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Committee on Industry, Research and Energy

2012/0190(COD)

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AMENDMENTS

14 - 123

Draft opinion

Fiona Hall

(PE502.182v01-00)

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))

AM_Com_LegOpinion

Amendment 14

Yannick Jadot

Proposal for a regulation

Recital 1 a (new)

Text proposed by the Commission

Amendment

(1a) Unless significant increases in resource efficiency are achieved, the European economy will continue to be exposed to serious risks related to energy prices, including potential oil shocks or gas shortages. Introducing a further target of 60 g CO₂/km in 2025 is a way of ensuring that fuel efficiency of vehicles will continue to improve beyond 2020, the economy will be less vulnerable towards oil price shocks and ultralow carbon vehicles penetrate the market in higher numbers.

Or. en

Justification

The November 2012, Ricardo – AEA ‘Exploring possible car and van CO₂ emission targets for 2025 in Europe’ shows that a target of 60 g/km by 2025 for cars would accelerate the introduction of ultra-low carbon technologies. This target cannot be reached using conventional and hybrid cars alone, unless the size and performance of cars is reduced. Therefore some instruction of ultralow carbon vehicles is needed.

Amendment 15

Krišjānis Kariņš

Proposal for a regulation

Recital 1 a (new)

Text proposed by the Commission

Amendment

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

Amendment 16
Josefa Andrés Barea

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 information and its implementing measures and innovative technologies.

Amendment

(2) It is appropriate to clarify that for the purpose of verifying compliance with the target of 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. ***However, studies carried out by the Commission have demonstrated that the test procedures used to measure CO₂ emissions under that Regulation have not prevented an increased utilisation of flexibilities by manufacturers which have resulted in alleged CO₂ emissions reductions that are not attributed to technological improvements and cannot be achieved in real driving on the road. Therefore, Regulation (EC) No 715/2007 should be reviewed as a matter of urgency in order to ensure that test procedures reflect adequately the real CO₂ emissions behaviour of cars.***

Amendment 17
Yannick Jadot

Proposal for a regulation
Recital 2 a (new)

Text proposed by the Commission

Amendment

(2a) It is of particular importance that in-service testing replicate fuel consumption and CO₂ emissions under normal conditions of use in the test cycle. This requires, for example, that during in-service testing the assembly of components on vehicles is not undertaken with the intention of reducing drag or that patterns of use are not unrepresentative of actual usage. In this way consumers can be confident that typical performance of purchased vehicles once put into service achieve advertised fuel consumption and CO₂ emissions. For these reasons, and without prejudice to the obligation to ensure in-service conformity forthwith, the Commission should adopt detailed rules to prevent the use of flexibilities during in-service testing to reduce fuel consumption and CO₂ emissions beyond that which would be achieved under normal conditions of use.

Or. en

Justification

In order to promote the uniform application of in-service conformity and ensure the necessary modifications are consistent with normal conditions of use, the Commission should adopt detailed rules. Those rules should be without prejudice to the obligation to ensure in-service conformity in order to prevent unnecessary delay in ensuring in-service conformity.

Amendment 18

Kathleen Van Brempt, Mario Pirillo, Jo Leinen, Britta Thomsen, Judith A. Merkies

Proposal for a regulation
Recital 2 a (new)

Text proposed by the Commission

Amendment

(2a) High and ever increasing fossil fuel and 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 rising unemployment. Therefore, reducing our oil dependence by, amongst others, increasing the efficiency and sustainability of new passenger cars and vans is a priority.

Or. en

Amendment 19
Yannick Jadot

Proposal for a regulation
Recital 2 b (new)

Text proposed by the Commission

Amendment

(2b) Efforts should be continued to ensure that further CO₂-reductions beyond the Union target of 95g CO₂/km are achieved and that the measurements in accordance with Regulation (EC) No 715/2007 and its implementing measures relate to the actual performance of vehicles on the road. In order to achieve this, in-service conformity requirements for CO₂ should be included in Regulation (EC) No 443/2009.

Or. en

Justification

There is a growing gap between type-approval and real-world emissions of new cars. This is important since CO₂ reductions directly translate into fuel savings for consumers. To ensure that measurements of CO₂ emissions per kilometer correspond to the actual emission performance of vehicles on the road in-service conformity requirements should be introduced

for CO₂. Such requirements are already in place for other pollutant emissions.

Amendment 20
Yannick Jadot

Proposal for a regulation
Recital 3 a (new)

Text proposed by the Commission

Amendment

(3a) The Commission should review the zero emission assumption regarding electric vehicles for 2025 and thereafter and introduce metrics that take into account greenhouse gas emissions incurred during power generation.

Or. en

Amendment 21
Adam Gierek

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 ***parameter*** of the vehicle ***established by mass***, the 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 ***partially*** excluded from the scope of the specific emissions target and the excess emissions premium. ***The Commission is required to propose alternative utility criteria for such vehicles, taking into account the ratio of***

engine power to useful work done by the vehicle as a whole.

Or. pl

Justification

A vehicle's mass is just one among a number of important criteria. There is no mention of other important utility parameters relating to engine power and friction resistance, or to losses owing to turbulence, i.e. the aerodynamics of the vehicle's shape.

Amendment 22

Jan Březina, Vicky Ford

Proposal for a regulation

Recital 4

Text proposed by the Commission

(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.

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 **1000** new passenger cars are excluded from the scope of the specific emissions target and the excess emissions premium.

Or. en

Justification

Small volume manufacturers applied for derogations through a complicated process which required significant resources, also for the European Commission. The Commission's impact assessment states that these manufacturers have a marginal impact on climate. In addition, the 500 cars threshold prevents the economical development of these small companies, which are more likely to be financially viable producing up to 1,000 cars, particularly in the context of the economic crisis.

Amendment 23
Adam Gierek

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. pl

Justification

Small-scale manufacturers of cars for people who love power and speed should not receive preferential treatment. The manufacture of such cars is not vital for society.

Amendment 24
Adam Gierek

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.

(6) The procedure to grant derogations to niche manufacturers should be continued for 2020. ***At the time the derogations are granted to them, niche manufacturers must prove they are fulfilling their obligations as regards targets.*** However, in order to ensure that the reduction effort required *of* niche manufacturers is consistent with that *required* of large volume manufacturers, ***the same*** target should therefore apply ***for all manufacturers*** from 2020.

Or. pl

Justification

This is necessary in the interests of fair competition.

Amendment 25

Adam Gierek

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 **to introduce** 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 **conditions conducive to the** necessary rate of reduction in line with the Union's long-term goals and the implications for the development of cost effective technology **to reduce emissions of dust and harmful gases, as well as noise emissions, from** cars. It is therefore desirable for these aspects to be reviewed, the Commission to make a report and if appropriate proposals made for **CO₂** targets beyond 2020. **The report should include an assessment of CO₂ emissions at all stages in the manufacturing process, as well as throughout the life of the vehicle and during scrapping and recycling.**

Or. pl

Justification

The issue of emissions requires a holistic approach.

Amendment 26

Kathleen Van Brempt, Britta Thomsen, Judith A. Merkies

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 for the period beyond 2020. ***This*** should be ***done by setting a target for 2025. The target*** should be based on the necessary rate of reduction ***to be*** in line with the Union's long term climate goals and ***enhance*** the development of cost effective CO₂ reducing technology for cars. It is therefore desirable for the Commission to make a report and ***propose*** targets for beyond 2020.

Or. en

Amendment 27
Hannu Takkula

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 *Regulation (EC) No 443/2009* 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. ***The report shall***

take into consideration CO₂ emissions over the whole life cycle of cars (including manufacture and end-of-life).

Or. en

Amendment 28
Ivo Belet

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 *Regulation (EC) No 443/2009* 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 *to be met by 2025 and beyond*.

Or. en

Amendment 29
Kathleen Van Brempt, Britta Thomsen, Judith A. Merkies

Proposal for a regulation
Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) In recognition of the long research and development times needed by manufacturers and in order to provide investors with the certainty they need, it is

important to set a target for 2025. Setting this target now would mean continuing on the same time path of 2007 when targets for 2020 were set. If Europe wants to remain at the forefront of the global race for cleaner vehicles, bearing in mind the recently adopted ambitious fuel economy standards in the USA, Europe needs to set a long term target of 65g CO₂/km in 2025;

Or. en

Amendment 30

Kathleen Van Brempt, Mario Pirillo, Matthias Groote, Jo Leinen, Judith A. Merkies

Proposal for a regulation

Recital 7 b (new)

Text proposed by the Commission

Amendment

(7b) As correct and truthful information on CO₂ emission and fuel consumption, which are directly related, is essential to consumers for making informed choices, highest attention should be given to predicting these parameters. However, today, the real emissions of cars and vans on the road greatly differ from the values determined in the current test cycle. Therefore, the swift development of an improved test cycle is needed.

Or. en

Amendment 31

Kathleen Van Brempt, Matthias Groote, Jo Leinen, Judith A. Merkies

Proposal for a regulation

Recital 8

Text proposed by the Commission

Amendment

(8) The Regulation requires the Commission to carry out an impact

(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.

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

Or. en

Amendment 32

Werner Langen, Herbert Reul

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

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

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.

(EC) No 715/2007 and Annex XII to Regulation (EC) No 692/2008. *In order to enable manufacturers to plan in full knowledge of the provisions they will have to comply with, the existing test procedure will be retained until the end of 2020 for the purposes of this regulation. From 2021, the WLTP should replace the current test procedure.* When the *WLTP* is applied in 2021 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. de

Amendment 33
Josefa Andrés Barea

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

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 Regulation (EC) No 443/2009 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

European Parliament and to the Council.

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

Or. en

Amendment 34

Werner Langen, Herbert Reul

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 the regulatory test procedure for the measurement of specific CO₂ emissions. 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

Amendment 35

Krišjānis Kariņš

Proposal for a regulation
Recital 12 a (new)

Text proposed by the Commission

Amendment

(12a) It is appropriate to assess the need to move away from CO₂ emission targets and replace them with fuel efficiency targets, as CO₂ emission targets fail to take into account harmful emissions from modern internal combustion engines. The Commission is therefore called upon to submit a report on this issue.

Or. lv

Amendment 36
Josefa Andrés Barea

Proposal for a regulation
Recital 14

Text proposed by the Commission

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, 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.***

(14) The Commission has assessed the availability of footprint data and its use as the utility parameter in the formulae in Annex I to Regulation (EC) No 443/2009. 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, ***since a change of utility parameter would not meet the objective of planning certainty as 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 transition to a future shift from mass to footprint, it is appropriate to introduce a footprint-based formula, which may be used from 2016 onwards by manufacturers as an alternative to the***

mass-based formula.

Or. en

Amendment 37

Yannick Jadot

Proposal for a regulation

Recital 14 a (new)

Text proposed by the Commission

Amendment

(14a) The specific emissions of CO₂ from new passenger cars are measured on a harmonised basis in the Union according to the methodology laid down in Regulation (EC) No 715/2007 and Regulation (EC) No 692/2008. To minimise the administrative burden of Regulation (EC) No 443/2009, compliance should be measured by reference to data on registrations of new cars in the Union or in-service conformity collected by Member States and reported to the Commission. To ensure the consistency of the data used to assess compliance, the rules for the collection and reporting of this data should be harmonised as far as possible.

Or. en

Amendment 38

Yannick Jadot

Proposal for a regulation

Recital 14 b (new)

Text proposed by the Commission

Amendment

(14b) Directive 2007/46/EC provides that manufacturers are to issue a certificate of conformity which must accompany each new passenger car and that Member

States are to permit the registration and entry into service of a new passenger car only if it is accompanied by a valid certificate of conformity. Data collected by Member States should be consistent with the certificate of conformity issued by the manufacturer for the passenger car where appropriate. Should Member States, for justified reasons, not use the certificate of conformity to complete the process of registration and entry into service of a new passenger car, they should put the necessary measures in place to ensure adequate accuracy in the monitoring procedure. There should be a Union standard database for certificates of conformity and in-service data. It should be used as a single reference to enable Member States to more easily maintain their registration data when vehicles are newly registered.

Or. en

Amendment 39
Yannick Jadot

Proposal for a regulation
Recital 14 c (new)

Text proposed by the Commission

Amendment

(14c) Manufacturers' compliance with the targets under Regulation (EC) No 443/2009 should be assessed at Union level. Manufacturers whose average specific emissions of CO₂ exceed those permitted under that 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 likely upper marginal costs of compliance with Regulation (EC) No 443/2009. The amounts of the excess emissions premium should be considered as revenue for the general budget of the European 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 40

Bogdan Kazimierz Marcinkiewicz, Bogusław Sonik, Andrzej Grzyb, Jolanta Emilia Hibner

Proposal for a regulation

Article 1 – point 1

Regulation (EC) No 443/2009

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, Annex *III* and XII to Regulation (EC) No 692/2008, *ECE R83-06 and ECE R101 in each case as valid on the ...*⁺.

⁺ *OJ: Please insert the date of adoption of this Regulation.*

Or. en

Justification

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

Amendment 41

Jan Březina, Evžen Tošenovský, Marian-Jean Marinescu, Markus Pieper, Gaston Franco, Herbert Reul, Konrad Szymański, Alejo Vidal-Quadras, Paul Rübig, Alajos Mészáros, Pilar del Castillo Vera

Proposal for a regulation

Article 1 – point 1

Regulation (EC) No 443/2009

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, Annex ***III*** and XII to Regulation (EC) No 692/2008, ***ECE R83-06 and ECE R101 in each case as valid on the ...⁺.***

⁺ OJ: Please insert the date of adoption of this Regulation.

Or. en

Justification

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

Amendment 42

Yannick Jadot

Proposal for a regulation

Article 1 – point 1

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.

(This amendment applies throughout the text.)

Or. en

Justification

Macro-economic modelling in the impact assessment for this legislation shows that the savings from less EU expenditure on oil due to the 2020 target would lead to GDP growth by around €12 bn. If the 2020 targets were strengthened this number would be even higher.

Amendment 43
Yannick Jadot

Proposal for a regulation
Article 1 – point 1 a (new)
Regulation (EC) No 443/2009
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 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. en

Amendment 44
Francisco Sosa Wagner

Proposal for a regulation
Article 1 – point 1 a (new)
Regulation (EC) No 443/2009
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 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."

Or. en

Justification

Long term target provide car makers and automotive suppliers with planning and investment certainty. In 2008 the long term target was set 12 years in advance, this should again be the case. A target of 75g would ensure conventional vehicles are further improved but would not require the large scale penetration of very advanced technologies such as electric vehicles

Amendment 45
Josefa Andrés Barea

Proposal for a regulation
Article 1 – point 1 a (new)
Regulation (EC) No 443/2009
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 specified in Article 13(5)."

Or. en

Amendment 46
Matthias Groote

Proposal for a regulation
Article 1 – point 1
Regulation (EC) No 443/2009
Article 1 – paragraph 2 a (new)

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, ***the average CO₂ emission*** of 95 g CO₂/km ***laid down in this Regulation shall be measured with this Regulation for the (noun missing - translator's note)*** in accordance with Regulation (EC) No 715/2007 and Annex XII to Regulation (EC) No 692/2008 and its implementing measures, ***and shall be attained by means of improvements in engine technology*** and innovative technologies."

Or. de

Amendment 47
Kathleen Van Brempt, Britta Thomsen, Judith A. Merkies

Proposal for a regulation
Article 1 – point 1 a (new)
Regulation (EC) No 443/2009
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 65 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 48

Kathleen Van Brempt, Matthias Groote, Jo Leinen, Britta Thomsen, Judith A. Merkies

Proposal for a regulation

Article 1 – point 1 b (new)

Regulation (EC) No 443/2009

Article 1 – paragraph 2 b (new)

Text proposed by the Commission

Amendment

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

"From 2016 onwards for the purpose of measuring CO₂ emissions, the World Light Duty Test procedure (WLTP) replaces the test procedures set out in Regulation (EC) No 715/2007 and its implementing measures."

Or. en

Amendment 49

Jan Březina, Vicky Ford

Proposal for a regulation

Article 1 – point 2

Regulation (EC) No 443/2009

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

4. Article 4, Article 8(4)(b) and (c), Article 9 and Article 10(1)(a) and (c) shall not apply to a manufacturer which is responsible together with all of its connected undertakings for less than **1000** new passenger cars registered in the EU in

the previous calendar year.

the previous calendar year.

Or. en

Justification

Small volume manufacturers applied for derogations through a complicated process which required significant resources, also for the European Commission. The Commission's impact assessment states that these manufacturers have a marginal impact on climate. In addition, the 500 cars threshold prevents the economical development of these small companies, which are more likely to be financially viable producing up to 1,000 cars, particularly in the context of the economic crisis.

Amendment 50

Silvia-Adriana Țicău

Proposal for a regulation

Article 1 – point 2

Regulation (EC) No 443/2009

Article 2 – paragraph 4

Text proposed by the Commission

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

Amendment

4. Article 4, Article 8(4)(b) and (c), Article 9 and Article 10(1)(a) and (c) shall not apply to a manufacturer which is responsible together with all of its connected undertakings for less than **5000** new passenger cars registered in the EU in the previous calendar year.

Or. ro

Amendment 51

Werner Langen, Herbert Reul

Proposal for a regulation

Article 1 – point 2 a (new)

Regulation (EC) No 443/2009

Article 3 – paragraph 1 – point f

Text proposed by the Commission

Amendment

(2a) Article 3(1)(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 the procedure adopted by the Commission to establish the CO₂ emissions for such passenger cars; for the purposes of this Regulation, any amendments which are adopted in Regulation (EC) No 715/2007 and Regulation (EC) No 692/2008, as well as in ECE Standards R 83 and R 101, which are taken as a basis and which enter into force from 1 January 2013, shall enter into force only with effect from 1 January 2021.’

Or. de

Amendment 52

Adam Gierek

Proposal for a regulation

Article 1 – point 2 a (new)

Regulation (EC) No 443/2009

Article 3 – paragraph 1 – point (h)

Text proposed by the Commission

Amendment

(2a) In Article 3(1), the following point (h) is added:

'(h) "alternative fuels" means high-energy chemical substances, most often hydrocarbon compounds, in liquid or gaseous form.'

Or. pl

Justification

These include both biofuels and traditional fuels that have been modified to cut CO₂ emissions.

Amendment 53

Kathleen Van Brempt, Matthias Groote, Jo Leinen, Britta Thomsen, Judith A. Merkies

Proposal for a regulation

Article 1 – point 2 a (new)

Regulation (EC) No 443/2009

Article 3 – paragraph 1 – point f

Text proposed by the Commission

Amendment

(2a) In point (f) of Article 3 (1), the following is added at the end:

"for the purposes of this point, the new World Light Duty Test Procedure shall apply as of 1 January 2016."

Or. en

Amendment 54

Werner Langen, Herbert Reul

Proposal for a regulation

Article 1 – point 3 a (new)

Regulation (EC) No 443/2009

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 value for the specific emissions of each manufacturer pursuant to Regulation (EC) No 433/2009 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%."

Or. de

Amendment 55

Yannick Jadot

Proposal for a regulation

Article 1 – point 4

Regulation (EC) No 443/2009

Article 5 a (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 56
Werner Langen

Proposal for a regulation
Article 1 – point 4
Regulation (EC) No 443/2009
Article 5 a (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. de

Amendment 57

Kathleen Van Brempt, Britta Thomsen, Judith A. Merkies

Proposal for a regulation

Article 1 – point 4

Regulation (EC) No 443/2009

Article 5 a (new) – heading

Text proposed by the Commission

Amendment

Super-credits for 95 g CO₂/km target

Incentives for low emission cars

Or. en

Amendment 58

Francisco Sosa Wagner

Proposal for a regulation

Article 1 – point 4

Regulation (EC) No 443/2009

Article 5 a (new)

Text proposed by the Commission

Amendment

Super-credits *for 95 g CO₂/km target*

Super-credits

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.**

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:

- 2 cars in 2020;

- 1.7 cars in 2021;

- 1.5 cars in 2022;

- 1.3 car in 2023

- 1 from 2024

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."

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 *a specific year* shall not exceed *2% of the* cumulative total new registrations of passenger cars per manufacturer.

Or. en

Justification

Given the high R&D, raw material and production costs associated with the developments of ultralow carbon vehicles, additional incentives may be required to encourage manufacturers to start supplying ultralow carbon vehicles earlier than they otherwise would. Super-credits could serve this purpose but also have the potential to undermine the 95g target. Therefore the right balance needs to be struck by limiting the multipliers, the time-frame and the amount of credits that can be used.

Amendment 59

Alejo Vidal-Quadras

Proposal for a regulation

Article 1 – point 4

Regulation (EC) No 443/2009

Article 5 a (new) – paragraph -1 (new)

Text proposed by the Commission

Amendment

-1. In calculating the average specific emissions of CO₂, each new passenger car with specific emissions of less than 45g CO₂/km shall be counted as 2 passenger cars in the period from 2016-2019.

Or. en

Amendment 60

Kathleen Van Brempt, Britta Thomsen

Proposal for a regulation

Article 1 – point 4

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 ***of a manufacturer:***

(a) the specific emissions target of a manufacturer selling less than 4% new low emission cars, emitting less than 35 g CO₂/km, shall be reduced by:

- 4g for manufacturers selling less than 1% low emission cars***
- 3g for manufacturers selling less than 2% low emission cars***
- 2g for manufacturers selling less than 3% low emission cars***
- 1g for manufacturers selling less than 4% low emission cars***

(b) the specific emissions target of a manufacturer selling more than 4% low emission cars, emitting less than 35 g CO₂/km, shall be increased by:

- 2g for manufacturers selling more than 4% low emission cars***
- 3g for manufacturers selling more than 5% low emission cars***

1a. The total number of vehicles per manufacturer with specific emissions of CO₂ 35 g CO₂ /km shall be made publicly available by Member States by 28 February of each year in respect of the preceding calendar year commencing in⁺

1b. By 28 February of each year in respect of the preceding calendar years commencing in ...⁺ the Commission shall publish a report on how the incentives for low emission cars have affected the

specific emission targets of manufacturers.

⁺ OJ: Please insert the year of entry into force of this Regulation.

Or. en

Amendment 61
Josefa Andrés Barea

Proposal for a regulation
Article 1 – point 4
Regulation (EC) No 443/2009
Article 5 a (new) – heading and paragraph 1

Text proposed by the Commission

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.***

Amendment

Ultra-low carbon vehicles

1. ***From 2020 onwards:***

(a) the average specific emissions target of CO₂ of each manufacturer who is responsible for the registration in the Union market of more than 5% of new passenger cars with specific emissions of less than 50 g CO₂/km shall be increased by 2 g CO₂/km;

(b) the average specific emissions target of CO₂ of each manufacturer who is responsible for the registration in the Union market of less than 4% of new passenger cars with specific emissions of CO₂ of less than 50 g CO₂/km, shall be reduced by 1 g CO₂/km;

(c) the average specific emissions target of CO₂ of manufacturers who are responsible for the registration in the

Union market of 4% to 5% of new passenger cars with specific emissions of CO₂ of less than 50 g CO₂/km shall not be affected.

Or. en

Amendment 62

Jan Březina, Marian-Jean Marinescu, Markus Pieper, Herbert Reul, Gaston Franco, Paul Rübig, Alajos Mészáros, Pilar del Castillo Vera

Proposal for a regulation

Article 1 – point 4

Regulation (EC) No 443/2009

Article 5 a (new) – 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 1, with a cap of 70g CO₂/km** shall be counted as **2** passenger cars *as from 2016 onwards. The use of part or all of the accumulated credits can be done in any year within the period 2016-2025.*

Or. en

Justification

The EU has agreed on a general policy vision towards clean and sustainable transport in future decades. Super-credits are an instrument for supporting cutting edge CO₂ reduction technology (ECVs) and are a stimulus for the automotive industry to introduce these technologies as soon as possible. This will lead to faster market uptake of these highly cost-intensive technologies and would benefit all stakeholders, including customers (earlier product supply), the environment (lower CO₂ emissions) and manufacturers (faster cost decrease). Higher support for low emitting vehicles must be also seen in an international context, where the support of such vehicles is a key policy priority (both in US, Japan and China). The level of support is consistently higher internationally, which could limit the ambition of the EU to become world leader in those technologies. Due to the uncertainty in the market situation, certain flexible mechanisms need to be incorporated in order to retain

the support for these vehicles over the years and also to allow manufacturers to use super-credits when needed (transferring of super-credits in time).

Amendment 63

Bogdan Kazimierz Marcinkiewicz, Bogusław Sonik, Andrzej Grzyb, Jolanta Emilia Hibner

Proposal for a regulation

Article 1 – point 4

Regulation (EC) No 443/2009

Article 5 a (new) – 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 1, with a cap of 70g CO₂/km** shall be counted as **2** passenger cars *as from 2016 onwards. The use of part or all of the accumulated credits can be done in any year within the period 2016-2025.*

Or. en

Justification

The EU has agreed on a general policy vision towards clean and sustainable transport in future decades. This will lead to faster market uptake of these highly cost-intensive technologies and would benefit all stakeholders, including customers (earlier product supply), the environment (lower CO₂ emissions) and manufacturers (faster cost decrease). Due to the uncertainty in the market situation, certain flexible mechanisms need to be incorporated in order to retain the support for these vehicles.

Amendment 64

Evžen Tošenovský, Konrad Szymański

Proposal for a regulation

Article 1 – point 4

Regulation (EC) No 443/2009

Article 5 a (new) – 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 1, with a cap of 70g CO₂/km shall be counted as 1.5 passenger cars as from 2016** onwards.

Or. en

Amendment 65
Kent Johansson

Proposal for a regulation

Article 1 – point 4

Regulation (EC) No 443/2009

Article 5 a (new) – 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 35 g CO₂/km shall be counted as **2** passenger cars in the period from 2020 to 2023 and as 1 passenger car from 2024 onwards.

Or. en

Justification

The level of support for low emitting vehicles is higher in for example US and China. EU policy must be in line with these countries/regions in order for the EU not to have a competitive disadvantage which would negatively effect the competitiveness of EU industry in a global context.

Amendment 66
Kent Johansson

Proposal for a regulation

Article 1 – point 4

Regulation (EC) No 443/2009

Article 5 a (new) – 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 **45** 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. en

Justification

In a transition period between moving from fuel cars to electric cars, electricity for cars is not yet available everywhere (most notably in sparsely populated areas). It is therefore important to also give incentives for the development of low CO₂ hybrid electric vehicles.

Amendment 67
Silvia-Adriana Țicău

Proposal for a regulation

Article 1 – point 4

Regulation (EC) No 443/2009

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. ro

Amendment 68

Jan Březina, Evžen Tošenovský, Marian-Jean Marinescu, Markus Pieper, Herbert Reul, Gaston Franco, Konrad Szymański, Alejo Vidal-Quadras, Paul Rübig, Alajos Mészáros, Pilar del Castillo Vera

Proposal for a regulation

Article 1 – point 4

Regulation (EC) No 443/2009

Article 5 a (new) – 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

Justification

The EU has agreed on a general policy vision towards clean and sustainable transport in future decades. Super-credits are an instrument for supporting cutting edge CO₂ reduction technology (ECVs) and are a stimulus for the automotive industry to introduce these technologies as soon as possible. This will lead to faster market uptake of these highly cost-intensive technologies and would benefit all stakeholders, including customers (earlier product supply), the environment (lower CO₂ emissions) and manufacturers (faster cost decrease). Higher support for low emitting vehicles must be also seen in an international context, where the support of such vehicles is a key policy priority (both in US, Japan and China). The level of support is consistently higher internationally, which could limit the ambition of the EU to become world leader in those technologies. Due to the uncertainty in the market situation, certain flexible mechanisms need to be incorporated in order to retain the support for these vehicles over the years and also to allow manufacturers to use super-credits when needed (transferring of super-credits in time).

Amendment 69

Bogdan Kazimierz Marcinkiewicz, Bogusław Sonik, Andrzej Grzyb, Jolanta Emilia Hibner

Proposal for a regulation

Article 1 – point 4

Regulation (EC) No 443/2009

Article 5 a (new) – 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 70

Josefa Andrés Barea

Proposal for a regulation

Article 1 – point 4

Regulation (EC) No 443/2009

Article 5 a (new) – 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.

2. From 2020 and each subsequent calendar year, the Commission shall, on the basis of the information provided by Member States in accordance with Article 8(2), calculate to what extent the credits and debits obtained under the provisions of this Article affect the level of the target set out in the second paragraph of Article 1."

Or. en

Amendment 71

Bernd Lange

Proposal for a regulation

Article 1 – point 4

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 per manufacturer.

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 **1%** *of* new registrations of passenger cars per manufacturer.

Or. de

Amendment 72
Adina-Ioana Vălean

Proposal for a regulation

Article 1 – point 4

Regulation (EC) No 443/2009

Article 5 a (new) – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. The increase in the specific emission target of each manufacturer derived from the super-credits calculation shall be capped at 5 g CO₂/km.

Or. en

Amendment 73
Adam Gierek

Proposal for a regulation

Article 1 – point 4 a (new)

Regulation (EC) No 443/2009

Article 6

Text proposed by the Commission

Amendment

(4a) Article 6 is replaced by the following:

‘For the purpose of determining compliance by a manufacturer with its specific CO₂ emissions target referred to in Article 4, the specific CO₂ emissions targets of each vehicle capable of running on alternative fuels in line with EU standards shall be reduced by 5% by 31 December 2015 in recognition of the greater potential for innovative fuel technologies and emission reduction when running on biofuels. This reduction shall only apply where at least 30% of the filling stations in the Member State in which the vehicle is registered provide this type of alternative fuel, including biofuels, complying with the sustainability criteria set out in relevant EU legislation.’

Or. pl

Justification

The bonus of a 5% reduction in CO₂ emissions should apply to all alternative fuels, including bioesters, and not only bioethanol.

Amendment 74
Fiona Hall

Proposal for a regulation
Article 1 – point 4 a (new)
Regulation (EC) No 443/2009
Article 7 a (new)

Text proposed by the Commission

Amendment

(4a) The following Article is inserted:

"Article 7a

In service conformity

1. The provisions on in-service conformity shall apply mutatis mutandis to fuel consumption and CO₂ emissions of new passenger cars during their normal useful life under normal conditions of use, as laid down in Article 9 and Annex II of

Regulation (EC) No 692/2008. Such provisions shall require an independent coast-down test of the new car for which in-service conformity is being verified to provide the resistance values for setting the dynamometer.

2. The results of in-service testing shall be accompanied by a verification report undertaken by an independent and certified body. The verification report shall evaluate whether in-service testing was representative of normal conditions of use and adjustments warranted.

3. Member States shall make available to the public, in electronic form, the results of in-service testing and the accompanying verification report in accordance with Directive 2003/4/EC, and shall transmit those results and the verification report to the Commission within three months.

4. If the measured value of CO₂ emissions for a new passenger car during in-service testing exceeds its specific emissions of CO₂ reported under Article 8(2) by more than 4 %, the Commission shall recalculate the average specific emissions of CO₂ for the manufacturer in preceding years to determine compliance with the specific emissions target, in accordance with Article 8. Based on the recalculations, any exceeding of the specific emissions target shall be subject to an excess emissions premium in accordance with Article 9.

5. The Commission shall keep a central register of the results of in-service testing reported by national authorities and shall, on an annual basis, publish a synthesis report. The central register and synthesis reports shall be made available to the public in electronic form.

6. The Commission shall adopt by means of implementing acts detailed rules on in-service conformity referred to in paragraph 1, necessary to ensure in-

service testing reproduces normal conditions of use to the maximum extent possible while promoting uniform implementation and based on experiences during implementation of paragraph 1 by manufacturers and evaluations in verification reports referred to in paragraph 2. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 14(2). Those rules shall be adopted by [DDMMYYYY]."

Or. en

Justification

Existing provisions for in-service conformity are well-established, and are an appropriate basis for measuring fuel consumption and CO₂ emissions under normal conditions of use. Where actual CO₂ emissions exceed those recorded on the certificate of conformity by an unreasonable margin, it is appropriate for the Commission to revisit compliance with the specific emission targets for previous years and impose excess emissions premiums as appropriate.

Amendment 75 **Adina-Ioana Vălean**

Proposal for a regulation
Article 1 – point 4 a (new)
Regulation (EC) No 443/2009
Article 7 a (new)

Text proposed by the Commission

Amendment

(4a) The following Article is inserted:

"Article 7a

In service conformity

1. The provisions for in-service conformity as laid down in Article 9 and Annex II of Regulation (EC) No 692/2008 shall apply mutatis mutandis to fuel consumption and CO₂ emissions of passenger cars during their normal useful life under normal conditions of use.

2. For all new vehicles the results of in-service testing may be accompanied by a verification report undertaken by an independent and certified body evaluating whether in-service testing was representative of normal conditions of use and adjustments warranted.

3. Member States shall make available to the public, in electronic form, the results of in-service testing and the accompanying verification report in accordance with Directive 2003/4/EC, and shall transmit those results and the verification report to the Commission within three months.

4. If the measured value of CO₂ emissions for a passenger car during in-service testing exceeds its specific emissions of CO₂ reported under Article 8(2) by more than 4 %, the Commission shall recalculate the average specific emissions of CO₂ for the manufacturer of that year to determine compliance with the specific emissions target, in accordance with Article 8. Based on the recalculations, any exceeding of the specific emissions target shall be subject to an excess emissions premium in accordance with Article 9.

5. The Commission shall keep a central register of the results of in-service testing reported by national authorities and shall, on an annual basis, publish a synthesis report. The central register and synthesis reports shall be made available to the public in electronic form."

Or. en

Amendment 76

Yannick Jadot

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

Text proposed by the Commission

Amendment

(4a) The following Article is inserted:

"Article 7a

In service conformity

The in-service conformity measures shall be appropriate for ensuring that the fuel economy and CO₂ emissions of passenger cars during type approval tests are equivalent to those achieved by the same vehicle during normal conditions of use.

In-service conformity for CO₂ shall be established by third-party testing undertaken by an independent and certified body during the test cycle, by 2014.

If the measured value of CO₂ exceeds the manufacturer's declared CO₂ value by more than 4% Article 10(5) of Regulation (EC) No 715/2007 shall apply. "

Or. en

Amendment 77
Werner Langen, Herbert Reul

Proposal for a regulation
Article 1 – point 4 a (new)
Regulation (EC) No 443/2009
Article 8 – paragraph 4

Text proposed by the Commission

Amendment

(4a) in Article 8, paragraph 4 is replaced by the following:

‘(4) The Commission shall keep a central register of the data reported by Member States under this Article. The register shall be open for public inspection.

By 30 June of each year, commencing in

2011, the Commission shall provisionally calculate the following for each manufacturer:

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

(b) the specific emissions target in the preceding calendar year; and

(c) the difference between its average specific emissions of CO₂ in the preceding calendar year as calculated pursuant to point (a) and its specific emissions target for that year.

In addition, by 30 June each year, starting in 2016 and continuing up to and including 2023, the Commission shall provisionally calculate the following for each manufacturer:

(a) the average specific emissions of CO₂ in the preceding calendar year without taking into account the super-credits referred to in Article 5,

(b) the difference between its average specific emissions of CO₂ in the preceding calendar year as calculated pursuant to point (a) and its specific emissions target for that year.

The Commission shall notify each manufacturer of its provisional calculation for that manufacturer. The notification shall include data for each Member State on the number of new passenger cars registered and their specific emissions of CO₂.

Or. de

Amendment 78
Werner Langen, Herbert Reul

Proposal for a regulation
Article 1 – point 4 b (new)
Regulation (EC) No 443/2009
Article 8 – paragraph 5

Text proposed by the Commission

Amendment

(4b) in Article 8, paragraph 5 is replaced by the following:

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

The Commission shall consider any notifications from manufacturers and may, by 31 October, either confirm or amend the provisional calculations under paragraph 4.’

From 1 January 2016 to 2023 inclusive, each manufacturer shall, within three months of communication of the provisional calculation pursuant to paragraph 4, inform the Commission whether the Commission should take account of the super-credit referred to in Article 5 for the purpose of calculating its average specific emissions of CO₂ in the previous calendar year.

Or. de

Amendment 79

Yannick Jadot

Proposal for a regulation

Article 1 – point 5 a (new)

Regulation (EC) No 443/2009

Article 9 – paragraph 2 – point b

Text proposed by the Commission

Amendment

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

"(b) from 2019:

(Excess emissions × EUR 130) × number

of new passenger cars."

Or. en

Justification

An adequate level of Excess Emissions Premium is essential to ensure compliance with the Regulation. According to the Commission Impact Assessment the average marginal cost for achieving 95 g/km in 2020 is €91 gCO₂/km. In order to reflect the likely upper marginal costs of compliance with the 2020 targets the Excess Emissions Premium needs to be increased to at least €130 g CO₂/km.

Amendment 80
Yannick Jadot

Proposal for a regulation

Article 1 – point 7 – point a a (new)

Regulation (EC) No 443/2009

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 Community 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 81
Silvia-Adriana Țicău

Proposal for a regulation

Article 1 – point 7 – point c

Regulation (EC) No 443/2009

Article 11 – paragraph 4 – subparagraph 2 – point c

Text proposed by the Commission

Amendment

(c) if the application is in relation to point (c) of Annex I, point 1, a target which is a 45 % 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 45% reduction on the average of those undertakings' average specific emissions of CO₂ in 2007.

deleted

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Or. ro

Amendment 82
Yannick Jadot

Proposal for a regulation

Article 1 – point 7 – point c a (new)

Regulation (EC) No 443/2009

Article 11 – paragraph 4 – 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 83

Adam Gierek

Proposal for a regulation

Article 1 – point 8 a (new)

Regulation (EC) No 443/2009

Article 12 – paragraph 1

Text proposed by the Commission

Amendment

(8a) In Article 12(1), the last sentence is deleted.

Or. pl

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

Justification

Limits cannot be placed on innovative technologies.

Amendment 84

Yannick Jadot

Proposal for a regulation

Article 1 – point 8 a (new)

Regulation (EC) No 443/2009

Article 12 – paragraph 1

Text proposed by the Commission

Amendment

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

"1. 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 3.5 g CO₂/km per vehicle."

Or. en

Justification

Eco-innovations improve the efficiency of the vehicle in real-world driving but not on the test cycle. The test-cycle and testing procedures needs to be updated so that it is more representative of real-world driving. Until the cycle is updated we can accept the need for eco-innovations so long as the current robust assessment procedure is maintained and the total contribution that eco-innovations can make to the target is capped at 3.5g/km.

Amendment 85

Werner Langen, Herbert Reul, Markus Pieper

Proposal for a regulation

Article 1 – point 8 a (new)

Regulation (EC) No 2009/443

Article 12 – paragraph 1

Text proposed by the Commission

Amendment

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

‘(1) Upon application by a supplier or a manufacturer, CO₂ savings achieved through the use of innovative technologies or a combination of innovative technologies (‘innovative technology packages’) shall be considered. The total contribution of those technologies to reducing the specific emissions target of a manufacturer may be up to 7 g CO₂/km.’

Or. de

Amendment 86
Ismail Ertug

Proposal for a regulation

Article 1 – point 9

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 ***or innovative technology package*** 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.

Or. en

Amendment 87
Adam Gierek

Proposal for a regulation

Article 1 – point 9

Regulation (EC) No 443/2009

Article 12 – paragraph 2 – point (c)

Text proposed by the Commission

Amendment

In Article 12(2), point (c) is deleted.

Or. pl

((c) the innovative technologies must not be covered by the standard test cycle CO₂ measurement or by mandatory provisions due to complementary additional measures complying with the 10 g CO₂/km reduction referred to in Article 1 or be mandatory under other provisions of Community law.)

Justification

This exclusion is illogical and unfounded.

Amendment 88

Werner Langen, Herbert Reul, Markus Pieper

Proposal for a regulation

Article 1 – point 9

Regulation (EC) No 443/2009

Article 12 – paragraph 2

Text proposed by the Commission

(9) ***In*** Article 12(2), ***the first sentence*** is replaced by the following:

‘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

(9) Article 12(2) is replaced by the following:

‘The Commission shall adopt detailed provisions for a procedure to approve the innovative technologies ***or innovative technology packages*** 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). ***The procedural provisions shall be based on the following criteria:***

(a) the supplier or manufacturer must be accountable for the CO₂ savings achieved through the use of the innovative technologies or innovative technology packages;

(b) the innovative technologies or innovative technology packages must make a verified contribution to CO₂ reduction.

Additional innovative technologies and innovative technology packages and their impact on the specific CO₂ emissions of a passenger car may only be credited in relation to the proportion that operates outside the standard test cycle; the innovative technologies and innovative technology packages must not be covered by provisions due to the additional measures complying with

the 10 g CO₂/km reduction referred to in Article 1 or be mandatory under other provisions of Community law.'

Or. de

Amendment 89

Werner Langen, Herbert Reul, Markus Pieper

Proposal for a regulation

Article 1 – point 9 a (new)

Regulation (EC) No 443/2009

Article 12 – paragraph 3

Text proposed by the Commission

Amendment

(9a) in Article 12, paragraph 3 is replaced by the following:

'A supplier or a manufacturer who applies for a measure to be approved as an innovative technology or innovative technology package shall submit a report, including a verification report issued by an independent and certified body, to the Commission. In the event of a possible interaction of the measure with another innovative technology or innovative technology package already approved, the report shall mention that interaction and the verification report shall evaluate to what extent that interaction modifies the reduction achieved by each measure.'

Or. de

Amendment 90

Werner Langen, Herbert Reul, Markus Pieper

Proposal for a regulation

Article 1 – point 9 b (new)

Regulation (EC) No 443/2009

Article 12 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

(9b) the following paragraph is inserted after Article 12(4):

‘Once a year, the Commission shall submit to the Council and Parliament a report on innovative technologies and innovative technology packages which have been approved and rejected.’

Or. de

Amendment 91

Bernd Lange

Proposal for a regulation

Article 1 – point 9 a (new)

Regulation (EC) No 443/2009

Article 12 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

(9a) the following paragraph is inserted at the end of Article 12:

‘The Commission must, by 31.12.2013, propose a revision of the implementing provisions for the procedure for the approval of eco-innovations to make it easier to apply to use innovative technologies. After this revision, the Commission should issue a manual on how to apply correctly.’

Or. de

Justification

The existing legislation – Regulation (EC) No 443/2009 – stipulates that in order to attain the Community target, CO₂ savings attained by using innovative technologies should be taken into account. However, it has been found in the past that so far only one application of this kind has been submitted. An overhaul of the approval procedure to simplify the application process, and the issuing of a manual, could remedy this situation.

Amendment 92
Silvia-Adriana Țicău

Proposal for a regulation

Article 1 – point 10

Regulation (EC) No 443/2009

Article 13

Text proposed by the Commission

Amendment

Article 13 is amended as follows:

deleted

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

"Those measures shall be adopted by means of delegated acts in accordance with Article 14a."

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

(c) Paragraph 5 is replaced by the following:

"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."

(d) Paragraph 7 is replaced by the following

"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."*

Or. ro

Amendment 93
Josefa Andrés Barea

Proposal for a regulation
Article 1 – point 10 – point -a (new)
Regulation (EC) No 443/2009
Article 13 – paragraph 2 – subparagraph 1

Text proposed by the Commission

Amendment

***(-a) subparagraph 1 of Article 13(2) 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 and average footprint
respectively of new passenger cars in the
previous three calendar years."***

Or. en

Amendment 94
Josefa Andrés Barea

Proposal for a regulation
Article 1 – point 10 – point a a (new)
Regulation (EC) No 443/2009
Article 13 – paragraph 3 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

***(aa) In Article 13(3), the following
subparagraph 1a is inserted:***

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

Or. en

Amendment 95
Werner Langen, Herbert Reul

Proposal for a regulation
Article 1 – point 10 – point b
Regulation (EC) No 443/2009
Article 13 – paragraph 3

Text proposed by the Commission

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

Amendment

(b) Paragraph 3 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 pursuant to Regulation (EC) No 715/2007/EC with a view to applying a revised measuring procedure for the purposes of this Regulation from 1 January 2021. The Commission shall, in particular, make appropriate proposals to adapt those procedures to reflect adequately the real CO₂ emissions behaviour of cars and to include the approved innovative technologies as defined in Article 12 that could be reflected in the test cycle. The Commission shall ensure that those procedures are subsequently reviewed on a regular basis.’

Amendment 96
Alejo Vidal-Quadras

Proposal for a regulation
Article 1 – point 10 – point b a (new)
Regulation (EC) No 443/2009
Article 13 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

(ba) In Article 13, the following paragraph is inserted:

"3a. The Commission will assess the possibility of replacing the tailpipe approach, in which only emissions associated with fuel production and use are counted, with a lifecycle approach, which incorporates emissions from all stages of a vehicle's life, from material production to end-of- life disposal or recycling."

Amendment 97
Josefa Andrés Barea

Proposal for a regulation
Article 1 – point 10 – point b a (new)
Regulation (EC) No 443/2009
Article 13 – paragraph 3 – subparagraph 2 a (new)

Text proposed by the Commission

Amendment

(ba) In Article 13, the following subparagraph 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."

Or. en

Amendment 98
Francisco Sosa Wagner

Proposal for a regulation
Article 1 – paragraph 1 – point 10 – point c
Regulation (EC) No 443/2009
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 ***complete a*** review ***of*** the specific emissions targets ***in Annex I and of the derogations in Article 11, with the aim of defining:***

(a) subject to confirmation of its feasibility on the basis of updated impact assessment results, the modalities for reaching, by the year 2025, a long-term target of 75 g CO₂ /km in the most cost-effective manner,

(b) the aspects of the implementation of that target, including the excess emissions premium.

On the basis of that review and its impact assessment, 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 accordance with the ordinary legislative procedure, in a way which is as neutral as possible from the point of view of competition, and which is socially equitable and sustainable.

Or. en

Justification

Long term target provide car makers and automotive suppliers with planning and investment certainty. However, future technological, economical or social developments may affect the feasibility of the long term target. Therefore it is appropriate to review the 2025 target in 2015.

Amendment 99

Bernd Lange

Proposal for a regulation

Article 1 – point 10 – point c

Regulation (EC) No 443/2009

Article 13 – paragraph 5

Text proposed by the Commission

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

Amendment

By 31 December 2014, the Commission shall ***submit a proposal on*** the CO₂ emission targets for new passenger cars for the period beyond 2020. ***The new limit value shall be calculated so as to enable the objectives set out the 'Roadmap to a Single European Transport Area – Towards a competitive and resource-efficient transport system', including a 60% reduction in GHG emissions from transport by 2050, to be achieved. This proposal shall be based on the new worldwide test cycle (WLTP). If no agreement is reached on this standard by 1 April 2014, the proposal shall be based on the established (NEDC) test cycle.***

The proposal for a new CO₂ limit value shall also incorporate:

- a life-cycle assessment of CO₂ emissions from passenger cars as indicated in the 'Roadmap to a Resource-Efficient Europe'. The results shall be taken into account in the limit value assessment;***
- RDE (Real World Driving Emissions) data.'***

Or. de

Justification

Comprehensive life-cycle testing reflecting real conditions would be desirable. However, a protracted decision-making process should not allow us to lose sight of CO₂ objectives. As a result of new motor designs and ever lower consumption figures, tailpipe emissions now account for less than half the CO₂ from passenger cars, most of it now being generated at the manufacturing and recycling stages. A number of results have been obtained showing that real emission levels are substantially higher than the test cycle readings.

Amendment 100 **Josefa Andrés Barea**

Proposal for a regulation **Article 1 – point 10 – point c** Regulation (EC) No 443/2009 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, ***with the aim of reaching, by the year 2025, a target within a range of 65 g CO₂/km to 75 g CO₂/km, unless a lower target is duly justified in the light of the use of low-emission technologies and their uptake by the market.***

On the basis of this review, which shall include an overall assessment of the impact on the 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. en

Amendment 101

Niki Tzavela

Proposal for a regulation

Article 1 – point 10 – point c

Regulation (EC) No 443/2009

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 CO₂ emission target for 2025, which ensures the European Union's continued leadership in fuel economy and CO₂ emissions. It is crucial that this target be set in a transparent manner, and based on a wide stakeholder consultation and impact assessment, it should not be delayed beyond 2014 in order to provide industry with appropriate planning and investment certainty.***

Or. en

Justification

The European Union's CO₂ emission standards for passenger cars have helped to accelerate fuel economy improvements significantly, and to position the EU as a global champion. However, other markets have followed and the US in particular has regulated GHG emissions and fuel economy in new cars up to 2025. The EU should follow this example and avoid any delay in setting further standards, whilst ensuring a transparent and open debate.

Amendment 102

Alejo Vidal-Quadras

Proposal for a regulation

Article 1 – point 10 – point c

Regulation (EC) No 443/2009

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. **No later than 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 ***based on a new test procedure and test cycle which take into account the Worldwide Harmonised Light Vehicles Procedure.***

Or. en

Amendment 103

Jan Březina, Evžen Tošenovský, Marian-Jean Marinescu, Markus Pieper, Gaston Franco, Herbert Reul, Konrad Szymański, Paul Rübig, Alajos Mészáros, Pilar del Castillo Vera

Proposal for a regulation

Article 1 – point 10 – point c

Regulation (EC) No 443/2009

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

Justification

It is important that legislators provide industry with sufficient lead-time and predictability. However, it is considered that the date for proposing targets beyond 2020 is premature, as the new test cycle will not be fully agreed (incl. the relevant procedures), the various underlying parameters need to be fully reviewed and the uptake of electrified vehicles needs

to be assessed and taken into account. Furthermore, setting a target by 2017 will still give the industry enough leadtime to comply with a target post-2020 and provide the necessary reassurances it is based on a proper review.

Amendment 104

Bogdan Kazimierz Marcinkiewicz, Andrzej Grzyb, Jolanta Emilia Hibner, Bogusław Sonik

Proposal for a regulation

Article 1 – point 10 – point c

Regulation (EC) No 443/2009

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

Justification

The industry is in favour of sufficient lead-time and predictability to be guaranteed by the legislators. From this perspective, industry considers the date for proposal of targets beyond 2020 as premature, as the new test cycle will not be fully agreed, including the relevant procedures. Implementation and results of a correlation program must be also taken into consideration when proposing new targets beyond 2020, which will not be possible before 2017. New targets for the period after 2020 should be proposed on the basis of WLTP and relevant procedures. Furthermore, the uptake of electrified vehicles needs to be assessed and taken into account.

Amendment 105

Kent Johansson

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. **Provided that the new test cycle is taken into account, the Commission shall** by 31 December 2014 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

It is important to as soon as possible establish CO₂ emission targets beyond 2020, but in this process it is important to take into account the new test cycle, otherwise the process risks being contra productive.

Amendment 106
Werner Langen

Proposal for a regulation
Article 1 – point 10 – point c
Regulation (EC) No 443/2009
Article 13 – paragraph 5

Text proposed by the Commission

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

Amendment

By 31 December **2007**, 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 70g CO₂/km for 2035.**’

Or. de

Amendment 107
Ivo Belet

Proposal for a regulation

Article 1 – point 10 – point c

Regulation (EC) No 443/2009

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 2025 and** the period beyond.

Or. en

Amendment 108

Kent Johansson

Proposal for a regulation

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

Regulation (EC) No 443/2009

Article 13 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

(ca) the following paragraph is inserted:

"5a. Such targets shall be consistent with the cost-effective pathway to achieving the Union's long term climate goals for 2050."

Or. en

Justification

Long-term goals with a gradual increase in the level of ambition are important for a framework for climate and energy in the period up to 2030 as well as to reach the EU emissions target for 2050. Such goals are also important for investment certainty. Therefore, a more explicit mention of this is needed.

Amendment 109
Werner Langen, Herbert Reul

Proposal for a regulation
Article 1 – point 10 – point d
Regulation (EC) No 443/2009
Article 13 – paragraph 7

Text proposed by the Commission

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

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. ***In doing so, the Commission shall ensure that any deviations from the target for specific CO₂ emissions which arise as from 1 January 2021 due to the new test procedure are corrected.***

At the same time it shall ensure that reduction requirements of comparable stringency for manufacturers and vehicles of different utility are required under the old and new test procedures.’

Or. de

Amendment 110
Bogdan Kazimierz Marcinkiewicz, Andrzej Grzyb, Jolanta Emilia Hibner, Bogusław Sonik

Proposal for a regulation
Article 1 – point 10 – point d
Regulation (EC) No 443/2009
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

Amendment

7. The Commission shall be empowered to adopt **implementing** acts in accordance with **the examination procedure referred to in Article 14(2)** to adapt the formulae in Annex I in order to reflect any change in

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.

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.

Or. en

Justification

The current proposal gives only the possibility of ex-post control the European Parliament and Member States. As the Member States are responsible for the implementation of the Union law, and the Commission is entrusted with this executive role, uniform conditions for implementation are necessary. From the industry perspective, Member States have to have oversight over the Commission. Therefore, the relevant committee procedure should apply.

Amendment 111

Silvia-Adriana Țicău

Proposal for a regulation

Article 1 – point 12

Regulation (EC) No 443/2009

Article 14a – paragraph 2

Text proposed by the Commission

2. The power to adapt delegated acts referred to in the second subparagraph of Article 8(9), Article 11(8), the third subparagraph of Article 13(2) and Article 13(7), shall be conferred on the Commission for ***an indeterminate*** period from [the date of entry into force of this Regulation].

Amendment

2. The power to adapt delegated acts referred to in the second subparagraph of Article 8(9), Article 11(8), the third subparagraph of Article 13(2) and Article 13(7), shall be conferred on the Commission for ***a period of five years*** from [the date of entry into force of this Regulation]. ***The Commission shall submit a report in respect of the delegation of power at the latest nine months before the end of the five-year period. The delegation of power shall be automatically extended for periods of an identical duration, unless the European Parliament or the Council opposes such***

extension at the latest three months before the end of each period.

Or. ro

Amendment 112
Silvia-Adriana Țicău

Proposal for a regulation
Article 1 – point 12
Regulation (EC) No 443/2009
Article 14a – paragraph 3

Text proposed by the Commission

3. The delegation of power referred to in the second subparagraph of Article 8(9), Article 11(8), the third subparagraph of Article 13(2) and Article 13(7) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

Amendment

3. The delegation of power referred to in the second subparagraph of Article 8(9), Article 11(8), the third subparagraph of Article 13(2) and Article 13(7) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

(affects Romanian version only)

Or. ro

Amendment 113
Silvia-Adriana Țicău

Proposal for a regulation
Article 1 – point 12

Text proposed by the Commission

5. A delegated act adopted pursuant to the second subparagraph of Article 8(9), Article 11(8), the third subparagraph of Article 13(2) and Article 13(7) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

Amendment

(5) A delegated act adopted pursuant to the second subparagraph of Article 8(9), Article 11(8), the third subparagraph of Article 13(2) and Article 13(7) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

(affects Romanian version only)

Or. ro

Amendment 114
Fiona Hall

Proposal for a regulation
Article 1 – point 13
Regulation (EC) No 443/2009
Annex I – point 1 – point c

Text proposed by the Commission

(c) From 2020:

Amendment

(c) From 2020:

For the purpose of determining the fleet 'average specific emissions of CO₂' one of the following formulae should be used:

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.

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

Where:

M = mass of vehicle in kilograms (kg)

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

a = 0,0333.

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

Where:

F = footprint of vehicle in square meters (m²)

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

b = 60 % slope of the limit value curve.

Or. en

Justification

To secure certainty during a transition period for car manufacturers and to allow full flexibility for future revisions, a footprint-based formula should be introduced for the 2020 target and be applicable in parallel with the mass-based formula. Giving the manufacturers the flexibility to choose between a mass and a footprint based target would lead to an overall lower cost for meeting their CO₂ targets.

Amendment 115

Adam Gierek

Proposal for a regulation

Article 1 – point 13

Regulation (EC) No 443/2009

Annex I – point 1 – point (c) (new)

Text proposed by the Commission

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

Amendment

M₀ = the value adopted pursuant to Article 13(2), **minus 81 kg**

Or. pl

Justification

The proposal to lower the value by 81 kg is based on the following calculation: $CO_2 = 130 + a \times (M - M_0)$, where: CO_2 (left-hand side of the equation) equals 95g/km, $a = 0.0457$, and $M_0 = 1372.0$ kg. This means that $M = 1291$ kg. For the new version of the formula, $M = 1291$ kg ought to be the initial basis for the new CO_2 emission reduction targets, i.e. $M_0 = 1291$ kg.

Amendment 116

Yannick Jadot

Proposal for a regulation

Article 1 – point 13

Regulation (EC) No 443/2009

Annex I – point 1 – point c

Text proposed by the Commission

Specific emissions of $CO_2 = 95 + a \times (M - M_0)$

Amendment

Specific emissions of $CO_2 = 80 + a \times (F - F_0)$

(This amendment applies throughout the text.)

Or. en

Justification

Macro-economic modelling in the impact assessment for this legislation shows that the savings from less EU expenditure on oil due to the 2020 target would lead to GDP growth by around €12 bn. If the 2020 targets were strengthened this number would be even higher.

Amendment 117

Yannick Jadot

Proposal for a regulation

Article 1 – point 13

Regulation (EC) No 443/2009

Annex I – point 1 – point c

Text proposed by the Commission

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

Amendment

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

(Where mass of the vehicle is referred to, footprint shall replace throughout the text.)

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.

Amendment 118

Yannick Jadot

Proposal for a regulation

Article 1 – point 13

Regulation (EC) No 443/2009

Annex I – point 1 – point c

Text proposed by the Commission

M_0 = the value adopted pursuant to Article 13(2)

Amendment

F_0 = the value adopted pursuant to Article 13(2)

Amendment 119

Yannick Jadot

Proposal for a regulation

Article 1 – point 13

Regulation (EC) No 443/2009

Annex I – point 1 – point c

Text proposed by the Commission

$a = 0,0333$.

Amendment

$a = \text{slope corresponding to 60\% based on the 2009 fleet}$

Justification

60% is based on EC impact assessment providing the most equitable burden sharing by car manufacturers.

Amendment 120

Silvia-Adriana Țicău

Proposal for a regulation

Article 1 – point 13

Regulation (EC) No 443/2009

Annex I – point 1 – point c

Text proposed by the Commission

$a = 0,0333$.

Amendment

$a = 0,0457$.

Or. ro

Amendment 121

Kathleen Van Brempt, Britta Thomsen

Proposal for a regulation

Article 1 – point 13 a (new) Regulation (EC) No 443/2009

Annex I – point 1 – point c a (new)

Text proposed by the Commission

Amendment

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

"(ca) From 2025:

Specific emissions of $CO_2 = 65 + a \times (M - M_0)$

Where:

M = mass of the vehicle in kilograms (kg)

M_0 = the value adopted pursuant to Article 13(2)

$a = *$

(*equivalent to 60% slope)"

Or. en

Amendment 122
Yannick Jadot

Proposal for a regulation
Article 1 – point 13 a (new)
Regulation (EC) No 443/2009
Annex I – point 1 – point c a (new)

Text proposed by the Commission

Amendment

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

"(ca) From 2025:

Specific emissions of $CO_2 = 60 + a \times (F - F_0)$

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

Justification

The November 2012, Ricardo – AEA ‘Exploring possible car and van CO₂ emission targets for 2025 in Europe’ shows that a target of 60 g/km by 2025 for cars would accelerate the introduction of ultra-low carbon technologies. This target cannot be reached using conventional and hybrid cars alone, unless the size and performance of cars is reduced. Therefore some instruction of ultralow carbon vehicles is needed.

Amendment 123
Francisco Sosa Wagner

Proposal for a regulation
Article 1 – point 13 a (new)
Regulation (EC) No 443/2009
Annex I – point 1 – point c a (new)

Text proposed by the Commission

Amendment

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

"(ca) From 2025:

Specific emissions of CO₂ = 75 + a × (M – M₀)

Where:

M = mass of the vehicle in kilograms (kg)

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

a = value equivalent to 60% slope"

Or. en

Justification

Long term target provide car makers and automotive suppliers with planning and investment certainty. In 2008 the long term target was set 12 years in advance, this should again be the case. A target of 75g would ensure that efforts to improve the performance of conventional vehicles are continued but would not require the large scale penetration of very advanced technologies such as electric vehicles.