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Committee on the Internal Market and Consumer Protection

2007/2119(INI)

18.7.2007

OPINION

of the Committee on the Internal Market and Consumer Protection

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

on the Community strategy to reduce CO₂ emissions from passenger cars and light-commercial vehicles
(2007/2119(INI))

Draftsman: Wolfgang Bulfon

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SUGGESTIONS

The Committee on the Internal Market and Consumer Protection calls on the Committee on the Environment, Public Health and Food Safety, as the committee responsible, to incorporate the following suggestions in its motion for a resolution:

- A. having regard to the key importance of including binding and clearly defined CO₂ passenger car emission objectives in the interest both of the smooth functioning of the internal market in the motor industry and of providing consumers with comprehensive information enabling them to make an informed decision regarding vehicle purchases, thereby contributing significantly to the reduction of CO₂ emissions,
- B. whereas Directive 1999/94/EC of the European Parliament and of the Council of 13 December 1999 relating to the availability of consumer information on fuel economy and CO₂ emissions in respect of the marketing of new passenger cars¹ has been insufficiently effective and Member States have failed to transpose it in a uniform manner,
- C. having regard to the successful introduction for a number of products (e.g. electrical and household equipment) of energy efficiency categories, which offer European consumers practical assistance in their purchasing decisions through easily understandable letter or colour coding, thereby enabling them to save energy and reduce CO₂ emissions,
- D. whereas it has been shown that a significant reduction in CO₂ emissions would be achieved by consistent compliance with speed limits in all Member States,
- E. having regard to the report of the European Climate Change Programme of 31 October 2006 entitled “Review and analysis of the reduction potential and costs of technological and other measures to reduce CO₂-emissions from passenger cars”,
- F. whereas it is important that, to decrease the output of CO₂ emissions, measures must be taken to stimulate and to improve the quality and scope of public transport, in order to make the switch from personal vehicles to public transport more attractive and thereby decrease total CO₂ emissions made by commuters;
- G. whereas driver behaviour and infrastructure measures have until now been neglected in EU strategy to reduce CO₂ from cars, but have a high potential in terms of CO₂ avoidance,
- H. whereas a policy that focuses exclusively on vehicle technologies is likely to lead to significant cost increases to consumers, thus delaying the car fleet renewal that is key for environmental and road safety,
1. Welcomes the Commission's decision to introduce binding measures seeking to achieve the emission target of 120g CO₂/km, in conjunction with complementary measures such as eco-driving, bio-fuels and tyre pressure monitoring; calls on the Commission to ensure the implementation of these measures in all Member states within 5 years of entry into force of the relevant legislative act;

¹ OJ L 12, 18.1.2000, p. 16. Directive as last amended by Regulation (EC) No 1882/2003 (OJ L 284, 31.10.2003, p. 1).

2. Where manufacturers are not part of a volume car maker, considers that they should have mandatory CO₂ reduction targets based on current performance;
3. Calls on the Commission to propose suitable amendments to Directive 1999/94/EC, particularly with a view to ensuring that it is properly transposed so as to provide comprehensive and comprehensible consumer information;
4. Calls for the introduction of compulsory uniform CO₂ efficiency categories defined by CO₂ emissions (g/km) and fuel consumption (l/100 km) to be displayed on vehicles in a conspicuous, user-friendly and possibly colour-coded format for the purposes of comparison;
5. Calls for the following consumer information to be made compulsory for the purposes of vehicle purchase:
 - annual vehicle tax, if a CO₂ factor is included in the calculation thereof in the Member State of purchase;
 - deviation from average fuel consumption per vehicle category (in absolute terms and as a percentage), including resulting average fuel cost reductions or increases;
6. Recommends the introduction of technology in vehicles to encourage environmentally aware driver behaviour such as displays showing fuel consumption and cost for the current journey alongside the corresponding figures for frequently travelled routes, gear-change indicators, active speed limit warning devices and driver aids to control speeds, including speed-limiters;
7. Calls, with a view to preventing the fragmentation of the internal market, for EU-wide definitions of CO₂ emission values, which can be used by Member States in setting emission-related tax incentives, to be established;
8. In order to promote strong consumer demand for vehicles with low CO₂ emissions, recommends the introduction of an environmental performance “green star” rating system taking into account all aspects of environmental performance, including CO₂ emissions (g/km) and emissions of other pollutants, fuel consumption (l/100 km), weight, aerodynamics, space efficiency, noise and environmental driving aids;
9. Recommends that no vehicle should be able to achieve a maximum green star rating if it has a maximum speed of greater than 180 km/h;
10. Believes that the introduction of a green star system will provide more transparent consumer information and could form the basis of the 'most efficient automobile of the year' award to the vehicle performing best in each category;
11. Notes the important role played by specialist manufacturers of premium and high performance cars in pioneering advanced technologies, in sustaining high quality employment, in generating global sales and in benefiting the European economy, and notes that the know-how of such manufacturers should contribute substantially to reducing CO₂ emissions from cars;

12. Calls on the Commission to include an EU-wide eco-driving campaign as part of its strategy to reduce CO₂ from cars;
13. Recommends that further fuel efficiency targets be set beyond 2012 to continue reducing vehicle emissions whilst providing greater certainty to all stakeholders;
14. Supports CO₂-based taxation of cars and alternative fuels so as to set the right incentives for consumers and industry;
15. Insists that any rules must safeguard the internal market and that Member States should implement EU rules on a common date and with common methods so as to avoid market disruption and fragmentation.

PROCEDURE

Title	The Community strategy to reduce CO ₂ emissions from passenger cars and light-commercial vehicles
Procedure number	2007/2119(INI)
Committee responsible	ENVI
Opinion by Date announced in plenary	IMCO 6.6.2007
Drafts(wo)man Date appointed	Wolfgang Bulfon 4.6.2007
Discussed in committee	27.6.2007 16.7.2007
Date adopted	17.6.2007
Result of final vote	+: 31 -: 0 0: 0
Members present for the final vote	Charlotte Cederschiöld, Gabriela Crețu, Mia De Vits, Rosa Díez González, Małgorzata Handzlik, Malcolm Harbour, Anna Hedh, Iliana Malinova Iotova, Kurt Lechner, Lasse Lehtinen, Toine Manders, Nickolay Mladenov, Zita Pleštinská, Guido Podestà, Giovanni Rivera, Zuzana Roithová, Luisa Fernanda Rudi Ubeda, Heide Rühle, Leopold Józef Rutowicz, Marianne Thyssen, Horia-Victor Toma, Jacques Toubon, Barbara Weiler
Substitute(s) present for the final vote	André Brie, Wolfgang Bulfon, Othmar Karas, Manuel Medina Ortega, Joseph Muscat, Pier Antonio Panzeri, Béatrice Patrie
Substitute(s) under Rule 178(2) present for the final vote	Holger Kraemer
Comments (available in one language only)	...

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