

# EUROPEAN PARLIAMENT

1999



2004

---

*Session document*

FINAL  
**A5-0432/2003**

28 November 2003

**\*\*\*II**

## **RECOMMENDATION FOR SECOND READING**

on the Council common position adopting a European Parliament and Council directive on amending Council Directives 70/156/EEC and 80/1268/EEC as regards the measurement of carbon dioxide emissions and fuel consumption of N<sub>1</sub> vehicles  
(5997/1/2003 – C5-0491/2003 – 2001/0255(COD))

Committee on the Environment, Public Health and Consumer Policy

Rapporteur: Robert Goodwill

### ***Symbols for procedures***

- \* Consultation procedure  
*majority of the votes cast*
- \*\*I Cooperation procedure (first reading)  
*majority of the votes cast*
- \*\*II Cooperation procedure (second reading)  
*majority of the votes cast, to approve the common position  
majority of Parliament's component Members, to reject or amend  
the common position*
- \*\*\* Assent procedure  
*majority of Parliament's component Members except in cases  
covered by Articles 105, 107, 161 and 300 of the EC Treaty and  
Article 7 of the EU Treaty*
- \*\*\*I Codecision procedure (first reading)  
*majority of the votes cast*
- \*\*\*II Codecision procedure (second reading)  
*majority of the votes cast, to approve the common position  
majority of Parliament's component Members, to reject or amend  
the common position*
- \*\*\*III Codecision procedure (third reading)  
*majority of the votes cast, to approve the joint text*

(The type of procedure depends on the legal basis proposed by the Commission)

### ***Amendments to a legislative text***

In amendments by Parliament, amended text is highlighted in ***bold italics***. Highlighting in *normal italics* is an indication for the relevant departments showing parts of the legislative text for which a correction is proposed, to assist preparation of the final text (for instance, obvious errors or omissions in a given language version). These suggested corrections are subject to the agreement of the departments concerned.

## CONTENTS

	<b>Page</b>
PROCEDURAL PAGE .....	4
DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION .....	5
EXPLANATORY STATEMENT .....	6

## PROCEDURAL PAGE

At its sitting of 24 September 2002 Parliament adopted its position at first reading on the proposal for a European Parliament and Council directive on amending Council Directives 70/156/EEC and 80/1268/EEC as regards the measurement of carbon dioxide emissions and fuel consumption of N<sub>1</sub> vehicles (COM(2001) 543 – 2001/0255(COD)).

At the sitting of 22 October 2003 the President of Parliament announced that the common position had been received and referred to the Committee on the Environment, Public Health and Consumer Policy (5997/1/2003 – C5-0491/2003).

The committee had appointed Robert Goodwill rapporteur at its meeting of 20 November 2001.

It considered the common position and the draft recommendation for second reading at its meetings of 4 November 2003 and 27 November 2003.

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

The following were present for the vote: Caroline F. Jackson (chairman), Mauro Nobilia (vice-chairman), Alexander de Roo (vice-chairman), Guido Sacconi (vice-chairman), Robert Goodwill (rapporteur), Hans Blokland, Armonia Bordes (for María Luisa Bergaz Conesa), John Bowis, Dorette Corbey, Avril Doyle, Saïd El Khadraoui, Christel Fiebiger (for Mihail Papayannakis), Karl-Heinz Florenz, Pernille Frahm, Françoise Grossetête, Hedwig Keppelhoff-Wiechert (for María del Pilar Ayuso González), Hans Kronberger, Minerva Melpomeni Malliori, Rosemarie Müller, Riitta Myller, Marit Paulsen, Didier Rod (for Hiltrud Breyer), Dagmar Roth-Behrendt, Ursula Schleicher (for Martin Callanan), Horst Schnellhardt, María Sornosa Martínez, Dirk Sterckx (for Chris Davies), Catherine Stihler, Nicole Thomas-Mauro, Antonios Trakatellis and Peder Wachtmeister.

The recommendation for second reading was tabled on 28 November 2003.

## DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

**on the Council common position adopting a European Parliament and Council directive amending Council Directives 70/156/EEC and 80/1268/EEC as regards the measurement of carbon dioxide emissions and fuel consumption of N<sub>1</sub> vehicles (5997/1/2003 – C5-0491/2003 – 2001/0255(COD))**

**(Codecision procedure: second reading)**

*The European Parliament,*

- having regard to the Council common position (5997/1/2003 – C5-0491/2003),
  - having regard to its position at first reading<sup>1</sup> on the Commission proposal to Parliament and the Council (COM(2001) 543)<sup>2</sup>,
  - having regard to Article 251(2) of the EC Treaty,
  - having regard to Rule 78 of its Rules of Procedure,
  - having regard to the recommendation for second reading of the Committee on the Environment, Public Health and Consumer Policy (A5-0432/2003),
1. Approves the common position;
  2. Notes that the act is adopted in accordance with the common position;
  3. Instructs its President to sign the act with the President of the Council pursuant to Article 254(1) of the EC Treaty;
  4. Instructs its Secretary-General duly to sign the act and, in agreement with the Secretary-General of the Council, to have it published in the Official Journal of the European Union;
  5. Instructs its President to forward its position to the Council and Commission.

---

<sup>1</sup> *Texts Adopted*, 24.9.2002, P5\_TA(2002)0425.

<sup>2</sup> OJ C 51, 26.2.2002, p. 317.

## EXPLANATORY STATEMENT

### 1) Vehicle "families"

The Council common position represents a recognition of the concept of vehicle "families" introduced by the Parliament at first reading. This takes account of the greater variation between N<sub>1</sub> vehicles (light commercials) and M<sub>1</sub> vehicles (passenger cars) due to the number of options available.

### 2) Exemptions

The exemption for manufacturers with a total world-wide production of N<sub>1</sub> vehicles less than 2000 units, provided their engines have received type approval pursuant to Directive 88/77 EEC, minimises the impact on small and medium sized enterprises.

3) N<sub>1</sub> vehicles account for approximately 10% of total road transport CO<sub>2</sub> emissions. In the year 2000 20 million vehicles of this type were on EU roads with new registrations of 1,5 million. It is unlikely that the ambitious targets for reductions in CO<sub>2</sub> set for passenger cars could be replicated in this sector for a number of reasons. For example, already 95% of these are fitted with diesel engines, there has already been a cross over of new technology from cars - particularly in car derived vans. And in some cases restrictions on the payload would rule out better aerodynamics or big weight reductions. The RAND Europe/FKA/Transport and Mobility report for the European Commission published on 11th April 2003 outlines the preparations of measures to reduce CO<sub>2</sub> emissions from N<sub>1</sub> vehicles.

It must be borne in mind that comprehensive data following on from this directive will only be available in 2010. Users of these vehicles are very sensitive to the overall ownership and operating costs, central to which is fuel efficiency. Fleet buyers will often test alternative models "in the field" to get fuel economy figures relevant to their own operating circumstances, e.g. motorway long haul or door to door delivery.

The RAND Europe study itself does not recommend a specific policy option to set and police CO<sub>2</sub> reduction targets. The information gathered following the adoption of this measure on N<sub>1</sub> vehicles will be a valuable tool in determining which further measures, if any, the Commission needs to initiate or negotiate. Ecolabelling along the lines of Directive 1999/94/EC would seem the most obvious way forward. Better information for potential purchasers will even further influence the cost conscious N<sub>1</sub> vehicle user.

The rapporteur recommends adoption of the common position without further amendment allowing manufacturers to implement these measures without delay, and ending uncertainty with regard to testing procedures.