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A7-0151/ 001-040

## **AMENDMENTS 001-040**

by the Committee on the Environment, Public Health and Food Safety

### **Report**

**Thomas Ulmer**

**A7-0151/2013**

Modalities for reaching the 2020 target to reduce CO2 emissions from new passenger cars

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

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### **Amendment 1**

#### **Proposal for a regulation**

#### **Recital 1 a (new)**

*Text proposed by the Commission*

*Amendment*

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

*Justification*

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

### **Amendment 2**

## 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 95gCO<sub>2</sub>/km, CO<sub>2</sub> 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 95gCO<sub>2</sub>/km, CO<sub>2</sub> 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 CO<sub>2</sub> emissions under that Regulation have not prevented an increased utilisation of flexibilities by manufacturers which have resulted in alleged CO<sub>2</sub> emissions reductions that are not attributable to technological improvements and cannot be achieved in real driving on the road. Regulation (EC) No 715/2007, and the New European Drive Cycle (NEDC), should therefore be amended as a matter of urgency, in order to ensure that test procedures give an accurate picture of the CO<sub>2</sub> emissions generated by real driving on the road. The next step should be to incorporate the World Light Duty Test Procedure (WLTP), which is currently being developed under the auspices of the United Nations Economic Commission for Europe, into Union law as soon as possible after it has been finalised.***

### Amendment 3

#### Proposal for a regulation Recital 2 a (new)

*Text proposed by the Commission*

*Amendment*

***(2a) High and ever increasing fossil fuel prices, in particular for oil, 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 Union's oil dependence by, amongst others, increasing the efficiency and sustainability of new passenger cars and light commercial vehicles is a priority.***

### Amendment 4

#### Proposal for a regulation Recital 3

*Text proposed by the Commission*

*Amendment*

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

(3) In recognition of the high research and development and unit production costs of early generations of ultra-low carbon vehicles it is appropriate to accelerate and facilitate, on an interim basis and to a limited extent, the process of their introduction into the Union market at their initial stages of commercialization. ***The Commission, Member States and regional and local authorities should work to identify and disseminate best practice in stimulating demand for ultra-low emission vehicles so that the healthy growth in sales in some European countries is replicated in all Member States.***

## Amendment 5

### Proposal for a regulation

#### Recital 3 a (new)

*Text proposed by the Commission*

*Amendment*

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

*Justification*

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

## Amendment 6

### 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 CO<sub>2</sub> from the vehicles sold by these manufacturers, producers

(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 CO<sub>2</sub> 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.

responsible annually for less than **1000** new passenger cars are excluded from the scope of the specific emissions target and the excess emissions premium.

## Amendment 7

### Proposal for a regulation

#### Recital 6

##### *Text proposed by the Commission*

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

##### *Amendment*

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

## Amendment 8

### 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 CO<sub>2</sub> reducing technology for cars. It is therefore desirable ***for these aspects to be reviewed***, the Commission to ***make a report and if appropriate proposals made for targets beyond 2020.***

##### *Amendment*

(7) To enable the automotive industry to carry out long-term investments and innovation it is desirable to provide indications of how this Regulation should be amended for the period beyond 2020. These indications should be based on an assessment of the necessary rate of reduction in line with the Union's long term climate goals and the implications for the development of cost effective CO<sub>2</sub> reducing technology for cars. It is therefore desirable ***to set a target for 2025 in this Regulation within an indicative range of 68g CO<sub>2</sub>/km to 78g CO<sub>2</sub>/km as average emissions for the new car fleet and for the Commission to complete a review on the modalities for reaching such a target in a cost-effective manner and in a way which***

*is as neutral as possible from the point of view of competition, and socially equitable and sustainable.*

## **Amendment 9**

### **Proposal for a regulation Recital 7 a (new)**

*Text proposed by the Commission*

*Amendment*

*(7a) Given that accurate and truthful information on CO<sub>2</sub> emissions and fuel consumption is essential for consumers to be able to make informed choices, the utmost attention should be paid to assessing those two parameters. At present, on-road emissions from vehicles differ greatly from the figures measured during the emissions test cycle. A test cycle that produces more accurate results therefore needs to be developed at the earliest opportunity.*

## **Amendment 10**

### **Proposal for a regulation Recital 7 b (new)**

*Text proposed by the Commission*

*Amendment*

*(7b) With a view to bringing the specific CO<sub>2</sub> emissions quoted for new passenger cars more closely into line with the emissions actually generated during normal conditions of use, the Commission should seek to ensure that the new international light-duty vehicle test procedure (World Light-Duty Test Cycle – WLTC/P) is finalised as soon as possible, so that it may be adopted at Union level by the end of 2014 and introduced in January 2017.*

## Amendment 11

### Proposal for a regulation Recital 7 c (new)

*Text proposed by the Commission*

*Amendment*

***(7c) 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.***

## Amendment 12

### Proposal for a regulation Recital 8

*Text proposed by the Commission*

*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 CO<sub>2</sub> 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.

(8) The Regulation requires the Commission to carry out an impact assessment in order to review the test procedures to reflect adequately the real CO<sub>2</sub> 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, and considering the insufficiency of the current test cycle, a new test cycle that reflects adequately the actual emissions of cars should be developed swiftly, ruling out divergent interpretations and deviations among Member States. In order to ensure that this Regulation delivers the anticipated reduction in emissions, the test procedure should if feasible be changed not later than 1 January 2017 to the WLTP and incorporated into Union law. The Commission should consider whether there is a need to supplement the WLTP, by incorporating additional provisions, when integrating it into Union law in order to ensure that test procedures give an accurate picture of the emissions generated by real driving on the road.***

***Where the WLTP is applied not later than 2017 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. If the WLTP is not adopted by 1 January 2017, the Commission should, at the earliest opportunity, amend the Union measurement procedures provided for in Regulation (EC) No 715/2007 to take account of the actual on-road CO<sub>2</sub> emissions of vehicles.***

### **Amendment 13**

#### **Proposal for a regulation Recital 14**

*Text proposed by the Commission*

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

*Amendment*

(14) The Commission has assessed the availability of footprint data and its use as the utility parameter in the formulae in Annex I. This data is available and its potential use has been assessed in the impact assessment. On the basis of that assessment, it is concluded that the utility parameter used in the formula for 2020 should be mass, ***since manufacturers have planned their compliance pathways to 2020 on the basis of continuation of the current parameter.*** Nevertheless, the lower cost and merits of footprint ***would justify its use*** as the utility parameter ***from 2020 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 could be used from 2020 onwards by manufacturers as an alternative to the mass-based formula.***

### **Amendment 14**

#### **Proposal for a regulation Recital 14 a (new)**

*Text proposed by the Commission*

*Amendment*

*(14a) Greenhouse gas emissions related to energy supply and vehicle manufacturing and disposal are significant components of the current overall road transport carbon footprint which are likely to significantly increase in importance in the future. Policy action should therefore be taken to guide manufacturers towards optimal solutions taking account in particular of greenhouse gas emissions associated with the generation of energy supplied to vehicles such as electricity and alternative fuels, and ensuring that these upstream emissions do not erode the benefits related to the improved operational energy use of vehicles aimed for under this Regulation. To that effect, it is appropriate that the Commission consider, in the future review of this Regulation for the period beyond 2020, a regulatory approach that takes account of greenhouse gas emissions associated with energy supply and the life cycle of the vehicle.*

## **Amendment 15**

### **Proposal for a regulation**

#### **Article 1 – point 1 a (new)**

Regulation (EC) No 443/2009

Article 1 – paragraph 2a (new)

*Text proposed by the Commission*

*Amendment*

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

*"From 2025 onwards, this Regulation sets a target within an indicative range of 68g CO<sub>2</sub>/km to 78 g CO<sub>2</sub>/km as average emissions for the new car fleet as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures and Annex XII to Regulation (EC) 692/2008."*

## Amendment 16

### 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 **1000** new passenger cars registered in the EU in the previous calendar year.

## Amendment 17

### 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 Article 3(1), point (f) is replaced by the following:**

**"(f) 'specific emissions of CO<sub>2</sub>' means the CO<sub>2</sub> emissions of a passenger car measured in accordance with Regulation (EC) No 715/2007 and specified as the CO<sub>2</sub> 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 CO<sub>2</sub>" means the CO<sub>2</sub> emissions measured in accordance with the same measurement procedure as specified for passenger cars in Regulation (EC) No 692/2008, or in accordance with procedures adopted by the Commission to establish the CO<sub>2</sub> emissions for such passenger cars; for the purposes of applying this point, the new World Light Duty Test Procedure (WLTP) shall if feasible apply from the entry into force of the relevant changes to the measuring methods specified in**

*Regulation (EC) No 715/2007 and  
Regulation (EC) No 692/2008 or not later  
than 1 January 2017."*

## **Amendment 18**

### **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*

*Supercredits*

*1. In calculating the average specific emissions of CO<sub>2</sub>, each new passenger car with specific emissions of CO<sub>2</sub> of less than 50 g CO<sub>2</sub>/km shall be counted as:*

*- 3.5 cars in 2012;*

*- 3.5 cars in 2013;*

*- 2.5 cars in 2014;*

*- 2.5 cars in 2015;*

*1a. In calculating the average specific emissions of CO<sub>2</sub>, each new passenger car with specific emissions of CO<sub>2</sub> of less than 50g CO<sub>2</sub>/km shall be counted as 1.5 passenger cars in the period from 2016 to 2023 subject to a cap of 2.5g of CO<sub>2</sub>/km per year for each manufacturer, and as 1 passenger car from 2024 onwards.*

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

## **Amendment 19**

### **Proposal for a regulation**

#### **Article 1 – point 4**

Regulation (EC) No 443/2009

Article 5a

*Text proposed by the Commission*

*Amendment*

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

**deleted**

**"Article 5a**

***Super-credits for 95 g CO<sub>2</sub>/km target***

***1. In calculating the average specific emissions of CO<sub>2</sub>, each new passenger car with specific emissions of CO<sub>2</sub> of less than 35 g CO<sub>2</sub>/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."***

## **Amendment 20**

### **Proposal for a regulation**

#### **Article 1 – point 4 a (new)**

Regulation (EC) No 443/2009

Article 8 – paragraph 4 – subparagraph 3

*Text proposed by the Commission*

*Amendment*

***(4a) In Article 8(4), the third subparagraph is replaced by the following:***

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

### *Justification*

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

## Amendment 21

### Proposal for a regulation

#### Article 1 – point 4 b (new)

Regulation (EC) No 443/2009

Article 8 – paragraph 4a (new)

*Text proposed by the Commission*

*Amendment*

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

***"4a. Where as a result of the verification of the conformity of production, a Member State, in accordance with Article 12(3) of Directive 2007/46/EC, establishes that the CO<sub>2</sub> emissions for a production vehicle deviate by more than 4% from the approved type, that deviation shall be reported to the Commission together with the detailed data specified in Annex II to this Regulation.***

***The specific emissions of CO<sub>2</sub> for the vehicle type for which a deviation has been established shall be adjusted accordingly in the calculation of the average specific emissions of CO<sub>2</sub> in the following calendar year."***

## Amendment 22

### Proposal for a regulation

#### Article 1 – point 4 c (new)

Regulation (EC) No 443/2009

Article 8 – paragraph 4 b (new)

*Text proposed by the Commission*

*Amendment*

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

***"4b. The Commission shall monitor real reported CO<sub>2</sub> emission values by vehicle type and manufacturer on the basis of the best available sources of information and shall publish in its annual monitoring reports how those values compare with type approval values."***

## Amendment 23

### Proposal for a regulation

#### Article 1 – point 4 d (new)

Regulation (EC) No 443/2009

Article 8 – paragraph 5 – subparagraph 2

*Text proposed by the Commission*

*Amendment*

***(4d) In Article 8(5), the second subparagraph is replaced by the following:***

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

*Justification*

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

## Amendment 24

### Proposal for a regulation

#### Article 1 – point 5

Regulation (EC) No 443/2009

Article 8 – paragraph 9 – subparagraph 1

*Text proposed by the Commission*

*Amendment*

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

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

## Amendment 25

### Proposal for a regulation

#### Article 1 – point 6

Regulation (EC) No 443/2009

Article 9 – paragraph 3

*Text proposed by the Commission*

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

*Amendment*

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

## Amendment 26

### 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, paragraph 1 is replaced by the following:***

***"Upon application by a supplier or a manufacturer, CO<sub>2</sub> savings achieved through the use of innovative technologies or a combination of innovative technologies ("innovative technology packages") shall be considered.***

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

***The total contribution of those technologies to reducing the specific emissions target of a manufacturer may be up to 7 g CO<sub>2</sub>/km.***

***That contribution shall be credited to each manufacturer in proportion to the percentage of vehicles in the***

*manufacturer's fleet in which those innovative technologies are used."*

## Amendment 27

### Proposal for a regulation

#### Article 1 – point 9

Regulation (EC) No 443/2009

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 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) of this Regulation.

## Amendment 28

### 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:*

*"(3) 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 undertaken 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."*

## **Amendment 29**

### **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) In Article 12, the following paragraph is inserted :***

***"4a. Once a year, the Commission shall submit to the European Parliament and to the Council a report on innovative technologies and innovative technology packages which have been approved or rejected."***

## **Amendment 30**

### **Proposal for a regulation**

#### **Article 1 – point 9 c (new)**

Regulation (EC) No 443/2009

Article 12 – paragraph 4 b (new)

*Text proposed by the Commission*

*Amendment*

***(9c) In Article 12, the following paragraph is inserted:***

***"4b. The Commission shall, by 31 December 2013, complete a review of the implementing provisions for innovative technologies or innovative technology packages referred to in this Article with the aim of streamlining the application and approval procedures, as appropriate"***

## **Amendment 31**

### **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) in paragraph 2, the first subparagraph is replaced by the following:*

*"2. By 31 October 2020, and every three years thereafter, measures shall be adopted to amend Annex I to adjust the figures M0 and F0, referred to therein, to the average mass or footprint of new passenger cars in the previous three calendar years."*

## **Amendment 32**

### **Proposal for a regulation**

#### **Article 1 – point 10 – point b**

Regulation (EC) No 443/2009

Article 13 – paragraph 3

*Text proposed by the Commission*

*Amendment*

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

*(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 CO<sub>2</sub> emissions as set out under that Regulation with a view, if feasible, to applying the WLTP as the revised measuring procedure no later than 1 January 2017. The Commission shall, in particular, make appropriate proposals to adapt those procedures to reflect adequately the real CO<sub>2</sub> 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 33

### Proposal for a regulation

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

Regulation (EC) No 443/2009

Article 13 – paragraph 3 – subparagraph 1 a (new)

*Text proposed by the Commission*

*Amendment*

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

***"With a view to ensuring that real world emissions are adequately reflected and measured CO<sub>2</sub> 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 CO<sub>2</sub> emissions are strictly defined in order to prevent the utilisation of test cycle flexibilities by manufacturers.***

***Where variation is permitted in any of the factors within the overall testing procedure that influence the measured CO<sub>2</sub> emissions, the Commission shall ensure that that it incorporates an adjustment calculation for each of those variables in the test procedures, which shall be used to adjust the measured values so as to compensate for the variation in the factors and thereby normalise measured emissions."***

## Amendment 34

### Proposal for a regulation

Article 1 – point 10 – point b b (new)

Regulation (EC) No 443/2009

Article 13 – paragraph 3 – subparagraph 1 b (new)

*Text proposed by the Commission*

*Amendment*

***(bb) in paragraph 3, the following subparagraph is added:***

***"For the purpose of verifying that the CO<sub>2</sub> emissions of production vehicles conform to the values of the approved***

***type, it shall be ensured that the aerodynamic and rolling resistance values are obtained from the vehicle for which conformity of production is being verified."***

*Justification*

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

**Amendment 35**

**Proposal for a regulation**

**Article 1 – point 10 – point b c (new)**

Regulation (EC) No 443/2009

Article 13 – paragraph 3 – subparagraph 1 c (new)

*Text proposed by the Commission*

*Amendment*

***(bc) in paragraph 3, the following subparagraph is added:***

***"With a view to ensuring that real world emissions are adequately reflected and that measured CO<sub>2</sub> 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 CO<sub>2</sub> emissions are strictly defined. For the purpose of verifying that the CO<sub>2</sub> emissions of production vehicles conform to the values of the approved type, the resistance values derived from coast down tests for setting the dynamometer shall be obtained from the vehicle for which conformity of production is being verified."***

*Justification*

*It is widely accepted that the current test cycle fails to reflect accurately real driving conditions. Information being provided to consumers is therefore inaccurate and misleading. Arrangements must be made to ensure that the assessments made more closely reflect real*

world emissions. These arrangements will still be required even when the new World Light Duty Test is adopted.

## **Amendment 36**

### **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 CO<sub>2</sub> emission targets for new passenger cars for the period beyond 2020.**

#### *Amendment*

5. By **1 January 2017**, 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:**

**- the modalities for reaching, by the year 2025, a target within an indicative range of 68g CO<sub>2</sub>/km to 78g CO<sub>2</sub>/km in a cost-effective manner, unless a lower target is duly justified in the light of the use of low emissions technologies and their uptake on the market; and**

**- the aspects relevant to the implementation of that target, including the excess emissions premium.**

**On the basis of such a review and an accompanying impact assessment which includes an overall assessment of the impact on the car industry and its dependent industries, the Commission shall, if appropriate and in accordance with the ordinary legislative procedure, submit a proposal to the European Parliament and the Council to amend this Regulation in a way which is as neutral as possible from the point of view of competition and which is socially equitable and sustainable.**

## Amendment 37

### 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:

Specific emissions of CO<sub>2</sub> = 95 + a × (M – M<sub>0</sub>)

Where:

M = mass of vehicle in kilograms (kg)

M<sub>0</sub> = the value adopted pursuant to Article 13(2)

a = 0,0333.

*Amendment*

(c) From 2020:

***One of the following formulae should be used:***

***(i) Specific emissions of CO<sub>2</sub> = 95 + a × (M – M<sub>0</sub>)***

Where:

M = mass of vehicle in kilograms (kg)

M<sub>0</sub> = the value adopted pursuant to Article 13(2)

a = 0,0333;

***(ii) Specific emissions of CO<sub>2</sub> = 95 + b × (F – F<sub>0</sub>)***

***Where:***

***F = footprint of vehicle in square metres (m<sup>2</sup>)***

***F<sub>0</sub> = the value adopted pursuant to Article 13(2)***

***b = 17,6.***

## Amendment 38

### Proposal for a regulation

#### Article 1 – point 13 a (new)

Regulation (EC) No 443/2009

Annex I – point 2 a (new)

*Text proposed by the Commission*

*Amendment*

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

***"2a. A manufacturer shall apply the same utility parameter (mass or footprint) for the whole of its car fleet. Once a manufacturer has chosen to use footprint as the utility parameter for establishing***

***compliance with its specific emissions target, it may not revert to the use of mass in the subsequent years."***

*Justification*

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

**Amendment 39**

**Proposal for a regulation**

**Article 1 – point 13 b (new)**

Regulation (EC) No 443/2009

Annex II – part A – point 1 – point f a (new)

*Text proposed by the Commission*

*Amendment*

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

***"(fa) maximum net power (kW);"***

*Justification*

*The maximum net power (kW) is an important parameter affecting vehicle CO<sub>2</sub> and should therefore be recorded.*

**Amendment 40**

**Proposal for a regulation**

**Article 1 – point 13 c (new)**

Regulation (EC) No 443/2009

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

*Text proposed by the Commission*

*Amendment*

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

***"(fb) engine capacity (cm<sup>3</sup>)."***

*Justification*

*Engine capacity is an important parameter relating to vehicle CO<sub>2</sub> and should therefore be recorded.*

