2025, this Regulation sets a target of 70 g CO₂/km as average emissions for the new car fleet, as measured in

accordance with Regulation (EC) No 715/2007 and its implementing measures and Annex XII to Regulation (EC) No 692/2008."

Or. en

Amendment 74

Chris Davies, Gerben-Jan Gerbrandy

Proposal for a regulation

Article 1 – point 1 a (new)

Regulation 2009/443/EC

Article 1 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

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

"From 2025, this Regulation sets a target of 70 g CO₂/km as average emissions for the new car fleet as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures and Annex XII to Regulation (EC) No 692/2008."

Or. en

Justification

It is estimated that the need to produce more fuel efficient vehicles in the EU will create 110 000 new jobs by 2030, in particular in the chemicals and electronics industries (McKinsey). Increasing the fuel efficiency of vehicles provides substantial annual savings for every driver.

Amendment 75

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

Proposal for a regulation

Article 1 – point 1 a (new)

Regulation 2009/443/EC

Article 1 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

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

"From 2025 onwards, this Regulation sets an average emissions target for the new car fleet of between 65 and 75 g CO₂/km, as outlined in Article 13(5)."

Or. de

Justification

It is important to set targets at an early stage, in order to offer the industry planning certainty. At the same time, however, it is hard to say at present exactly what target might be appropriate. It makes sense, therefore, to indicate a range within which the target will be set in due course. According to many studies and experts, targets between 65 and 75 g CO₂/km are realistic.

Amendment 76

Mario Pirillo

Proposal for a regulation

Article 1 – point 1 a (new)

Regulation 2009/443/EC

Article 1 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

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

"From 2025 onwards, this Regulation sets a target within a range of 65 g CO₂/km to 75 g CO₂/km as average emissions for the new car fleet as measured in accordance with Regulation (EC) No 715/2007 and Annex XII to Regulation (EC) No 692/2008 and its implementing measures. Prior to the setting of this target, the Commission shall conduct an impact assessment focusing on technological feasibility and the market take-up of the new cars."

Or. it

Amendment 77
Corinne Lepage

Proposal for a regulation
Article 1 – point 1 a (new)
Regulation 2009/443/EC
Article 1 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

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

"From 2025 onwards, this Regulation sets a target of 60 g CO₂/km as average emissions for the new car fleet as measured in accordance with Regulation (EC) No 715/2007 and Annex XII to Regulation (EC) No 692/2008 and its implementing measures."

Or. fr

Justification

Vehicle manufacturers need to have long-term ambitious targets. An ambitious target for 2025 would therefore appear necessary.

Amendment 78
Mario Pirillo

Proposal for a regulation
Article 1 – point 1 a (new)
Regulation 2009/443/EC
Article 1 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

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

"From 1 January 2017, the international light-duty vehicle test procedure (World

Light-Duty Test Cycle – WLTC/P) shall be used in place of the test procedures established under Regulation (EC) No 715/2007 and its implementing measures to measure the CO₂ emissions of new passenger cars.”

Or. it

Amendment 79
Sabine Wils

Proposal for a regulation
Article 1 – point 1 b (new)
Regulation 2009/443/EC
Article 1 a (new)

Text proposed by the Commission

Amendment

(1b) The following Article is inserted:

„Article 1a

Utility parameter and slope

In order to be socially equitable and sustainable, from 2025 there shall be no utility parameter and no slope.”

Or. en

Justification

The increased market penetration of ultra-low carbon vehicle technologies the utility parameter and slope becomes unnecessary as manufactures can achieve zero emissions.

Amendment 80
Åsa Westlund, Marita Ulvskog

Proposal for a regulation
Article 1 – point 2
Regulation 2009/443/EC
Article 2 – paragraph 4

Text proposed by the Commission

Amendment

(2) In Article 2, the following paragraph 4 is added: *deleted*

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

Or. en

Amendment 81
Sophie Auconie

Proposal for a regulation
Article 1 – point 2
Regulation 2009/443/EC
Article 2 – paragraph 4

Text proposed by the Commission

Amendment

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

4. Article 4, Article 8(4)(b) and (c), Article 9 and Article 10(1)(a) and (c) shall not apply to a manufacturer which is responsible together with all of its connected undertakings for less than **1 000** new passenger cars registered in the EU in the previous calendar year.

Or. fr

Amendment 82
Chris Davies

Proposal for a regulation
Article 1 – point 2 a (new)
Regulation 2009/443/EC
Article 3 – paragraph 1 – point f

(2a) In Article 3(1), point f shall be replaced by the following:

"(f) 'specific emissions of CO₂' means the CO₂ emissions of a passenger car measured in accordance with *the new World Light Duty Test Procedure (WLTP)*. For passenger cars which are not type-approved in accordance with Regulation (EC) No 715/2007, "specific emissions of CO₂" means the CO₂ emissions measured in accordance with the same measurement procedure as specified for passenger cars in Regulation (EC) No 692/2008, or in accordance with procedures adopted by the Commission to establish the CO₂ emissions for such passenger cars; *for the purposes of applying this point, changes to the measurement procedures laid down in Regulation (EC) No 715/2007 and Regulation (EC) No 692/2008 and entering into force on 1 January 2016 shall apply in that year.*"

Or. en

Justification

It is widely accepted that the current test cycle fails to accurately reflect real driving conditions. Finalisation of the new WLTP procedure is well advanced and expected to be complete in 2014. This will address many of the problems of the current NEDC test. The new WLTP cycle and procedures should therefore be adopted from 2016 onwards.

Amendment 83

Mario Pirillo

Proposal for a regulation

Article 1 – point 2 a (new)

Regulation 2009/443/EC

Article 3 – paragraph 1 – point f

Text proposed by the Commission

Amendment

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

“(f) ‘specific emissions of CO₂’ means the CO₂ emissions of a passenger car measured in accordance with Regulation (EC) No 715/2007 and specified as the CO₂ mass emissions (combined) in the certificate of conformity. For passenger cars which are not type-approved in accordance with Regulation (EC) No 715/2007, ‘specific emissions of CO₂’ means the CO₂ emissions measured in accordance with the same measurement procedure as specified for passenger cars in Regulation (EC) No 692/2008, or in accordance with procedures adopted by the Commission to establish the CO₂ emissions for such passenger cars; for the purpose of applying this provision, the WLTP test cycle shall be used in place of the measurement procedures referred to above from 1 January 2017.”

Or. it

Amendment 84
Sabine Wils

Proposal for a regulation
Article 1 – point 3 a (new)
Regulation 2009/443/EC
Article 4 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

(3a) In Article 4, the following paragraph is inserted:

„For the purpose of compliance with the 95 g CO₂/km target 100% of each manufacturer's new passenger cars registered in the relevant year shall be taken into account.”

Justification

The background analysis for the European Commission showed that meeting the 95 g target is feasible in 2020 so no phase-in is necessary.

Amendment 85
Chris Davies

Proposal for a regulation
Article 1 – point 3 a (new)
Regulation 2009/443/EC
Article 5

Text proposed by the Commission

Amendment

(3a) Article 5 is replaced by the following:

"Article 5

Super-credits for 95g CO₂/km target

1. In calculating the average specific emissions of CO₂, each new passenger car with specific emissions of CO₂ of less than 35g CO₂/km shall be counted as 1,3 passenger cars in the period from 2020 to 2023 and as 1 passenger car from 2024 onwards.

1a. The increase of the emissions target for each manufacturer derived from the supercredits calculation shall be capped at 2g of CO₂ per kilometre.

1b. It shall not be possible to transfer part or all of any unused supercredits from one calendar year to the next."

Justification

Supercredits may be used to offset the expense of developing low carbon vehicles but should be capped to prevent decay of the target objective.

Amendment 86
Anja Weisgerber, Markus Ferber

Proposal for a regulation
Article 1 – point 3 a (new)
Regulation 2009/443/EC
Article 5

Text proposed by the Commission

Amendment

(3a) Article 5 is replaced by the following:

‘Article 5

Super-credits

(1) In calculating the average specific emissions of CO₂, each new passenger car with specific emissions of CO₂ of less than 50% of the target for the specific emissions of each manufacturer pursuant to this Regulation shall be counted as:

- 3.5 cars in 2012;***
- 3.5 cars in 2013;***
- 2.5 cars in 2014;***
- 2.5 cars in 2015;***
- 2.5 cars in 2016;***
- 2.5 cars in 2017;***
- 2 cars in 2018;***
- 2 cars in 2019;***
- 2 cars in 2020.***

(1a) Multiple counting pursuant to paragraph 1 shall apply only if the average specific emissions of CO₂ of a manufacturer in the calendar year concerned do not exceed its specific emissions target by more than 15%.

(1b) Between 2016 and 2020, manufacturers may save the super-credits provided for in paragraph 1 by entering them in the register referred to in Article 8(3a). Surplus super-credits shall automatically be entered in the register.

(1c) Between 1 January 2016 and 31

December 2023, manufacturers may ask the Commission, in calculating average specific CO2 emissions, to take into account some or all of the super-credits they have saved pursuant to paragraph 1b.'

Or. de

Justification

Manufacturers should be given incentives to reduce the CO2 emissions of new cars as much as possible. In that connection, inflexible rules are no help. Instead, vehicles which help a manufacturer to undershoot its target should be included in the incentive system, in order to foster climate-friendly innovation. Since emissions reductions are often achieved in leaps and bounds (e.g. when new engine types are introduced) manufacturers should be given the option of saving super-credits.

Amendment 87

Karl-Heinz Florenz, Matthias Groote, Peter Liese

Proposal for a regulation

Article 1 – point 3 a (new)

Regulation 2009/443/EC

Article 5

Text proposed by the Commission

Amendment

(3a) Article 5 is replaced by the following:

‘Article 5

Super-credits

(1) In calculating the average specific emissions of CO2, each new passenger car with specific emissions of CO2 of less than 50 g CO2/km shall be counted as:

- 3.5 cars in 2012;**
- 3.5 cars in 2013;**
- 2.5 cars in 2014;**
- 2.5 cars in 2015;**
- 2.5 cars in 2016;**
- 2.5 cars in 2017;**

- 2 cars in 2018;
- 2 cars in 2019;
- 1 car in 2020.

(1a) Multiple counting pursuant to paragraph 1 shall apply only if (on the basis of the multipliers) the average specific emissions of CO₂ of a manufacturer do not exceed its specific emissions target by more than 2 g.

(1b) Between 1 January 2016 and 31 December 2019, manufacturers may ask the Commission, in calculating the average specific emissions of CO₂, to take into account the super-credits they have accrued pursuant to paragraph 1.'

Or. de

Justification

Super-credits were introduced as a temporary measure in 2009 in order to facilitate and speed up the introduction of ultra-low-carbon vehicles. This instrument may be retained, but it must not serve to make the overall target less stringent. For this reason a ceiling should be placed on super-credits, so that it is clear what the implications for the overall target are. This amendment makes the deletion of Article 5a essential.

Amendment 88 **Jo Leinen**

Proposal for a regulation
Article 1 – point 3 a (new)
Regulation 2009/443/EC
Article 5 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

(3a) In Article 5, the following paragraph is added:

"The application of multipliers may not lead to an increase in the level of its specific emissions target of more than 2g CO₂/km."

Amendment 89
Jo Leinen, Kathleen Van Brempt

Proposal for a regulation
Article 1 – point 3 b (new)
Regulation 2009/443/EC
Article 5 – paragraph 1 b (new)

Text proposed by the Commission

Amendment

(3b) In Article 5, the following paragraph is added:

"Super-credits applied under Article 5 may not be saved in order to be taken into account after 2020."

Amendment 90
Rebecca Harms

Proposal for a regulation
Article 1 – point 4
Regulation 2009/443/EC
Article 5a

Text proposed by the Commission

Amendment

(4) Following Article 5 the following article shall be inserted:

deleted

Article 5a

Super-credits for 95 g CO₂/km target

1. In calculating the average specific emissions of CO₂, each new passenger car with specific emissions of CO₂ of less than 35 g CO₂/km shall be counted as 1.3 passenger cars in the period from 2020 to 2023 and as 1 passenger car from 2024 onwards.

2. The maximum number of new

passenger cars to be taken into account in the application of the multipliers set out in paragraph 1 for the period 2020 to 2023 shall not exceed a cumulative total of 20 000 new registrations of passenger cars per manufacturer.

Or. en

Justification

To stimulate the development and marketing of low-emission cars, the EU should set ambitious CO₂ targets for the period beyond 2020 instead of undermining the emission target for 2020 through accounting for virtual vehicles. The zero emission assumption for electric and hydrogen vehicles already favour such technologies by dismissing the upstream emissions.

Amendment 91 **Chris Davies**

Proposal for a regulation
Article 1 – point 4
Regulation 2009/443/EC
Article 5a

Text proposed by the Commission

Amendment

(4) Following Article 5 the following article shall be inserted: **deleted**

Article 5a

Super-credits for 95 g CO₂/km target

1. In calculating the average specific emissions of CO₂, each new passenger car with specific emissions of CO₂ of less than 35 g CO₂/km shall be counted as 1.3 passenger cars in the period from 2020 to 2023 and as 1 passenger car from 2024 onwards.

2. The maximum number of new passenger cars to be taken into account in the application of the multipliers set out in paragraph 1 for the period 2020 to 2023 shall not exceed a cumulative total of 20 000 new registrations of passenger cars

per manufacturer.

Or. en

Amendment 92

Anja Weisgerber, Markus Ferber

Proposal for a regulation

Article 1 – point 4

Regulation 2009/443/EC

Article 5a

Text proposed by the Commission

Amendment

(4) Following Article 5 the following article shall be inserted:

deleted

"Article 5a

Super-credits for 95 g CO₂/km target

1. In calculating the average specific emissions of CO₂, each new passenger car with specific emissions of CO₂ of less than 35 g CO₂/km shall be counted as 1.3 passenger cars in the period from 2020 to 2023 and as 1 passenger car from 2024 onwards.

2. The maximum number of new passenger cars to be taken into account in the application of the multipliers set out in paragraph 1 for the period 2020 to 2023 shall not exceed a cumulative total of 20 000 new registrations of passenger cars per manufacturer."

Or. de

Amendment 93

Judith A. Merkies

Proposal for a regulation

Article 1 – point 4

Regulation 2009/443/EC

Article 5a

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Super-credits for 95 g CO₂/km target

1. In calculating the average specific emissions of CO₂, each new passenger car with specific emissions of CO₂ of less than 35 g CO₂/km shall be counted as 1.3 passenger cars in the period from 2020 to 2023 and as 1 passenger car from 2024 onwards.

2. The maximum number of new passenger cars to be taken into account in the application of the multipliers set out in paragraph 1 for the period 2020 to 2023 shall not exceed a cumulative total of 20 000 new registrations of passenger cars per manufacturer."

Bonus-malus scheme for ultra-low carbon vehicles in line with the market

1. Acknowledging the initial disadvantage of high costs of innovation and development for manufacturers investing in ultra-low carbon vehicles, the carbon target referred to in Article 4 for each manufacturer is adjusted as follows:

(a) for each full percentage point that the share of newly sold ultra-low carbon vehicles in the fleet of a manufacturer is below the Union's market average share, the CO₂ target of that manufacturer shall be decreased by 2 g CO₂/km.

(b) for each full percentage point that the share of newly sold ultra-low carbon vehicles in the fleet of a manufacturer is above the Union's market average share, the CO₂ target of that manufacturer will be increased by 2 g CO₂/km.

2. Member States shall make publicly available the number of ultra-low carbon vehicles per manufacturer by 28 February of each year with respect to the preceding calendar year."

Or. en

Amendment 94

Karl-Heinz Florenz, Matthias Groote, Peter Liese

Proposal for a regulation

Article 1 – point 4

Regulation 2009/443/EC

Article 5a

Text proposed by the Commission

Amendment

(4) Following Article 5 the following article shall be inserted: *deleted*

"Article 5a

Super-credits for 95 g CO₂/km target

1. In calculating the average specific emissions of CO₂, each new passenger car with specific emissions of CO₂ of less than 35 g CO₂/km shall be counted as 1.3 passenger cars in the period from 2020 to 2023 and as 1 passenger car from 2024 onwards.

2. The maximum number of new passenger cars to be taken into account in the application of the multipliers set out in paragraph 1 for the period 2020 to 2023 shall not exceed a cumulative total of 20 000 new registrations of passenger cars per manufacturer."

Or. de

Amendment 95
Judith A. Merkies

Proposal for a regulation
Article 1 – point 4
Regulation 2009/443/EC
Article 5a (new)

Text proposed by the Commission

Amendment

(4) Following Article 5 the following article shall be inserted: *deleted*

"Article 5a

Super-credits for 95 g CO₂/km target

1. In calculating the average specific emissions of CO₂, each new passenger car with specific emissions of CO₂ of less than 35 g CO₂/km shall be counted as 1.3 passenger cars in the period from 2020 to

2023 and as 1 passenger car from 2024 onwards.

2. The maximum number of new passenger cars to be taken into account in the application of the multipliers set out in paragraph 1 for the period 2020 to 2023 shall not exceed a cumulative total of 20 000 new registrations of passenger cars per manufacturer."

Or. en

Amendment 96
Corinne Lepage

Proposal for a regulation
Article 1 – point 4
Regulation 2009/443/EC
Article 5a

Text proposed by the Commission

Amendment

(4) Following Article 5 the following article shall be inserted: *deleted*

"Article 5a

Super-credits for 95 g CO₂/km target

1. In calculating the average specific emissions of CO₂, each new passenger car with specific emissions of CO₂ of less than 35 g CO₂/km shall be counted as 1.3 passenger cars in the period from 2020 to 2023 and as 1 passenger car from 2024 onwards.

2. The maximum number of new passenger cars to be taken into account in the application of the multipliers set out in paragraph 1 for the period 2020 to 2023 shall not exceed a cumulative total of 20 000 new registrations of passenger cars per manufacturer."

Or. fr

Justification

Super-credits could well jeopardise the objective of reducing CO₂ emissions; they should be done away with.

Amendment 97

Sabine Wils

Proposal for a regulation

Article 1 – point 4

Regulation 2009/443/EC

Article 5a

Text proposed by the Commission

Amendment

(4) Following Article 5 the following article shall be inserted:

deleted

"Article 5a

Super-credits for 95 g CO₂/km target

1. In calculating the average specific emissions of CO₂, each new passenger car with specific emissions of CO₂ of less than 35 g CO₂/km shall be counted as 1.3 passenger cars in the period from 2020 to 2023 and as 1 passenger car from 2024 onwards.

2. The maximum number of new passenger cars to be taken into account in the application of the multipliers set out in paragraph 1 for the period 2020 to 2023 shall not exceed a cumulative total of 20 000 new registrations of passenger cars per manufacturer."

Or. en

Justification

Super-credits weaken the specific emissions target of manufacturers by providing emissions allowances for the sales of vehicles emitting below 35 g/km CO₂. The fact that electric vehicles are currently considered zero-emission vehicles in this Regulation is already a considerable incentive since the well-to-wheel emissions of electric vehicles are significantly higher than 0g CO₂/km. Super-credits exacerbate the distortion of the average specific emissions of CO₂ and undermine the environmental integrity of this Regulation. They should

therefore be rejected.

Amendment 98
Christofer Fjellner

Proposal for a regulation
Article 1 – point 4
Regulation 2009/443/EC
Article 5a – paragraph 1

Text proposed by the Commission

1. In calculating the average specific emissions of CO₂, each new passenger car with specific emissions of CO₂ of less than **35 g CO₂/km** shall be counted as **1.3** passenger cars in the period from **2020 to 2023 and as 1 passenger car from 2024 onwards**.

Amendment

1. In calculating the average specific emissions of CO₂, each new passenger car with specific emissions of CO₂ of less than **50g CO₂/km** shall be counted as **1.5** passenger cars in the period from **2015 to 2025**.

The use of part or all of the accumulated credits can be done in any year within the period 2016-2025.

Or. en

Amendment 99
Mario Pirillo

Proposal for a regulation
Article 1 – point 4
Regulation 2009/443/EC
Article 5a – paragraph 1

Text proposed by the Commission

1. In calculating the average specific emissions of CO₂, each new passenger car with specific emissions of CO₂ of less than 35 g CO₂/km shall be counted as 1.3 passenger cars **in the period from 2020 to 2023 and as 1 passenger car from 2024 onwards**.

Amendment

1. In calculating the average specific emissions of CO₂ **in the period from 2020 to 2023**, each new passenger car with specific emissions of CO₂ of less than 35 g CO₂/km shall be counted as:

– 1.3 passenger cars **in respect of**

manufacturers for which sales of new vehicles with specific emissions of less than 35 g CO₂/km account for between 2% and 3% of total annual sales,

– 1.5 passenger cars in respect of manufacturers for which sales of new vehicles with specific emissions of less than 35 g CO₂/km account for between 3% and 4% of total annual sales,

– 1.7 passenger cars in respect of manufacturers for which sales of new vehicles with specific emissions of less than 35 g CO₂/km account for more than 4% of total annual sales.

Or. it

Amendment 100
Françoise Grossetête

Proposal for a regulation
Article 1 – point 4
Regulation 2009/443/EC
Article 5a – paragraph 1

Text proposed by the Commission

1. In calculating the average specific emissions of CO₂, each new passenger car with specific emissions of CO₂ of less than 35 g CO₂/km shall be counted as **1.3** passenger cars *in the period from 2020 to 2023 and as 1 passenger car* from 2024 onwards.

Amendment

1. In calculating the average specific emissions of CO₂, each new passenger car with specific emissions of CO₂ that are less than **50 g CO₂/km or emitting less than 50% of the CO₂ value given by its specific emission target set in the formula in Annex 1, with a cap of 70 g CO₂/km**, shall be counted as 2 passenger cars from **2016** onwards. *All or some of the accumulated credits may be used for any year in the period from 2016 to 2025.*

Or. fr

Amendment 101
Elena Oana Antonescu

Proposal for a regulation

Article 1 – point 4

Regulation 2009/443/EC

Article 5a – paragraph 1

Text proposed by the Commission

1. In calculating the average specific emissions of CO₂, each new passenger car with specific emissions of CO₂ *of* less than **35 g CO₂/km** shall be counted as **1.3** passenger cars *in the period from 2020 to 2023 and as 1 passenger car from 2024* onwards.

Amendment

1. In calculating the average specific emissions of CO₂, each new passenger car with specific emissions of CO₂ *that are* less than **50 g CO₂/km** shall be counted as **2** passenger cars *as from 2016* onwards.

Or. en

Amendment 102

Cristian Silviu Buşoi

Proposal for a regulation

Article 1 – point 4

Regulation 2009/443/EC

Article 5a – paragraph 1

Text proposed by the Commission

1. In calculating the average specific emissions of CO₂, each new passenger car with specific emissions of CO₂ *of* less than **35 g CO₂/km** shall be counted as **1.3** passenger cars *in the period from 2020 to 2023 and as 1 passenger car from 2024* onwards.

Amendment

1. In calculating the average specific emissions of CO₂, each new passenger car with specific emissions of CO₂ *that are* less than **50g CO₂/km or emitting less than 50% of the CO₂ value given by its specific emission target set in the formula in Annex I, with a cap of 70g CO₂/km** shall be counted as **1,5** passenger cars *as from 2016* onwards.

Or. en

Justification

This amendment aims at setting an ambitious super-credits system which would encourage the automotive industry to invest in low emission vehicles.

Amendment 103
Christine De Veyrac, Dominique Vlasto

Proposal for a regulation

Article 1 – point 4

Regulation 2009/443/EC

Article 5a – paragraph 1

Text proposed by the Commission

1. In calculating the average specific emissions of CO₂, each new passenger car with specific emissions of CO₂ of less than **35 g CO₂/km** shall be counted as 1.3 passenger cars in the period from 2020 to 2023 and as 1 passenger car from 2024 onwards.

Amendment

1. In calculating the average specific emissions of CO₂, each new passenger car with specific emissions of CO₂ of less than **50 g CO₂/km** shall be counted as 1.3 passenger cars in the period from 2020 to 2023 and as 1 passenger car from 2024 onwards.

Or. fr

Justification

To make it less costly for citizens to use vehicles and to meet the environmental objectives laid down in this proposal, super-credits must be a genuine incentive for developing all types of clean vehicle (electric, hybrid, etc.). The proposed 35 g CO₂/km ceiling excludes technologies which today are regarded as clean and also meeting consumer demand. The ceiling should therefore be raised.

Amendment 104
Christofer Fjellner

Proposal for a regulation

Article 1 – point 4

Regulation 2009/443/EC

Article 5a – paragraph 2

Text proposed by the Commission

2. The maximum number of new passenger cars to be taken into account in the application of the multipliers set out in paragraph 1 for the period 2020 to 2023 shall not exceed a cumulative total of 20 000 new registrations of passenger cars

Amendment

deleted

per manufacturer.

Or. en

Amendment 105
Mario Pirillo

Proposal for a regulation
Article 1 – point 4
Regulation 2009/443/EC
Article 5a – paragraph 2

Text proposed by the Commission

Amendment

2. The maximum number of new passenger cars to be taken into account in the application of the multipliers set out in paragraph 1 for the period 2020 to 2023 shall not exceed a cumulative total of 20 000 new registrations of passenger cars per manufacturer.

deleted

Or. it

Amendment 106
Françoise Grossetête

Proposal for a regulation
Article 1 – point 4
Regulation 2009/443/EC
Article 5a – paragraph 2

Text proposed by the Commission

Amendment

2. The maximum number of new passenger cars to be taken into account in the application of the multipliers set out in paragraph 1 for the period 2020 to 2023 shall not exceed a cumulative total of 20 000 new registrations of passenger cars per manufacturer."

deleted

Or. fr

Amendment 107
Elena Oana Antonescu

Proposal for a regulation
Article 1 – point 4
Regulation 2009/443/EC
Article 5a – paragraph 2

Text proposed by the Commission

Amendment

2. The maximum number of new passenger cars to be taken into account in the application of the multipliers set out in paragraph 1 for the period 2020 to 2023 shall not exceed a cumulative total of 20 000 new registrations of passenger cars per manufacturer.

deleted

Or. en

Amendment 108
Cristian Silviu Buşoi

Proposal for a regulation
Article 1 – point 4
Regulation 2009/443/EC
Article 5a – paragraph 2

Text proposed by the Commission

Amendment

2. The maximum number of new passenger cars to be taken into account in the application of the multipliers set out in paragraph 1 for the period 2020 to 2023 shall not exceed a cumulative total of 20 000 new registrations of passenger cars per manufacturer.

deleted

Or. en

Amendment 109
Christine De Veyrac, Dominique Vlasto

Proposal for a regulation

Article 1 – point 4

Regulation 2009/443/EC

Article 5a – paragraph 2

Text proposed by the Commission

Amendment

2. The maximum number of new passenger cars to be taken into account in the application of the multipliers set out in paragraph 1 for the period 2020 to 2023 shall not exceed a cumulative total of 20 000 new registrations of passenger cars per manufacturer."

deleted

Or. fr

Justification

To make it less costly for citizens to use vehicles and to meet the environmental objectives laid down in this proposal, super-credits must be a genuine incentive for developing all types of clean vehicle (electric, hybrid, etc.). Doing away with the proposed ceiling will prompt manufacturers to maximise the number of clean vehicles placed on the market and will address the issue of fuel prices for consumers.

Amendment 110

Jo Leinen

Proposal for a regulation

Article 1 – point 4 a (new)

Regulation 2009/443/EC

Article 5a – paragraph 2 a (new)

Text proposed by the Commission

Amendment

(4a) In Article 5a, the following paragraph is added:

"2a. The application of multipliers may not lead to an increase in the level of its specific emissions target of more than 2g CO₂/km."

Or. en

Amendment 111
Jo Leinen, Kathleen Van Brempt

Proposal for a regulation
Article 1 – point 4 b (new)
Regulation 2009/443/EC
Article 5a – paragraph 2 b (new)

Text proposed by the Commission

Amendment

(4b) In Article 5a, the following paragraph is added:

"2b. Super-credits according to Article 5 may not be saved in order to be taken into account after 2020."

Or. en

Amendment 112
Mario Pirillo

Proposal for a regulation
Article 1 – point 4 a (new)
Regulation 2009/443/EC
Article 5a – paragraph 2a (new)

Text proposed by the Commission

Amendment

(4a) In Article 5a, the following paragraph is inserted after paragraph 2:

"2a. By 28 February of each year following the year in which this Regulation enters into force, the Commission shall establish whether the total volume of super-credits granted substantially alters the emissions target set in Article 1. If that target is reduced by more than 2 g CO₂/km, the multiplier established in Article 5(1) of this Regulation shall be set to 1 passenger car for that year."

Or. it

Amendment 113
Mario Pirillo, Kathleen Van Brempt

Proposal for a regulation
Article 1 – point 4 a (new)
Regulation 2009/443/EC
Article 7a (new)

Text proposed by the Commission

Amendment

(4a) The following article is added after Article 7:

"Article 7a

In-service conformity

1. In-service conformity provisions shall guarantee both the real CO₂ emissions and the real fuel consumption of new passenger vehicles during their normal service life under normal conditions of use.

2. For all new passenger vehicles, in-service conformity in respect of CO₂ emissions shall be established in a test report produced by an independent certified third-party body.

3. If the CO₂ emissions measured during tests reflecting normal conditions of use are more than 4% higher than the specific CO₂ emissions quoted by the manufacturer pursuant to Article 8(2) of the Regulation, the Commission shall recalculate the specific CO₂ emissions for the manufacturer on the basis of that figure."

Or. it

Amendment 114
Chris Davies

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

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Text proposed by the Commission

Amendment

(4a) In Article 8(4), the third subparagraph is amended as follows:

'The register, and the notification, shall be publicly available. The information recorded by each Member State under paragraph 1 shall also be publicly available regardless of whether it is included in the register.'

Or. en

Justification

The monitoring and reporting process is essential for determining compliance with the emission targets. The public should be able to track and participate in this process at each stage.

Amendment 115
Chris Davies

Proposal for a regulation
Article 1 – point 4 b (new)
Regulation 2009/443/EC
Article 8 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

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

"4a. Where as a result of the verification of the conformity of production, a Member State, in accordance with Article 12(3) of Directive 2007/46/EC, establishes that the CO₂ emissions for a production vehicle deviate significantly from the approved type, that deviation shall be reported to the Commission together with the detailed data specified in Annex II to this Regulation and be published in accordance with Article 10. The specific

emissions of CO₂ for the vehicle type for which a deviation has been established shall be adjusted, taking into account the deviation, for the calculation of the average specific emissions of CO₂ in the following calendar year. The Commission shall amend its monitoring Regulation (EU) No 1014/2010¹ with provisions appropriate to ensure compliance with this paragraph."

¹ OJ L 293, 11.11.2010, p. 15.

Or. en

Justification

It is widely accepted that the current test cycle fails to reflect accurately real driving conditions. Information being provided to consumers is therefore inaccurate and misleading. Arrangements must be made to ensure that the assessments made more closely reflect real world emissions. These arrangements will still be required even when the new World Light Duty Test is adopted.

Amendment 116 **Rebecca Harms**

Proposal for a regulation
Article 1 – point 4 a (new)
Regulation 2009/443/EC
Article 8 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

(4a) In Article 8, the following paragraph is inserted:

"4a. Where as a result of the verification of the conformity of production, a Member State, in accordance with Article 12(3) of Directive 2007/46/EC, establishes that the CO₂ emissions for a production vehicle deviate significantly from the approved type, that deviation shall be reported to the Commission together with the detailed data specified in Annex II to

this Regulation.

The specific emissions of CO₂ for the vehicle type for which a deviation has been established shall be adjusted accordingly in the calculation of the average specific emissions of CO₂ in the following calendar year."

Or. en

Amendment 117
Rebecca Harms

Proposal for a regulation
Article 1 – point 4 b (new)
Regulation 2009/443/EC
Article 8 – paragraph 4 b (new)

Text proposed by the Commission

Amendment

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

"4b. The Commission shall monitor real reported CO₂ emission values by vehicle type and manufacturer on the basis of the best available sources of information and shall publish in its annual monitoring reports how those values compare with type approval values."

Or. en

Amendment 118
Chris Davies

Proposal for a regulation
Article 1 – point 4 c (new)
Regulation 2009/443/EC
Article 8 – paragraph 5 – subparagraph 2

Text proposed by the Commission

Amendment

(4c) In Article 8(5), the second

subparagraph is amended as follows:

'The Commission shall consider any notifications from manufacturers and shall, by 31 October, either confirm or amend the provisional calculations under paragraph 4. *Notifications from manufacturers and the confirmations or amendments by the Commission under this paragraph, and the notifications by the Commission under paragraph 6, shall be publicly available.*'

Or. en

Justification

The monitoring and reporting process is essential for determining compliance with the emission targets. The public should be able to track and participate in this process at each stage.

Amendment 119

Thomas Ulmer

Proposal for a regulation

Article 1 – point 5

Regulation 2009/443/EC

Article 8 – paragraph 9 – subparagraph 1

Text proposed by the Commission

9. The Commission shall ***adopt detailed rules on*** the procedures for monitoring and reporting of data under this Article and ***on*** the application of Annex II ***by means of implementing acts. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 14(2).***

Amendment

9. The Commission shall ***be empowered to adopt delegated acts in accordance with Article 14a concerning*** the procedures for monitoring and reporting of data under this Article and the application of Annex II.

Or. en

Amendment 120

Rebecca Harms

Proposal for a regulation
Article 1 – point 5 a (new)
Regulation 2009/443/EC
Article 9 – paragraph 2 – point b

Text proposed by the Commission

Amendment

(5a) In Article 9(2), point (b) is replaced by the following:

„From 2009:

**(Excess emissions × EUR 130/g CO₂/km)
× number of new passenger cars.**

Or. en

Amendment 121
Thomas Ulmer

Proposal for a regulation
Article 1 – point 6
Regulation 2009/443/EC
Article 9 – paragraph 3

Text proposed by the Commission

Amendment

3. The Commission shall ***adopt detailed*** arrangements for the collection of excess emissions premiums under paragraph 1 ***by means of implementing acts. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 14(2).***

3. The Commission shall ***be empowered to adopt delegated acts in accordance with Article 14a concerning the*** arrangements for the collection of excess emissions premiums under paragraph 1

Or. en

Amendment 122
Rebecca Harms

Proposal for a regulation
Article 1 – point 7 – point a a (new)
Regulation 2009/443/EC
Article 11 – paragraph 4 – subparagraph 1

Text proposed by the Commission

Amendment

(aa) In paragraph 4, the first subparagraph is replaced by the following:

"An application for a derogation from the specific emissions target calculated in accordance with Annex I may be made by a manufacturer which is responsible, together with all of its connected undertakings, for between 10 000 and 100 000 new passenger cars registered in the Union per calendar year."

Or. en

Justification

To ensure a gradual overall reduction in CO₂ emissions within the automotive fleet, from 2020 the Niche manufacture derogation shall be reduced to 100 000 until 2030.

Amendment 123
Rebecca Harms

Proposal for a regulation

Article 1 – point 7 – point c a (new)

Regulation 2009/443/EC

Article 11 – paragraph 4 – subparagraph 2 – point c a (new)

Text proposed by the Commission

Amendment

(ca) In paragraph 4, second subparagraph, the following point is added:

„(ca) if the application is in relation to point (d) of Annex I, point 1, a target which is a 65 % reduction on the average specific emissions of CO₂ in 2007 or, where a single application is made in respect of a number of connected undertakings, a 65 % reduction on the average of those undertakings' average

specific emissions of CO₂ in 2007.”

Or. en

Amendment 124
Sabine Wils

Proposal for a regulation
Article 1 – point 8 a (new)
Regulation 2009/443/EC
Article 12 – paragraph 1

Text proposed by the Commission

Amendment

(8a) In Article 12, paragraph 1 is replaced by the following:

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

The consideration of the technologies must include as a minimum a verification report established by a technical service as specified in Article 7 of Regulation (EU) No 725/2011.

The total contribution of those technologies to reducing the specific emissions target of a manufacturer may be up to 4 g CO₂/km per vehicle.”

Or. en

Justification

While eco-innovations promote and encourage automotive innovation, they misrepresent real-world driving; creating confusion for consumers and insufficient transparency of manufacturers CO₂ levels.

Amendment 125
Corinne Lepage

Proposal for a regulation
Article 1 – point 8 a (new)
Regulation 2009/443/EC
Article 12 – paragraph 1

Text proposed by the Commission

Amendment

(8a) In Article 12, paragraph 1 is replaced by the following text:

“Upon application by a supplier or a manufacturer, CO₂ savings achieved through the use of innovative technologies shall be considered. The total contribution of those technologies to reducing the specific emissions target of a manufacturer may be up to 3 g CO₂/km.”

Or. fr

Amendment 126
Mario Pirillo

Proposal for a regulation
Article 1 – point 8 a (new)
Regulation 2009/443/EC
Article 12 – paragraph 1

Text proposed by the Commission

Amendment

(8a) In Article 12, paragraph 1 is replaced by the following:

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

Such technologies shall be taken into consideration only if the methodology used to assess them is capable of producing verifiable, repeatable and comparable results.

The total contribution of those technologies to reducing the specific emissions target of a manufacturer may

be up to 7 g CO₂/km.

That contribution shall be credited to each manufacturer in proportion to the percentage of vehicles in the manufacturer's fleet in which those innovative technologies are used.”

Or. it

Amendment 127

Maria do Céu Patrão Neves

Proposal for a regulation

Article 1 – point 9

Regulation 2009/443/EC

Article 12 – paragraph 2 – first sentence

Text proposed by the Commission

The Commission shall adopt detailed provisions for a procedure to approve the innovative technologies referred to in paragraph 1 by way of implementing acts. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 14(2) of this Regulation.

Amendment

The Commission shall adopt detailed provisions for a procedure to approve the innovative technologies referred to in paragraph 1 by way of implementing acts. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 14(2) of this Regulation. *The creation of 'green jobs' in the European Union shall be taken into account as a positive factor when approving innovative technologies or innovative technology packages.*

Or. pt

Amendment 128

Sabine Wils

Proposal for a regulation

Article 1 – point 10 – point - a (new)

Regulation 2009/443/EC

Article 13 – paragraph 2 – subparagraph 1

Text proposed by the Commission

Amendment

(-a) In paragraph 2, the first subparagraph is replaced by the following:

„2. By 31 October 2014, and every three years thereafter, measures shall be adopted to amend Annex I to adjust the figure *F0*, referred to therein, to the average *footprint* of new passenger cars in the previous three calendar years.”

Or. en

Justification

The mass of the car is not a good indicator of its utility (usefulness) and should therefore not be used to define the specific emission targets. On the contrary, footprint (track width x wheelbase) is a better utility parameter: it is more neutral, stable and better reflects the usefulness of a car. Car buyers might chose a car based on its size, but not on its weight. A footprint based regulation would give the manufacturers the full credit for their effort to lightweight their cars.

Amendment 129

Karl-Heinz Florenz, Peter Liese, Toine Manders

Proposal for a regulation

Article 1 – point 10 – point - a (new)

Regulation 2009/443/EC

Article 13 – paragraph 2 – subparagraph 1

Text proposed by the Commission

Amendment

-a) In paragraph 2, the first subparagraph is replaced by the following:

„(2) By 31 October 2014, and every three years thereafter, measures shall be adopted to amend Annex I to adjust the figures *M0* and *F0*, referred to therein, to the average mass or *footprint* of new passenger cars in the previous three calendar years.

Justification

The use of 'footprint' as the utility parameter would counteract the trend for vehicles to become increasingly heavy and encourage manufacturers to design lightweight models, for which at present there is no incentive.

Amendment 130
Sabine Wils

Proposal for a regulation
Article 1 – point 10 – point - a (new)
Regulation 2009/443/EC
Article 13 – paragraph 2 – subparagraph 1

Text proposed by the Commission

Amendment

(-a) In paragraph 2, the first subparagraph is replaced by the following:

„2. By 31 October 2014, and every three years thereafter, measures shall be adopted to amend Annex I to adjust the figure *F0*, referred to therein, to the average *footprint* of new passenger cars in the previous three calendar years.”

Or. en

Amendment 131
Corinne Lepage

Proposal for a regulation
Article 1 – point 10 – point - a (new)
Regulation 2009/443/EC
Article 13 – paragraph 2 – subparagraph 1

Text proposed by the Commission

Amendment

(-a) In paragraph 2, the first subparagraph is replaced by the following:

"2. By 31 October 2014, and every three years thereafter, measures shall be adopted to amend Annex I to adjust the figure F_0 , referred to therein, to the average *footprint* of new passenger cars in the previous three calendar years."

Or. fr

**Amendment 132
Corinne Lepage**

**Proposal for a regulation
Article 1 – point 10 – point a a (new)
Regulation 2009/443/EC
Article 13 – paragraph 3 – subparagraph 1**

Text proposed by the Commission

Amendment

(aa) In paragraph 3, the first subparagraph is replaced by the following:

"3. From 2012, the Commission shall carry out an impact assessment in order to review by 2014, as provided for in Article 14(3) of Regulation (EC) No 715/2007, the procedures for measuring CO₂ emissions as set out under that Regulation. The Commission shall, in particular, make appropriate proposals to adapt those procedures to reflect adequately the real CO₂ emissions behaviour of cars. *The revised procedures should be applied by 2017 at the latest.* The Commission shall ensure that those procedures are subsequently reviewed on a regular basis."

Or. fr

**Amendment 133
Rebecca Harms**

Proposal for a regulation
Article 1 – point 10 – point a a (new)
Regulation 2009/443/EC
Article 13 – paragraph 3 – subparagraph 1a (new)

Text proposed by the Commission

Amendment

(aa) In paragraph 3, the following subparagraph is added:

"With a view to ensuring that real world emissions are adequately reflected and measured CO₂ values are strictly comparable, the Commission shall, in accordance with Article 14(3) of Regulation (EC) No 715/2007, ensure that those elements in the testing procedure that have a significant influence on measured CO₂ emissions are strictly defined in order to prevent the utilisation of test cycle flexibilities by manufacturers.

Where variation is permitted in any of the factors within the overall testing procedure that influence the measured CO₂ emissions, the Commission shall ensure that that it incorporates an adjustment calculation for each of those variables in the test procedures, which shall be used to adjust the measured values so as to compensate for the variation in the factors and so normalise measured emissions."

Or. en

Amendment 134
Rebecca Harms

Proposal for a regulation
Article 1 – point 10 – point a b (new)
Regulation 2009/443/EC
Article 13 – paragraph 3 – subparagraph 1b (new)

Text proposed by the Commission

Amendment

(ab) In paragraph 3, the following

subparagraph is added:

"For the purpose of verifying that the CO₂ emissions of production vehicles conform to the values of the approved type, it shall be ensured that the aerodynamic and rolling resistance values are obtained from the vehicle for which conformity of production is being verified."

Or. en

Justification

Experimental evidence suggests that it is often not possible to replicate the original coast down test values with a production vehicle. It is therefore essential that the vehicle on which conformity of production is being verified have a coast down test performed on it to establish its aerodynamic and rolling resistance and provide the values to be used for the dynamometer test which forms part of the conformity of production test.

Amendment 135
Rebecca Harms

Proposal for a regulation
Article 1 – point 10 – point b
Regulation 2009/443/EC
Article 13 – paragraph 3 – subparagraph 2

Text proposed by the Commission

Amendment

(b) The second subparagraph of paragraph 3 is deleted.

deleted

Or. en

Justification

In line with the Regulation in force, it is appropriate to retain the obligation of the Commission to review the procedures for measuring CO₂ emissions, to reflect adequately the real CO₂ emissions behaviour of cars and to include the approved innovative technologies as defined in Article 12 in the test cycle. To be consistent, from the date of application, innovative technologies should no longer be approved.

Amendment 136
Corinne Lepage

Proposal for a regulation
Article 1 – point 10 – point b
Regulation 2009/443/EC
Article 13 – paragraph 3 – subparagraph 2

Text proposed by the Commission

Amendment

(b) The second subparagraph of paragraph 3 is deleted.

deleted

Or. fr

Amendment 137
Chris Davies

Proposal for a regulation
Article 1 – point 10 – point b a (new)
Regulation 2009/443/EC
Article 13 – paragraph 3 – subparagraph 2 a (new)

Text proposed by the Commission

Amendment

(ba) In paragraph 3, the following subparagraph is added:

"With a view to ensuring that real world emissions are adequately reflected and that measured CO₂ values are strictly comparable, the Commission shall, in accordance with Article 14(3) of Regulation (EC) No 715/2007, ensure that those elements in the testing procedure that have a significant influence on measured CO₂ emissions are strictly defined. For the purpose of verifying that the CO₂ emissions of production vehicles conform to the values of the approved type, the resistance values derived from coast down tests for setting the dynamometer shall be obtained from the vehicle for which conformity of production is being verified."

Justification

It is widely accepted that the current test cycle fails to reflect accurately real driving conditions. Information being provided to consumers is therefore inaccurate and misleading. Arrangements must be made to ensure that the assessments made more closely reflect real world emissions. These arrangements will still be required even when the new World Light Duty Test is adopted.

Amendment 138
Rebecca Harms

Proposal for a regulation
Article 1 – point 10 – point b a (new)
Regulation 2009/443/EC
Article 13 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

(ba) The following paragraph 3a is inserted:

“(3a) The Commission shall consider the benefit of ensuring that type approval CO₂ values include emissions resulting from the use of the main energy using devices of the vehicle and, if appropriate, make proposals for this to take effect in the period beyond 2020.”

Justification

Energy using devices such as air conditioning and lights are currently not activated during the test procedures and contribute to the distance between the type approval emissions values and real life emissions, misleading consumers.

Amendment 139
Mario Pirillo

Proposal for a regulation
Article 1 – point 10 – point c

Text proposed by the Commission

5. By 31 December 2014, the Commission shall review the specific emissions targets, modalities and other aspects of this Regulation in order to establish the CO₂ emission targets for new passenger cars for the period beyond 2020.

Amendment

5. By 31 December 2014, the Commission shall review the specific emissions targets, modalities and other aspects of this Regulation in order to establish the CO₂ emission targets for new passenger cars for the period beyond 2020, ***giving due consideration to the possibility of setting a uniform target for all manufacturers.***

Or. it

Amendment 140
Rebecca Harms

Proposal for a regulation
Article 1 – point 10 – point c
Regulation 2009/443/EC
Article 13 – paragraph 5

Text proposed by the Commission

5. By 31 December 2014, the Commission shall ***review the*** specific emissions targets, modalities and other aspects of this Regulation in order to ***establish the CO₂ emission targets for new passenger cars for the period beyond 2020.***

Amendment

5. By 31 December 2014, the Commission shall ***carry out a detailed study of the 60g CO₂/km target for 2025, including*** specific emissions targets, modalities and other aspects of this Regulation in order to ***ascertain whether the target proves to be appropriate or if a lower target is justified in light of the use of low-emission technologies and their uptake or changes in climate policy objectives. As part of that study, the Commission shall report on upstream emissions of passenger vehicles and may, as appropriate, make proposals as to how such emissions should be taken into account under this Regulation.***

Or. en

Amendment 141
Corinne Lepage

Proposal for a regulation
Article 1 – point 10 – point c
Regulation 2009/443/EC
Article 13 – paragraph 5

Text proposed by the Commission

5. By 31 December 2014, the Commission shall review the specific emissions targets, modalities and other aspects of this Regulation in order to establish the CO₂ emission targets for new passenger cars for the period beyond 2020.”

Amendment

5. By 31 December 2014, the Commission shall review the specific emissions targets, modalities and other aspects of this Regulation in order to establish the CO₂ emission targets for new passenger cars for the period beyond 2020, **including a target of 60 g CO₂/km for 2025.**”

Or. fr

Amendment 142
Gilles Pargneaux

Proposal for a regulation
Article 1 – point 10 – point c
Regulation 2009/443/EC
Article 13 – paragraph 5

Text proposed by the Commission

5. By 31 December 2014, the Commission shall review the specific emissions targets, modalities and other aspects of this Regulation **in order to establish** the CO₂ emission targets for new passenger cars for the period beyond 2020.”

Amendment

5. . By 31 December 2014, the Commission shall review the specific emissions targets, modalities and other aspects of this Regulation **and shall submit a legislative proposal to the European Parliament and the Council on:**

- the CO₂ emission targets for new passenger cars for the period beyond 2020;
- **consideration of a uniform target for all vehicle manufacturers, dispensing with any utility criterion;**
- **possibly, consideration of a modulated target based on the utility criterion, footprint and the latest available data for**

the European motor vehicle fleet;

- consideration of an ongoing, gradual reduction, on a multiannual basis, of CO₂ emission targets for the period beyond 2020, possibly including an emissions banking scheme;

- the arrangements for the introduction of the new test cycle more representative of actual European traffic conditions in a comprehensive manner appropriate to Regulation (EC) No 715/2007, Regulation (EC) No 443/2009 and the joint revision of Directive 1999/94/EC relating to the availability of consumer information on fuel economy and CO₂ emissions in respect of the marketing of new passenger cars.

Or. fr

Justification

For the period beyond 2020, on fairness and efficiency grounds, there should be an identical CO₂ emission target for all manufacturers. Before the end of 2014 the Commission should make a global legislative proposal, including revision of the test cycle and covering both CO₂ emissions and EURO emission standards, as well as the directive on CO₂ emission based labelling of vehicles.

Amendment 143

Claudiu Ciprian Tănăsescu, Daciana Octavia Sârbu, Minodora Cliveti

Proposal for a regulation

Article 1 – point 10 – point c

Regulation 2009/443/EC

Article 13 – paragraph 5

Text proposed by the Commission

5. By 31 December **2014**, the Commission shall review the specific emissions targets, modalities and other aspects of this Regulation in order to establish the CO₂ emission targets for new passenger cars for the period beyond 2020.

Amendment

5. By 31 December **2015**, the Commission shall review the specific emissions targets, modalities and other aspects of this Regulation in order to establish the CO₂ emission targets for new passenger cars **for the period beyond 2020. The emission**

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

Or. en

Amendment 144
Chris Davies

Proposal for a regulation
Article 1 – point 10 – point c
Regulation 2009/443/EC
Article 13 – paragraph 5

Text proposed by the Commission

5. By **31 December 2014**, the Commission shall review the specific emissions targets, modalities and other aspects of this Regulation *in order to establish the CO₂ emission targets for new passenger cars for the period beyond 2020.*

Amendment

5. By **1 January 2018**, the Commission shall review the specific emissions targets, modalities and other aspects of this Regulation *with the aim of defining:*

— the modalities for reaching, by 2025, a long-term target of 70 g CO₂/km in a cost-effective manner; and

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

On the basis of such a review and its impact assessment, which includes an overall assessment of the impact on the car industry and its dependent industries, the Commission shall, if appropriate, make a proposal to amend this Regulation in a way which is as neutral as possible from the point of view of competition, and which is socially equitable and sustainable.

Or. en

Amendment 145
Elena Oana Antonescu

Proposal for a regulation
Article 1 – point 10 – point c
Regulation 2009/443/EC
Article 13 – paragraph 5

Text proposed by the Commission

5. By **31 December 2014**, the Commission shall review the specific emissions targets, modalities and other aspects of this Regulation in order to establish the CO₂ emission targets for new passenger cars for the period beyond 2020.

Amendment

5. By **2017 at the earliest**, the Commission shall review the specific emissions targets, modalities and other aspects of this Regulation in order to establish the CO₂ emission targets for new passenger cars for the period beyond 2020 **and not before the new test cycle and test procedures are fully defined, implemented and the first results assessed.**

Or. en

Amendment 146
Cristian Silviu Buşoi

Proposal for a regulation
Article 1 – point 10 – point c
Regulation 2009/443/EC
Article 13 – paragraph 5

Text proposed by the Commission

5. By 31 December **2014**, the Commission shall review the specific emissions targets, modalities and other aspects of this Regulation in order to establish the CO₂ emission targets for new passenger cars for the period beyond 2020.

Amendment

5. By 31 December **2015**, the Commission shall review the specific emissions targets, modalities and other aspects of this Regulation in order to establish the CO₂ emission targets for new passenger cars for the period beyond 2020.

Or. en

Justification

New targets for the period after 2020 should be adopted preferably by the end of 2017 in order to ensure the car industry has still sufficient time to comply with the newly set targets. Therefore the Commission should propose a revision of the targets by the end of 2015.

Amendment 147

Anja Weisgerber, Markus Ferber

Proposal for a regulation

Article 1 – point 10 – point c

Regulation 2009/443/EC

Article 13 – paragraph 5

Text proposed by the Commission

5. By **31 December 2014**, the Commission shall review the specific emissions targets, modalities and other aspects of this Regulation in order to establish the CO₂ emission targets for new passenger cars for the period beyond 2020.

Amendment

5. By **31 December 2017**, the Commission shall review the specific emissions targets, modalities and other aspects of this Regulation in order to establish the CO₂ emission targets for new passenger cars for the period beyond 2020. ***If the introduction of a new regulatory test procedure gives rise to changes, these shall be taken into account in the measures implemented pursuant to Article 13(7).***

Or. de

Justification

Market developments should be monitored before a long-term objective is set. Setting a new limit value in 2014 which would only come into force after 2020 would seem to be premature, as it is not yet clear which technologies will establish themselves on the market. Changes to the regulatory test procedure have a bearing on the emissions targets. The targets should therefore be revised if a new procedure is introduced.

Amendment 148

Dan Jørgensen, Jo Leinen

Proposal for a regulation

Article 1 – point 10 – point c

Text proposed by the Commission

5. By 31 December **2014**, the Commission shall review the specific emissions targets, modalities and other aspects of this Regulation in order to establish the CO₂ emission targets for new passenger cars for **the period beyond 2020**.

Amendment

5. By 31 December **2017**, the Commission shall review the specific emissions targets, modalities and other aspects of this Regulation in order to establish the CO₂ emission targets for new passenger cars for **2030 and onwards**.

Or. en

Justification

To enable the automotive- and component industry to carry out long-term investments and innovation it is necessary to take into account the product cycles which are 5-7 years for passenger cars and more than 10 years for vans (ACEA). It is therefore desirable to agree on a target for 2030 in 2017.

Amendment 149

Åsa Westlund, Marita Ulvskog

Proposal for a regulation

Article 1 – point 10 – point c

Regulation 2009/443/EC

Article 13 – paragraph 5

Text proposed by the Commission

5. By 31 December 2014, the Commission shall review the specific emissions targets, modalities and other aspects of this Regulation in order to establish the CO₂ emission targets for new passenger cars for the period beyond 2020.

Amendment

5. By 31 December 2014, the Commission shall review the specific emissions targets, modalities and other aspects of this Regulation in order to establish the CO₂emission targets for new passenger cars for the period beyond 2020, **including a target of 70g CO₂/km for 2025**.

The Commission shall on the basis of such a review and its impact assessment, make a proposal to amend this Regulation in a way which is neutral from the point of view of competition, sustainability and which is socially equitable. Any proposal to amend this Regulation must be

consistent with the cost-effective pathway to achieving the Union's long term climate goals for 2050 and shall imply an equal level of ambition for passenger cars and light duty vehicles.

Or. en

Amendment 150
Sophie Auconie

Proposal for a regulation
Article 1 – point 10 – point c
Regulation 2009/443/EC
Article 13 – paragraph 5

Text proposed by the Commission

5. By 31 December **2014**, the Commission shall review the specific emissions targets, modalities and other aspects of this Regulation in order to establish the CO₂ emission targets for new passenger cars for the period beyond 2020.”

Amendment

5. By 31 December **2017**, the Commission shall review the specific emissions targets, modalities and other aspects of this Regulation in order to establish the CO₂ emission targets for new passenger cars for the period beyond 2020.”

Or. fr

Justification

Before reviewing these provisions, the Commission should wait until the new test procedures have been laid down and a better insight has been gained into ongoing technological developments. It will then have a clearer view of the situation and the scope for subsequent reduction of CO₂ emissions.

Amendment 151
Karl-Heinz Florenz, Peter Liese, Anne Delvaux, Toine Manders

Proposal for a regulation
Article 1 – point 10 – point c
Regulation 2009/443/EC
Article 13 – paragraph 5

Text proposed by the Commission

5. Bis 31. By 31 December 2014, the Commission shall review the specific emissions targets, modalities and other aspects of this Regulation in order to establish the CO₂ emission targets for new passenger cars for the period beyond 2020.'

Amendment

5. By 31 December 2014, the Commission shall review the specific emissions targets, modalities and other aspects of this Regulation in order to establish the CO₂ emission targets for new passenger cars for the period beyond 2020.' ***The purpose of this review shall be to set, for the period beyond 2025, an average emissions target for the fleet of new cars of between 65 and 75 g CO₂/km. On the basis of this review, which shall include an overall assessment of the impact on the car industry and its dependent industries, the Commission shall, if appropriate, make a proposal to amend this Regulation in a way which is cost-effective and as neutral as possible from the point of view of competition and ensures the achievement of the Union's long-term objectives in combating climate change.***

Or. de

Justification

It is important to set target values at an early stage, in order to offer the industry planning certainty. At the same time, however, it is hard to say at present exactly what target value might be appropriate. It makes sense, therefore, to indicate a range within which the target will be set in due course. According to many studies and experts, targets between 65 and 75 g CO₂/ km are realistic.

Amendment 152
Sabine Wils

Proposal for a regulation
Article 1 – point 10 – point ca (new)
Regulation 2009/443/EC
Article 13 – paragraph 6 a (new)

Text proposed by the Commission

Amendment

ca) the following paragraph is inserted

after paragraph 6:

„(6a) The Commission shall publish by 2016 a report examining the development of alternative fuels and the upstream emissions linked to them. In that report the Commission shall put forward proposals as to whether and how the emissions generated by the use of so-called zero-emissions vehicles can be taken into account in this Regulation.”

Or. de

Justification

Regulation 443/2009 concerns only vehicle exhaust gases, but not emissions generated by the production of electricity or hydrogen for so-called zero-emissions vehicles, even though their real emission levels may be significantly higher. With a view to ensuring that manufacturers choose the propulsion systems which generate the lowest overall emissions, this regulation should take account of all upstream emissions, as is standard practice in the USA.

Amendment 153

Anja Weisgerber, Markus Ferber

Proposal for a regulation

Article 1 – point 10 – point d

Regulation 2009/443/EC

Article 13 – paragraph 7

Text proposed by the Commission

7. The Commission **shall be empowered to adopt delegated acts in accordance with Article 14a to adapt the formulae in Annex I in order** to reflect any change in the regulatory test procedure for the measurement of specific CO₂ emissions referred to in Regulation (EC) No 715/2007 and Regulation (EC) No 692/2008 **while ensuring** that reduction requirements of comparable stringency for manufacturers and vehicles of different utility are required under the old and new test procedures.

Amendment

7. The Commission shall **submit to Parliament and the Council, in accordance with the committee procedure provided for in Article 14, proposals** to reflect any change in the regulatory test procedure for the measurement of specific CO₂ emissions referred to in Regulation (EC) No 715/2007 and Regulation (EC) No 692/2008. **In so doing** it shall ensure **as far as possible** that reduction requirements of comparable stringency for manufacturers and vehicles of different utility are required under the old and new test procedures.⁷
Departures from the targets for specific

CO2 emissions brought about by the introduction of a new testing system shall be offset by means of a real adaptation programme covering all vehicle categories, technologies and manufacturers. At the same time the Commission shall offer manufacturers the option of proposing by 2020 specific conversion factors for individual models, variants and versions, based on comparative measurements, which could be used for monitoring purposes instead of the adaptations proposed by the Commission. With this aim in view the Commission shall put forward suitable proposals for changes to Articles 3 and 8.

Or. de

Justification

For reasons of transparency and democratic legitimation, changes to the test cycle should be introduced by means of the committee procedure. An adaptation programme must offset departures from the targets brought about by the introduction of a new test procedure. The option offered to manufacturers would enable the latter to correct temporarily departures from the Commission method which are too great for the monitoring procedure to cope with.

Amendment 154
Karl-Heinz Florenz, Peter Liese, Toine Manders

Proposal for a regulation
Article 1 – point 12 a (new)
Regulation 2009/443/EC
Annex I – point 1 – point b

Text proposed by the Commission

Amendment

(12a) In Annex I, point (b) of point 1 is replaced by the following:

„b) As from 2016 one of the following formulae shall apply:

(i) Specific emissions of CO₂ = 130 + a × (M – M₀)

Where:

M = mass of the vehicle in kilograms (kg)

M0 = the value $a = 0.0457$ adopted pursuant to Article 13(2).

(ii) Specific emissions of CO₂ = 130 + b × (F - F0)

Where:

F = footprint of vehicle in square meters (m²)

F0 = the value $b = 17.6$ adopted pursuant to Article 13(2).”

Or. de

Justification

Manufacturers have based their planning to 2015 on the current parameter of mass. For this reason a twin-track system is being proposed on the basis of which from 2016 onwards ‘footprint’ could be used as an alternative to mass (in what amounts to a phase-in of the ‘footprint’ parameter). The value for b (17.6) is taken from the Commission’s impact assessment and corresponds to a slope of 60 % (equal allocation of the burden to manufacturers).

Amendment 155

Karl-Heinz Florenz, Peter Liese, Toine Manders

Proposal for a regulation

Article 1 – point 13

Regulation 2009/443/EC

Annex I – point 1 – point c

Text proposed by the Commission

Amendment

c) As from 2020:

c) As from 2020 *one of the following formulae shall apply:*

(i) Specific emissions of CO₂ = 95 + b × (F - F0)

Where:

F = footprint of vehicle in square meters (m²)

F0 = the value $b = 17.6$ adopted pursuant to Article 13(2).”

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

Where:

M = mass of the vehicle in kilograms (kg)

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

a = 0,0333.

(ii) Specific emissions of CO₂ = 95 + a × (M – M₀)

Where:

M = mass of the vehicle in kilograms (kg)

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

a = 0,0333.

Or. de

Justification

Manufacturers have based their planning to 2015 on the current parameter of mass. For this reason a twin-track system is being proposed on the basis of which from 2016 onwards 'footprint' could be used as an alternative to mass (in what amounts to a phase-in for the 'footprint' parameter). The value for b (17.6) is taken from the Commission's impact assessment and corresponds to a slope of 60 % (equal allocation of the burden to manufacturers).

Amendment 156

Rebecca Harms

Proposal for a regulation

Article 1 – point 13

Regulation 2009/443/EC

Annex I – point 1 – point c – formula

Text proposed by the Commission

Specific emissions of CO₂ = **95** + a × (M – M₀)

Amendment

Specific emissions of CO₂ = **80** + a × (F – F₀)

Or. en

Amendment 157

Sabine Wils

Proposal for a regulation

Article 1 – point 13

Regulation 2009/443/EC

Annex I – point 1 – point c – formula

Text proposed by the Commission

Amendment

Specific emissions of CO₂ = **95** + a × (M – M₀)

Specific emissions of CO₂ = **70** + a × (M – M₀)

Or. en

Justification

In June 2012, the German Bundestag called on the Federal Government to support an ambitious European position of 70 g/km in 2020, which would support urgently needed more ambitious European climate targets.

Amendment 158
Sabine Wils

Proposal for a regulation

Article 1 – point 13

Regulation 2009/443/EC

Annex I – point 1 – point c – formula

Text proposed by the Commission

Amendment

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

Specific emissions of CO₂ = 95 + a × (F – F₀)

Or. en

Justification

The mass of the car is not a good indicator of its utility (usefulness) and should therefore not be used to define the specific emission targets. On the contrary, footprint (track width x wheelbase) is a better utility parameter: It is more neutral, stable and better reflects the usefulness of a car. Car buyers might chose a car based on its size, but not on its weight. A footprint based regulation would give the manufacturers the full credit for their effort to lightweight their cars and would lead to an overall lower cost for manufacturers for meeting their 2020 targets. a = 17,6 is derived from the EC impact assessment and corresponds to a 60% slope, providing the most equitable burden sharing by car manufacturers. According to the EEA report “Monitoring CO₂ emissions from new passenger cars in the EU: summary of data for 2011”, the average footprint of new passenger cars registered in that same year was 3,97 m², suggesting a starting value for F₀ equal to 3,97.

Amendment 159
Corinne Lepage

Proposal for a regulation
Article 1 – point 13
Regulation 2009/443/EC
Annex I – point 1 – point c – formula

Text proposed by the Commission

Specific emissions of CO₂ = 95 + a × (***M*** – ***M***₀)

Amendment

Specific emissions of CO₂ = 95 + a × (***F*** – ***F***₀)

Or. fr

Amendment 160
Rebecca Harms

Proposal for a regulation
Article 1 – point 13
Regulation 2009/443/EC
Annex I – point 1 – point c – definition of the value "M"

Text proposed by the Commission

M = *mass* of the vehicle in *kilograms (kg)*

Amendment

F = *footprint* of the vehicle in *square meters (m²)*

(This amendment shall apply throughout the text.)

Or. en

Justification

The mass of the car is not a good indicator of its utility (usefulness) and should therefore not be used to define the specific emission targets. Footprint (track width x wheelbase) is more neutral, stable and better reflects the usefulness of a car. A footprint based regulation would give the manufacturers the full credit for their effort to lightweight cars and would lead to an overall lower cost for meeting the 2020 target.

Amendment 161
Sabine Wils

Proposal for a regulation

Article 1 – point 13

Regulation 2009/443/EC

Annex I – point 1 – point c – definition of the value "M"

Text proposed by the Commission

Amendment

M = ***mass of the*** vehicle in ***kilograms (kg)***

F = ***footprint of*** vehicle in ***square meters (m²)***

Or. en

Justification

The mass of the car is not a good indicator of its utility (usefulness) and should therefore not be used to define the specific emission targets. On the contrary, footprint (track width x wheelbase) is a better utility parameter: It is more neutral, stable and better reflects the usefulness of a car. Car buyers might chose a car based on its size, but not on its weight. A footprint based regulation would give the manufacturers the full credit for their effort to lightweight their cars and would lead to an overall lower cost for manufacturers for meeting their 2020 targets. $a = 17,6$ is derived from the EC impact assessment and corresponds to a 60% slope, providing the most equitable burden sharing by car manufacturers.

Amendment 162

Corinne Lepage

Proposal for a regulation

Article 1 – point 13

Regulation 2009/443/EC

Annex 1 – point 1 – point c – definition of the value "M"

Text proposed by the Commission

Amendment

M = ***mass*** of the vehicle in ***kilograms (kg)***

F = ***footprint*** of the vehicle in ***square metres (m²)***

Or. fr

Amendment 163

Rebecca Harms

Proposal for a regulation

Article 1 – point 13

Regulation 2009/443/EC
Annex I – point 1 – point c – definition of the value "M₀"

Text proposed by the Commission

Amendment

*M*₀ = the value adopted pursuant to Article
13(2)

*F*₀ = the value adopted pursuant to Article
13(2)

Or. en

Amendment 164
Sabine Wils

Proposal for a regulation

Article 1 – point 13

Regulation 2009/443/EC

Annex I – point 1 – point c – definition of the value "M₀"

Text proposed by the Commission

Amendment

*M*₀ = the value adopted pursuant to Article
13(2)

*F*₀ = the value adopted pursuant to Article
13(2)

Or. en

Justification

The mass of the car is not a good indicator of its utility (usefulness) and should therefore not be used to define the specific emission targets. On the contrary, footprint (track width x wheelbase) is a better utility parameter: It is more neutral, stable and better reflects the usefulness of a car. Car buyers might chose a car based on its size, but not on its weight. A footprint based regulation would give the manufacturers the full credit for their effort to lightweight their cars and would lead to an overall lower cost for manufacturers for meeting their 2020 targets. $a = 17,6$ is derived from the EC impact assessment and corresponds to a 60% slope, providing the most equitable burden sharing by car manufacturers. According to the EEA report “Monitoring CO₂ emissions from new passenger cars in the EU: summary of data for 2011”, the average footprint of new passenger cars registered

Amendment 165
Corinne Lepage

Proposal for a regulation

Article 1 – point 13

PE506.077v02-00

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Regulation 2009/443/EC
Annex I – point 1 – point c – definition of the value "M₀"

Text proposed by the Commission

Amendment

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

F₀ = the value adopted pursuant to Article
13(2)

Or. fr

Amendment 166
Rebecca Harms

Proposal for a regulation

Article 1 – point 13

Regulation 2009/443/EC

Annex I – point 1 – point c – value of letter "a" in the formula

Text proposed by the Commission

Amendment

a = **0,0333**.

a = **17,6**

Or. en

Justification

Slope corresponding to 60% based on the 2009 fleet

Amendment 167
Sabine Wils

Proposal for a regulation

Article 1 – point 13

Regulation 2009/443/EC

Annex I – point 1 – point c – value of letter "a" in the formula

Text proposed by the Commission

Amendment

a = **0,0333**.

a = **17,6**

Or. en

Justification

The mass of the car is not a good indicator of its utility (usefulness) and should therefore not be used to define the specific emission targets. On the contrary, footprint (track width x wheelbase) is a better utility parameter: It is more neutral, stable and better reflects the usefulness of a car. Car buyers might chose a car based on its size, but not on its weight. A footprint based regulation would give the manufacturers the full credit for their effort to lightweight their cars and would lead to an overall lower cost for manufacturers for meeting their 2020 targets. $a = 17,6$ is derived from the EC impact assessment and corresponds to a 60% slope, providing the most equitable burden sharing by car manufacturers. According to the EEA report "Monitoring CO₂ emissions from new passenger cars in the EU: summary of data for 2011", the average footprint of new passenger cars registered

Amendment 168 **Sabine Wils**

Proposal for a regulation

Article 1 – point 13

Regulation 2009/443/EC

Annex I – point 1 – point c – value of letter "a" in the formula

Text proposed by the Commission

Amendment

$a = 0,0333.$

$a = 0$

Or. en

Justification

The increased market penetration of ultra-low carbon vehicle technologies the utility parameter and slope becomes unnecessary as manufactures can achieve zero emissions.

Amendment 169 **Gilles Pargneaux**

Proposal for a regulation

Article 1 – point 13

Regulation 2009/443/EC

Annex I – point 1 – point c – value of letter "a" in the formula

Text proposed by the Commission

Amendment

$a = 0,0333.$

$a = 0,0296.$

Justification

It would seem more correct to use values for the 2009 fleet, instead of the 2006 fleet, in the definition of coefficient 'a', slope of the curve, for vehicle manufacturers.

Amendment 170**Corinne Lepage****Proposal for a regulation****Article 1 – point 13**

Regulation 2009/443/EC

Annex I – point 1 – point c – value of letter "a" in the formula

*Text proposed by the Commission**Amendment*a = **0,0333**.a = **17,6**.*Justification*

The value a = 17,6 comes from the Commission's impact analysis and corresponds to a slope of 60%. According to the European Environment Agency report entitled 'Monitoring CO₂ emissions from passenger cars in the EU: summary of data for 2011', the average footprint of new passenger cars registered in that year was 3.97 m², which suggests an initial F₀ of 3.97.

Amendment 171**Sabine Wils****Proposal for a regulation****Article 1 – point 13 a (new)**

Regulation 2009/443/EC

Annex I – point 1 – point ca (new)

*Text proposed by the Commission**Amendment*

(13a) In point 1 of Annex I, the following point is added:

“(ca) From 2025:

Specific emissions of CO₂ = 50 + a × (M – M₀)

Where:

M = mass of the vehicle in kilograms (kg)

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

a = 50% slope."

Or. en

Justification

In June 2012, the German Bundestag called on the Federal Government to support an ambitious European position of 50 g/KM in 2025, which would support urgently needed more ambitious European climate targets.

Amendment 172

Jo Leinen, Linda McAvan, Dan Jørgensen, Kathleen Van Brempt

Proposal for a regulation

Article 1 – point 13 a (new)

Regulation 2009/443/EC

Annex I – point 1 – point ca (new)

Text proposed by the Commission

Amendment

(13a) In point 1 of Annex I, the following point is added:

“(ca) From 2025:

Specific emissions of CO₂ = 65 + a × (M – M₀)

Where:

M = mass of the vehicle in kilograms (kg)

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

a = equivalent to a 60% slope."

Or. en

Amendment 173

Åsa Westlund, Marita Ulvskog

Proposal for a regulation
Article 1 – point 13 a (new)
Regulation 2009/443/EC
Annex I – point 1 – point ca (new)

Text proposed by the Commission

Amendment

(13a) In point 1 of Annex 1, the following point is added:

„(ca) From 2025:

Specific emissions of CO₂ = 70 + a × (M – M₀)

Where:

M = mass of the vehicle in kilograms (kg)

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

a = (*equivalent to 60% slope)."

Or. en

Amendment 174
Rebecca Harms

Proposal for a regulation
Article 1 – point 13 a (new)
Regulation 2009/443/EC
Annex I – point 1 – point ca (new)

Text proposed by the Commission

Amendment

(13a) In point 1 of Annex I, the following point is added:

"(ca) From 2025:

Specific emissions of CO₂ = 60 + a × (F – F₀)

Where:

F = footprint of the vehicle in square meters (m²)

F₀ = the value adopted pursuant to Article 13(2)

a = slope corresponding to 60%."

Or. en

Amendment 175

Karl-Heinz Florenz, Peter Liese, Toine Manders

Proposal for a regulation

Article 1 – point 13 a (new)

Regulation 2009/443/EC

Annex I – point 2 a (new)

Text proposed by the Commission

Amendment

(13a) The following point is added to Annex I:

“2a. A manufacturer shall apply the same utility parameter (mass or footprint) for the whole of its car fleet. Once a manufacturer has chosen to use footprint as the utility parameter for establishing compliance with its specific emissions target, it may not revert to the use of mass in the subsequent years.

Or. de

Justification

If the automotive industry could choose the utility parameter for each type of vehicle in its fleet individually, the general thrust of the proposal would be greatly weakened. They would simply choose for each vehicle the utility parameter for which the least effort is required. Weight reduction as a general approach would not be encouraged, however.

Amendment 176

Chris Davies

Proposal for a regulation

Article 1 – point 13 a (new)

Regulation 2009/443/EC

Annex II – part A – point 1 – point fa (new)

Text proposed by the Commission

Amendment

(13 a) In Annex II, Part A, point 1, the following point is added:

„(fa) maximum net power (kW);“

Or. en

Justification

The maximum net power (kW) is an important parameter affecting vehicle CO₂ and should therefore be recorded.

Amendment 177

Chris Davies

Proposal for a regulation

Article 1 – point 13 b (new)

Regulation 2009/443/EC

Annex II – Part A – point 1 – point f b (new)

Text proposed by the Commission

Amendment

(13b) In Annex II, Part A, point 1, the following point is added:

„(fb) engine capacity (cm³).“

Or. en

Justification

Engine capacity is an important parameter relating to vehicle CO₂ and should therefore be recorded.