

# EUROPEAN PARLIAMENT

1999



2004

---

*Session document*

20 October 1999

**FINAL**  
**A5-0040/1999**

**\*\*\*II**

## **RECOMMENDATION FOR SECOND READING**

on the common position established by the Council with a view to the adoption of a European Parliament and Council directive on the availability of consumer information on fuel economy and CO<sub>2</sub> emissions in respect of the marketing of new passenger cars  
(5617/2/1999 – C5-0037/1999 – 1998/0272(COD))

Committee on the Environment, Public Health and Consumer Policy

Rapporteur: Dirk Sterckx

<i><b>Symbols for procedures</b></i>	<i><b>Abbreviations for committees</b></i>
<p>* Consultation procedure <i>majority of the votes cast</i></p> <p>**I Cooperation procedure (first reading) <i>majority of the votes cast</i></p> <p>**II Cooperation procedure (second reading) <i>majority of the votes cast, to approve the common position</i> <i>majority of Parliament's component Members, to reject or amend the common position</i></p> <p>*** Assent procedure <i>majority of Parliament's component Members to give assent</i> <i>majority of the votes cast in cases covered by Articles 105, 107, 161 and 300 of the EC Treaty and Article 7 of the EU Treaty</i></p> <p>***I Codecision procedure (first reading) <i>majority of the votes cast</i></p> <p>***II Codecision procedure (second reading) <i>majority of the votes cast, to approve the common position</i> <i>majority of Parliament's component Members, to reject or amend the common position</i></p> <p>***III Codecision procedure (third reading) <i>majority of the votes cast, to approve the joint text</i></p> <p>(The type of procedure depends on the legal basis proposed by the Commission)</p>	<p>I. AFET Committee on Foreign Affairs, Human Rights, Common Security and Defence Policy</p> <p>II. BUDG Committee on Budgets</p> <p>III. CONT Committee on Budgetary Control</p> <p>IV. LIBE Committee on Citizens' Freedoms and Rights, Justice and Home Affairs</p> <p>V. ECON Committee on Economic and Monetary Affairs</p> <p>VI. JURI Committee on Legal Affairs and the Internal Market</p> <p>VII. INDU Committee on Industry, External Trade, Research and Energy</p> <p>VIII. EMPL Committee on Employment and Social Affairs</p> <p>IX. ENVI Committee on the Environment, Public Health and Consumer Policy</p> <p>X. AGRI Committee on Agriculture and Rural Development</p> <p>XI. PECH Committee on Fisheries</p> <p>XII. REGI Committee on Regional Policy, Transport and Tourism</p> <p>XIII. CULT Committee on Culture, Youth, Education, the Media and Sport</p> <p>XIV. DEVE Committee on Development and Cooperation</p> <p>XV. AFCO Committee on Constitutional Affairs</p> <p>XVI. FEMM Committee on Women's Rights and Equal Opportunities</p> <p>XVII. PETI Committee on Petitions</p>

CONTENTS

	Page
Procedural page.....	4
DRAFT LEGISLATIVE RESOLUTION.....	5
EXPLANATORY STATEMENT .....	6

## Procedural page

At its sitting of 17 December 1998 Parliament delivered its opinion at first reading on the proposal for a European and Council Directive relating to the availability of consumer information on fuel economy in respect of the marketing of new passenger cars.

At the sitting of 23 July 1999 the President of Parliament announced that the common position had been received and referred to the Committee on the Environment, Public Health and Consumer Policy.

The committee appointed Dirk Sterckx rapporteur at its meeting of 27 July 1999.

It considered the common position and the draft recommendation for second reading at its meetings of 21 September and 19 October 1999.

At the last meeting it adopted the draft legislative resolution unanimously.

The following took part in the vote: Jackson, chairman; Lage and De Roo, vice-chairmen; Sterckx, rapporteur; Arvidsson, Blokland, Bowe, Bowis, Breyer, Bushill-Matthews (for Jackson), Corbey, Davies, Evans (for McKenna), Fatuzzo (for Doyle), Flemming, Florenz, Garcia Orcoyen, Gonzalez Alvarez, Goodwill, Grosstête, Gutiérrez-Cortines, Helmer, Hulthén, Isler Beguin, Klass, Korhola, Lange, Liese, Lund, Maaten, Malliori, Moreira da Silva, Müller E., Müller R., Nistico, Olsson, Paulsen, Ries, Roth-Behrendt, Sacconi, Sandbæk (for Saint-Josse), Scheele, Schleicher (for Ayuso Gonzalez), Sjöstedt, Sommer (for De Sarnez), Sornosa Martinez, Staes (for Schörling), Trakatellis, Vachetta and Zappala (for Schnellhardt).

The recommendation for second reading was tabled on 20 October 1999.

The deadline for tabling amendments to the common position will be indicated in the draft agenda for the relevant part-session.

## DRAFT LEGISLATIVE RESOLUTION

**Legislative resolution of the European Parliament on the Council common position with a view to the adoption of a European Parliament and Council Directive relating to the availability of consumer information on fuel economy and CO<sub>2</sub> emissions in respect of the marketing of new passenger cars (5617/2/1999 – C5-0037/1999 – 1998/0272(COD))**

**(Codecision procedure: second reading)**

*The European Parliament,*

- having regard to the Council common position (5617/2/1999 – C5-0037/1999),
  - having regard to its position at first reading<sup>1</sup> on the Commission proposal to Parliament and the Council (COM(1998) 489<sup>2</sup>),
  - having regard to the Commission's amended proposal (COM(1999) 66<sup>3</sup>),
  - having regard to Article 251(2) of the EC Treaty,
  - having regard to Rule 78 of its Rules of Procedure,
  - having regard to the recommendation for second reading of the Committee on the Environment, Public Health and Consumer Policy (A5-0040/1999),
1. Approves the common position;
  2. Notes that the act is adopted in accordance with the common position;
  3. Instructs its President to sign the act with the President of the Council pursuant to Article 254(1) of the EC Treaty;
  4. Instructs its Secretary-General duly to sign the act and, in agreement with the Secretary-General of the Council, to have it published in the Official Journal of the European Communities;
  5. Instructs its President to forward its position to the Council and Commission.

---

<sup>1</sup> OJ C 98, 9.4.1999, p. 198.

<sup>2</sup> OJ C 305, 3.10.1998, p. 2.

<sup>3</sup> OJ C 83, 25.3.1999, p. 1.

## EXPLANATORY STATEMENT

### 1. Background

At the meeting of the United Nations Framework Convention on Climate Change (UNFCCC) held in Kyoto in December 1997, the Community committed itself to stabilising CO<sub>2</sub> emissions at 1990 levels by the year 2000 and accepted a target to reduce its emissions of a basket of six greenhouse gases - one being CO<sub>2</sub> - by 8% by 2008-2012 relative to emission levels in 1990.

The fact that passenger cars account for about half of all CO<sub>2</sub> emissions from transport and some 12% of the European Union's total emissions and that the transport sector continues to experience strong growth raises concern in the context of the Community's commitment to the UNFCCC. The progress in fuel efficiency of passenger cars has stagnated since the mid-80s and CO<sub>2</sub> emissions from cars have remained largely unchanged since then at an estimated 186 g/km. A remedy to this trend was proposed in the Community's strategy to reduce CO<sub>2</sub> emissions from passenger cars and improve fuel economy<sup>(4)</sup> which includes the objective of reducing the average emission of CO<sub>2</sub> to 120g/km. The strategy consists of three parts, namely,

- an environmental agreement with industry,
- fiscal measures,
- and a fuel economy information scheme aimed at improving the environmental information provided to the consumer in order to influence their choice towards fuel efficient models.

### 2. European Parliament's 1<sup>st</sup> reading

- The European Parliament adopted 29 amendments at its 1<sup>st</sup> reading of the proposal on 17 December 1998, aimed at:
- Making a clear reference to CO<sub>2</sub> emissions (ams. 1, 2, 5, 13, 26 and 27),
- Referring to fuel and environmental costs (am. 3),
- Widening the scope of the definition "*new passenger car*" to also include vehicles registered for the day as well as to cars that cannot be resold within one year (ams. 4 and 6),
- Widening the scope of the definition "point of sale" (am. 7)
- Including Internet advertisements in the definition of "*promotional literature*" (am. 8),
- Adding a new definition covering "*category*" of cars (am. 9, 19 (in part) and 23(in part)),
- Deleting the indication of estimated average fuel cost (ams. 10, 11, 16, 19 (in part) 21, 23(in part) and 24),
- Clarifying the need to keep the Internet guide up-to-date (am.12 and 22),
- Introducing a review clause (am.14),

---

<sup>(4)</sup> COM(1995) 689 final.

- Introducing separate fuel economy figures for urban and extra urban areas (ams.15 and 18),
- Referring to other factors that may increase fuel consumption, e.g. driving behavior and air conditioning equipment (ams.17, 20 and 25),
- Clarifying measurements of emissions and fuel consumption (ams. 28 and 29),

### 3. The Common Position

On 22 February 1999 Council adopted its Common Position which incorporates – in full or in part - 14 of Parliament's 29 amendments.

The concept of deleting the requirement to indicate average fuel costs (ams. 10, 11, 16, 19 (in part) 21, 23(in part) and 24) has been taken on board by the Council.

Council has also accepted amendments regarding the requirement to indicate CO2 emissions data alongside fuel economy data in promotional literature (ams. 13, 26 and 27).

Article 9 of the Common Position specifies that the Commission - with the assistance of the committee created under the directive – shall further specify the requirements of the guide with a view to including categories so that separate top ten lists for different categories of cars can be included alongside the existing top ten list for all passenger cars thereby accepting the substance of amendments 9, 19 and 23.

Furthermore, according to the Common Position (Article 4), the Commission shall be responsible for creating and updating the Internet version of the guide.

Council has also widened the scope of the definition “point of sale” in the direction of amendment 7 and has brought forward the date for reporting on the scheme so that it would coincide with the review of the agreement with European car manufacturers.

**Against the background of Council's constructive approach, the Rapporteur considers that most of Parliament's main objectives in the 1<sup>st</sup> reading have been fulfilled and therefore recommends that no further amendments be tabled.**