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Committee on Industry, Research and Energy

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OPINION

of the Committee on Industry, Research and Energy

for the Committee on the Environment, Public Health and Food Safety on the proposal for a regulation of the European Parliament and of the Council setting emission performance standards for new passenger cars as part of the Community's integrated approach to reduce CO₂ standards from light-duty vehicles

(COM(2007)0856 – C6-0022/2008 – 2007/0297(COD))

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(*) Associated committees – Rule 47 of the Rules of Procedure

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SHORT JUSTIFICATION

Since 1995 there has been an EU Community strategy to reduce CO₂ emissions from cars. The strategy is based on three pillars: voluntary commitments from the car industry to cut CO₂ emissions, promotion of more fuel efficient cars via fiscal measures and improvements in consumer information. Between 1995 and 2007 vehicle engine technology made significant progress in fuel efficiency. Part of this improvement in fuel efficiency was, however, neutralised by the rising demand for larger vehicles. CO₂ emissions in the passenger car sector make up 12% of overall emissions in Europe. Cars are responsible for about 78% of all passenger transport in the EU.

1. Objectives of the draft regulation

With this proposed regulation the Commission seeks to achieve a single and binding target for CO₂ emissions of 130 g CO₂/km by 2012. Parliament endorses this common aim and supports the Commission's general objectives. However, the regulation that is to be adopted by the Council and Parliament must seek to achieve sustainable reduction targets that have a neutral effect on competition, are socially acceptable and take account of the wide variety of European car manufacturers and their position in international competition.

2. Options and slope

A particularly controversial point is a fair distribution of reduction targets between small and larger vehicles. Larger vehicles, for which European manufacturers have an 80% share of the world market, play a leading role in new technologies. The limit value curve in line with vehicle mass is crucial. The CO₂ target for the average of a manufacturer's new car fleet based on average vehicle mass is the best basis for measurement. The significantly larger contribution by larger vehicles in comparison with smaller ones is conditioned by the slope of the limit value curve.

This opinion supports the Commission's proposed 60% slope for the limit value curve. The reduction targets for larger vehicles are considerably higher than for small cars. A 60% slope means that the CO₂ emissions do not rise in parallel with increased weight, but far below the average. Vehicle weight (mass) is the best parameter for the specific CO₂ targets. Vehicle weight will cause less distortions of competition than other parameters. In Japan and China weight is already used as the basis for legislation on CO₂. It is easy to monitor developments as the data are available. As the vehicle manufacturers are developing platform concepts, the 'footprint' parameter would not be a suitable scale. The use of the 'footprint' parameter would lead to all vehicles on the same platform being given the same CO₂ target, regardless of their specifications and overall weight. Moreover, the 'footprint' parameter would place small and CO₂-efficient city cars at a considerable disadvantage.

3. Complementary measures in the integrated approach

The limit value of 120 g CO₂ /km in the integrated approach envisages a CO₂ reduction of 10 g/km through complementary measures, including low-resistance tyres, reducing rolling resistance, tyre pressure monitoring systems, efficient air conditioning systems and gear-change indicators, which altogether can save about 5 g/km CO₂. In addition, the use of

biofuels can save another 5 g/km CO₂. In order to implement new technologies and energy efficient measures, it makes sense to recognise ecological innovations as carbon reduction measures. As not all ecological innovations can be covered by testing procedures, and it is awkward and time-consuming to change the existing, internationally harmonised procedure, this opinion proposes to introduce an additional procedure under Article 6 and Annex IIa. Ecological innovations may include, in addition to the testing procedure, automobile technology measures, maintenance procedures, driver training, navigational infrastructure, energy-efficient lights, more solar technology in cars and the use of waste heat. The aim is to promote all measures that help improve environmental performance.

4. Introductory phase

As the development of new models and new platforms takes at least five to eight years, it makes sense to implement the target of 120 g CO₂/km not on a particular date, but over a transitional period of several years. It is therefore proposed that in 2012 a quarter of a manufacturer's new cars, in 2013 half, in 2014 three-quarters and in 2015 all of them would have to achieve the target of 120 g CO₂/km, including the complementary measures. This flexibility is needed to allow manufacturers the leeway that they need for development and at the same time to make alternative routes possible.

5. Penalties

The Commission's proposed fines of between €100 and €475 per tonne of CO₂ are far higher than any conceivable trade prices for CO₂ certificates in the industry and energy sectors. Penalties should not have the effect of weakening industry's ability to innovate, but should provide an incentive for implementing measures and possibly fund replacement measures that would achieve the desired aim of reducing carbon emissions. This opinion's proposed penalties of €10 to €40 per gram of CO₂ for newly registered cars (corresponding to a per tonne CO₂ price of up to €200) should achieve this. It should be assumed that consumer information and competition between manufacturers will anyway exert far greater pressure on manufacturers to keep to all the prescribed limit values.

6. Derogations

The Commission proposal provides for a number of derogations, the details of which must be examined. This opinion reduces the Commission's proposed limit of less than 10 000 new cars sold per year in the EU to 5000 per year and an additional arrangement, limited to five years, has been introduced for those manufacturers which will find it difficult to achieve the reduction targets and are responsible for no more than 1% per year of new registrations in the EU.

7. Long-term aims

Long-term aims should be adopted in 2014 by Parliament and the Council on the basis of a survey and a Commission proposal. At that time it will also be possible to gain an overview of new technologies, including the introduction of alternative engine models, such as battery-driven vehicles. The long-term aims should also take account of the fact that the new engine models and hybrid-powered systems that are now being developed will have only a relatively short life cycle, as 10 years after their introduction onto the market, the next generation of

local CO₂-free propulsion systems could be available. Policies must therefore leave open the possibility of transition to new technologies. Implementation of the limits laid down in this regulation of 120 g CO₂/km over the average of all vehicles already means that average fuel consumption must be reduced to about 5 litres per 100 km for petrol-driven vehicles and about 4.5 litres per 100 km for diesel vehicles. In comparison with current figures, these are very ambitious targets.

AMENDMENTS

The Committee on Industry, Research and Energy calls on the Committee on the Environment, Public Health and Food Safety, as the committee responsible, to incorporate the following amendments in its report:

Amendment 1

Proposal for a regulation Recital 4

Text proposed by the Commission

(4) One of the implications of those commitments is ***for all Member States to reduce significantly*** emissions from passenger cars. ***Policies and measures should be implemented at Member State and Community level across all sectors of the Community economy, and not*** only within the industry and energy sectors, ***in order to generate the substantial reductions needed***. Road transport is the second largest greenhouse gas emitting sector in the EU and its emissions continue to rise. If the ***climate change impact*** of road transport ***continues*** to increase, ***it*** will significantly undermine reductions made by other sectors to combat climate change.

Amendment

(4) One of the implications of those commitments is ***that*** emissions from passenger cars ***must also be significantly reduced. This requires rules on emissions for manufacturers and importers of new cars. Only a Community regulation can ensure that newly-registered vehicles are subject to the same conditions in all the Member States. If the overall aim of the Member States and the Community to reduce CO₂ is to be achieved, it is not sufficient to take action only*** within the industry and energy sectors, ***but the transport and household sectors should also be included***. Road transport is the second largest greenhouse gas emitting sector in the EU and its emissions continue to rise. If the ***carbon emissions*** of road transport ***continue*** to increase, ***this*** will significantly undermine reductions made by other sectors to combat climate change.

Justification

It is not the Member States which must reduce emissions according to this regulation, but car manufacturers and importers. It is not the 'climate change impact' that threatens to increase further, but greenhouse gas emissions, particularly CO₂.

Amendment 2

Proposal for a regulation

Recital 5

Text proposed by the Commission

(5) Adopting Community targets for new passenger cars is necessary to prevent fragmentation in the internal market resulting from the adoption of different measures at Member State level. Community targets provide manufacturers with more planning certainty and more flexibility to meet the CO₂ reduction requirements ***than would be provided by*** separate national reduction targets. In setting emission standards it is important to take into account the implications for markets and manufacturers' competitiveness, the direct and indirect costs imposed on business and the benefits that accrue in terms of stimulating innovation and reducing energy consumption.

Amendment

(5) Adopting Community targets for new passenger cars is necessary to prevent fragmentation in the internal market resulting from the adoption of different measures at Member State level. Community targets provide manufacturers with more planning certainty and more flexibility to meet the CO₂ reduction requirements ***and prevent distortions of competition arising between the Member States because of*** separate national reduction targets. ***Such distortions of competition would run entirely counter to the aim of creating a single internal market.*** In setting emission standards it is important to take into account the implications for markets and manufacturers' competitiveness, the direct and indirect costs imposed on business and the benefits that accrue in terms of stimulating innovation and reducing energy consumption.

Justification

Only a unified European rule on the basis of Article 95 ECT can prevent distortions of competition, countries taking unilateral action, and special arrangements.

Amendment 3

Proposal for a regulation

Recital 5 a (new)

Text proposed by the Commission

Amendment

(5a) The EU's car fleet is ageing rapidly. The high proportion of vehicles in the EU's car fleet which are more than 10 years old undermines any new regulations on CO₂ emissions. Particular attention must therefore be paid to renewing the

fleet by providing incentives to purchase new vehicles.

Justification

To make sure the regulation is effective it is essential to promote the purchase of new vehicles. If consumers continue to favour second-hand vehicles, particularly those that are older than 10 years, there will be no tangible drop in CO₂ emissions.

Amendment 4

Proposal for a regulation **Recital 10**

Text proposed by the Commission

(10) The Communications proposed an integrated approach with a view to reaching the Community target of 120 g CO₂/km by 2012 and announced that the Commission would propose a legislative framework to achieve the Community objective by focusing on mandatory reductions of emissions of CO₂ to reach the objective of 130 g CO₂/km for the average new car fleet by means of improvements in vehicle motor technology. Consistent with the approach under the voluntary commitments adopted by the manufacturers, this covers those elements that are taken into account in the measurement of the CO₂ emissions of passenger cars 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. A further reduction of 10 g CO₂/km, or equivalent if technically necessary, will be delivered by other technological improvements and by an increased use of biofuels. In addition, consumer behaviour has an affect on overall emissions from passenger cars and therefore consumers should be provided

Amendment

(10) The Communications proposed an integrated approach with a view to reaching the Community target of 120 g CO₂/km by 2012 and announced that the Commission would propose a legislative framework to achieve the Community objective by focusing on mandatory reductions of emissions of CO₂ to reach the objective of 130 g CO₂/km for the average new car fleet by means of improvements in vehicle motor technology. ***The objective of reducing CO₂ emissions by means of improvement in motor technology should be underpinned by the development of ecotechnology incorporated into passenger cars, as well as the improvement of road infrastructure, better traffic management, measures to encourage the use of biofuels and appropriate tax arrangements.*** Consistent with the approach under the voluntary commitments adopted by the manufacturers, this covers those elements that are taken into account in the measurement of the CO₂ emissions of passenger cars 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

with information regarding whether new passenger cars meet the emission targets set under this Regulation.

vehicle repair and maintenance information. A further reduction of 10 g CO₂/km, or equivalent if technically necessary, will be delivered by other technological improvements and by an increased use of biofuels. In addition, consumer behaviour has an affect on overall emissions from passenger cars and therefore consumers should be provided with information regarding whether new passenger cars meet the emission targets set under this Regulation. ***It is also important, in the light of the forthcoming revision of Directive 1999/94/EC relating to the availability of consumer information on fuel economy and CO₂ emissions in respect of the marketing of new passenger cars, to develop a clear classification of vehicles on the basis of their fuel efficiency and CO₂ emissions.***

Justification

Clear information for the consumer is very important. In the revision of Directive 1999/94/EC it is important to establish a clear classification of vehicles (e.g. Class A, A+, Class B, etc.).

Amendment 5

Proposal for a regulation Recital 11

Text proposed by the Commission

(11) The legislative framework for implementing the average new car fleet target should ensure competitively neutral and socially equitable and sustainable reduction targets which are equitable to the diversity of the European automobile manufacturers and avoid any ***unjustified*** distortion of competition between automobile manufacturers. The legislative framework should be compatible with the overall objective of reaching the EU's Kyoto targets and should be complemented by other more use-related instruments such as differentiating car and energy taxes.

Amendment

(11) The legislative framework for implementing the average new car fleet target should ensure competitively neutral and socially equitable and sustainable reduction targets which are equitable to the diversity of the European automobile manufacturers and avoid any distortion of competition between automobile manufacturers. The legislative framework should be compatible with the overall objective of reaching the EU's Kyoto targets and should be complemented by other more use-related instruments such as differentiating car and energy taxes. ***Taxes on passenger cars should relate to their***

polluting emissions and should be agreed at EU level in order to avoid further internal market fragmentation based on divergent taxation in the different Member States.

Justification

A definition of ‘justified’ distortions of competition by the Commission is unnecessary. In order to avoid further internal market fragmentation based on diversified application by Member States it is important to reach agreement on European level on taxes on passenger cars related to their polluting emissions.

Amendment 6

Proposal for a regulation
Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) In order to achieve zero-emission cars, the appropriations in the Seventh Framework Programme for Research and Development set aside for technologies seeking to make zero-emission cars possible should be drastically increased.

Justification

It is important to invest more money in R+D on technologies to make zero-emission cars possible.

Amendment 7

Proposal for a regulation
Recital 12

Text proposed by the Commission

Amendment

(12) In order to maintain the diversity of the car market and its ability to cater for different consumer needs, CO₂ targets for passenger cars should be defined as a function of the utility of the cars on a linear basis. To describe this utility, mass is ***the most*** appropriate parameter ***because it*** provides a ***satisfactory*** correlation with

(12) In order to maintain the diversity of the car market and its ability to cater for different consumer needs, CO₂ targets for passenger cars should be defined as a function of the utility of the cars on a linear basis. To describe this utility, mass is ***an*** appropriate parameter ***which*** provides a correlation with present emissions and

present emissions and would therefore result in more realistic and competitively neutral targets and because data on mass is readily available. Data on *the* alternative utility *parameter of* footprint (track width times wheelbase) should, *however*, be collected in order to facilitate longer-term evaluations of the utility-based approach. *In the establishment of the targets, the projected evolution of new cars' mass until 2012 should be taken into account, and potential incentives to increase vehicle mass just in order to benefit from a consequential increase of the CO2 reduction target should be avoided. Therefore, the possible future autonomous mass increase evolution of vehicles produced by the manufacturers and sold on the EU market should be taken into account when defining the targets for 2012. Finally, differentiation of targets should encourage emissions reductions to be made in all categories of cars while recognising that larger emission reductions can be made for heavier cars.*

would therefore result in more realistic and competitively neutral targets and because data on mass is readily available. Data on alternative utility *parameters such as* footprint (track width times wheelbase) should be collected in order to facilitate longer-term evaluations of the utility-based approach. *The Commission should by 2014 review the availability of data and, if appropriate, adapt the utility parameter.*

Amendment 8

Proposal for a regulation Recital 13

Text proposed by the Commission

(13) The aim of this Regulation is to create incentives for the car industry to invest in new technologies. The Regulation *actively promotes eco-innovation and takes into account* future technological developments. *In this way*, the competitiveness of the *European* Industry *is enhanced and more* high-quality jobs *created*.

Amendment

(13) The aim of this Regulation is to create incentives for the car industry (*vehicle manufacturers and suppliers*) to invest in new technologies. The Regulation *must therefore be set up to reward and take account of ecological innovations that reduce greenhouse gas emissions and thus support the leading market position of the EU automobile industry and its suppliers* and *take* future technological developments *sufficiently into account* . *This will promote* the competitiveness of the *EU* industry *sustainably and guarantee*

high-quality jobs *in the European Union*.

Justification

This draft regulation limits ecological innovations that can be considered for concessions to those that are best demonstrated by the existing testing procedure. A limitation to only 5 g CO₂/km or, including biofuels, to 10 g CO₂/km for the 'complementary measures' taken as a whole, is insufficient. It is far less than what is technologically and economically possible.

Amendment 9

Proposal for a regulation Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) As part of the integrated approach to reducing CO₂ emissions from light-duty vehicles eco-innovations should be defined and guaranteed by quantifiable standards. The existing European type-approval system does not encompass all technical options available for achieving improvements. It is therefore necessary to establish a method of assessing the potential for reducing CO₂ emissions through the introduction of technological measures. Attention should be given to technologies which are not reflected at all or are reflected insufficiently in the measures taken under Regulation (EC) No 715/2007 and its implementing provisions. Approvals for eco-innovations shall be granted as a means to provide additional incentives to manufacturers by means of counting those benefits towards the achievement of their specific CO₂ reduction targets. Furthermore, while new technologies may be costly for the automobile industry, they should nevertheless be encouraged by the Commission through a system of specific credits.

Amendment 10

Proposal for a regulation
Recital 13 b (new)

Text proposed by the Commission

Amendment

(13b) In order to ensure long-term predictability for the industry, while taking into account future technological developments, long-term targets for CO₂ emissions of new passenger cars should be established taking into account a Commission impact assessment. Those targets should aim at achieving an average of 95 g of CO₂/km in 2020.

Amendment 11

Proposal for a regulation
Recital 13 c (new)

Text proposed by the Commission

Amendment

(13c) This Regulation incorporates specific provisions aimed at promoting further deployment of alternative fuel, low emission vehicles and zero-emission vehicles on the EU market.

Amendment12

Proposal for a regulation
Recital 13 d (new)

Text proposed by the Commission

Amendment

(13d) It is particularly necessary, for the purposes of achieving environmental objectives and combating climate change, for the EU automobile industry to remain competitive at global level. Hence, it is important to adopt measures which are effective, particularly in view of the costs to the entire EU automobile sector, so as to ensure that its competitiveness is not undermined.

Amendment 13

Proposal for a regulation Recital 19

Text proposed by the Commission

(19) A **robust compliance** mechanism is necessary in order to ensure that the targets under this Regulation are met.

Amendment

(19) A **penalty** mechanism **in accordance with the Treaty** is necessary in order to ensure that the targets under this Regulation are met.

Justification

When penalties are laid down, all the circumstances must be taken into account and due regard paid to the scope of Article 95 ECT.

Amendment 14

Proposal for a regulation Recital 21

Text proposed by the Commission

(21) 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.

Amendment

(21) 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 **and should be based on this reference only. 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 common EU standard database for certificate of conformity 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. The Commission should ensure the use of electronic network by Member States, such as the one demonstrated in the Cultural Heritage in Regional Networks (REGNET) project, that provide for further streamlining of the exchange of registration data, such as for CO₂ emissions, for the purposes of accurate monitoring. Furthermore, to enable manufacturers to respond to market developments, the Commission should, by 30 August for each monitoring year, make available an interim monitoring report to each manufacturer for that year.

Justification

All Member States should be obliged to use as a main reference (e.g. for CO₂ figures) the certificate of conformity as the basis for monitoring (at present about 12 EU Member States do not use this document. Therefore, a central European database for the collection of such data should be established. This would also allow manufacturers to provide timely updates in case of technical changes to their vehicles. It is key that manufacturers know early on what the official CO₂ figure will be and hence the Commission's provisional calculations and interim report must be on a half-yearly basis.

Amendment 15

Proposal for a regulation Recital 22

Text proposed by the Commission

(22) Manufacturers' compliance with the targets under this Regulation should be assessed at the Community level. Manufacturers whose average specific emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium in respect of each calendar year from 2012 onwards. The premium should be modulated **as a function of** 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

Amendment

(22) Manufacturers' compliance with the targets under this Regulation should be assessed at the Community level. Manufacturers whose average specific emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium in respect of each calendar year from 2012 onwards. The premium should be modulated **in accordance with** the extent to which manufacturers fail to comply with their target. **It should be proportionate and consistent with other CO₂ reducing instruments, such as the EU Emissions Trading Scheme.** In order to provide a

should reflect technological costs. The amounts of the excess emissions premium should be *considered as revenue for the budget of the European Union*.

sufficient incentive to take measures to reduce specific emissions of CO₂ from passenger cars, the premium should reflect technological costs. The amounts of the excess emissions premium should be *used for the promotion of sustainable modes of transport which do not produce CO₂ emissions, in particular transport networks, research into greater energy efficiency and the use of renewable energies in the transport sector as well as the promotion of the renewal of the fleet*.

Amendment 16

Proposal for a regulation Article 1

Text proposed by the Commission

Subject matter and objectives

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the EU's overall objective *that* the average new car fleet *should achieve CO₂ emissions of* 120 g CO₂/km. *The* Regulation sets the average CO₂ emissions for new passenger cars at 130 g CO₂/km by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures. This Regulation will be complemented by additional measures corresponding to 10 g/km *as part of the Community's integrated approach*.

Amendment

Subject matter, *purpose* and objectives

1. This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the EU's overall objective *of reducing CO₂ emissions in the EU, including in the transport sector. The Regulation sets the average CO₂ emissions for the new car fleet at* 120 g CO₂/km. *This Regulation also sets a target for the new car fleet of average emissions of no more than 95 g CO₂/km as from 1 January 2020.*

2. This Regulation sets the average CO₂ emissions for new passenger cars at 130 g CO₂/km by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures.
3. This Regulation will be complemented, *as part of the Community's integrated approach*, by additional measures

corresponding to at least 10 g CO₂/ km.

Amendment 17

Proposal for a regulation

Article 1 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

The Commission shall submit a proposal for a comprehensive procedure to identify all CO₂ reduction measures, with a view to eliminating the distinction between propulsion-system or vehicle measures and additional measures on the one hand and eco-innovations on the other.

Justification

In order to promote technological progress in the automobile sector and provide motor manufacturers and suppliers with long-term investment security, it makes sense to set long-term objectives on the basis of a detailed account of current measures and a careful regulatory impact assessment, and thus to promote alternative technologies. These objectives should be set by means of a legislative procedure in the near future. The proposal must contain a comprehensive procedure so as to cover all CO₂ reduction measures.

Amendment 18

Proposal for a regulation

Article 2 – paragraph 1

Text proposed by the Commission

Amendment

1. This Regulation shall apply to motor vehicles of category M₁ as defined in Annex II to Directive 2007/46/EC with a reference mass not exceeding 2 610 kg and vehicles to which type-approval is extended in accordance with Article 2(2) of Regulation (EC) No 715/2007 ('passenger cars') which are registered in the Community for the first time ***and which have not previously been registered outside the Community*** ('new passenger

1. This Regulation shall apply to motor vehicles of category M₁ as defined in Annex II to Directive 2007/46/EC with a reference mass not exceeding 2 610 kg and vehicles to which type-approval is extended in accordance with Article 2(2) of Regulation (EC) No 715/2007 ('passenger cars') which are registered in the Community for the first time ('new passenger cars').

cars').

Justification

In order to encourage European automobile producers to invest in new technologies increase energy efficiency and reduce CO₂ emissions, it is necessary to avoid introducing specific advantages for new automobiles imported from outside the Community.

Amendment 19

Proposal for a regulation Article 2 – paragraph 2

Text proposed by the Commission

Amendment

2. A previous registration outside the Community less than three months before registration in the Community shall not be taken into account. **deleted**

Justification

In order to encourage European automobile manufacturers to invest in technologies designed to increase energy efficiency and reduce CO₂ emissions, it is necessary to avoid introducing specific advantages for new automobiles imported from outside the Community.

Amendment 20

Proposal for a regulation Article 2 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. Vehicles with a particular social function pursuant to Article 3(1)(fd) shall not be covered by the scope of this Regulation.

Justification

The number of such vehicles is relatively small, so that a derogation is justified to meet the requirement for social acceptability of these rules on CO₂.

Amendment 21

Proposal for a regulation

Article 3 – paragraph 1 – point d a (new)

Text proposed by the Commission

Amendment

(da) 'footprint' means the track width multiplied by the wheelbase as stated in the certificate of conformity and defined in section 2.1 and 2.3 of Annex I to Directive 2007/46/EC;

Amendment 22

Proposal for a regulation

Article 3 – paragraph 1 – point f a (new)

Text proposed by the Commission

Amendment

(fa) 'alternative fuel vehicle' means a vehicle as defined in Regulation 715/2007/EC and its implementing measures;

Amendment 23

Proposal for a regulation

Article 3 – paragraph 1 – point f b (new)

Text proposed by the Commission

Amendment

(fb) 'zero-emission vehicle' means a vehicle that, stationary or operating, submitted to the CO₂ test procedure under Regulation 715/2007/EC does not produce any CO₂;

Justification

This amendment does not change the meaning of the paragraph but provides more linguistic clarity.

Amendment 24

Proposal for a regulation

Article 3 – paragraph 1 – point f c (new)

Text proposed by the Commission

Amendment

(fc) 'eco-innovation' means any technological measures or innovations proven to deliver a quantifiable contribution to reducing CO₂ emissions that is neither included or insufficiently considered in the CO₂ test procedure under Regulation (EC) No 715/2007 nor legally required by the additional measures mentioned in Article 1. A single limited, but revisable, list of measures shall be established;

Amendment 25

Proposal for a regulation

Article 3 – paragraph 1 – point f d (new)

Text proposed by the Commission

Amendment

(fd) 'vehicles with a particular social function' means the following vehicles in category M₁:

i) vehicles with a particular social function pursuant to Directive 2007/46/EC with a reference mass of over 2000 kg,

ii) vehicles with a reference mass of over 2000 kg, intended for seven or more passengers plus driver, excluding vehicles in category M₁G pursuant to Directive 2007/46/EC,

iii) vehicles with a reference mass of over 1760 kg, manufactured exclusively for commercial purposes and in which a wheelchair can be used, in accordance with the Community policy on people with disabilities.

Justification

The number of such vehicles is relatively small, so that a derogation is justified to meet the requirement for social acceptability of these rules on CO₂.

Amendment 26

Proposal for a regulation

Article 3 – paragraph 2 – subparagraph 1 – introductory part

Text proposed by the Commission

2. For the purposes of this Regulation, manufacturers will be considered to be ***connected if they are connected undertakings***. 'Connected undertakings' means:

Amendment

2. For the purposes of this Regulation, ***several*** manufacturers ***forming a connected undertaking*** will be considered to be ***a single manufacturer***. 'Connected undertakings' means:

Justification

This amendment does not change the meaning of the paragraph but provides more linguistic clarity.

Amendment 27

Proposal for a regulation

Article 4

Text proposed by the Commission

For the calendar year commencing 1 January 2012 and each subsequent calendar year, each manufacturer of passenger cars shall ensure that ***its average specific emissions of CO₂*** do not exceed ***its*** specific emissions target determined in accordance with Annex I or, where a manufacturer is granted a derogation under Article 9, in accordance with that derogation.

Amendment

Commencing 1 January 2012, each manufacturer of passenger cars shall ensure that ***in 2012 60% of its fleet, in 2013 70% of its fleet, in 2014 80% of its fleet and in 2015 and every year afterwards 100% of its fleet*** do not exceed ***the*** specific ***CO₂*** emissions target ***for a manufacturer's fleet*** determined in accordance with Annex I or, where a manufacturer is granted a derogation under Article 9, in accordance with that derogation.

Amendment 28

Proposal for a regulation

Article 4 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

In calculating the average specific CO₂ emissions, each new passenger car with specific CO₂ emissions of less than 50 g CO₂ / km and each alternative fuel vehicle shall count as 1,5 cars and every zero-emission vehicle shall count as 3 cars up to and including 2015.

Amendment 29

Proposal for a regulation

Article 4 – paragraph 1 b (new)

Text proposed by the Commission

Amendment

In calculating the specific CO₂ emissions, CO₂ emission reductions delivered by eco-innovation shall be taken into account.

Amendment 30

Proposal for a regulation

Article 5 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. Manufacturers may form a pool for the purpose of meeting their obligations on introducing zero-emission vehicles as laid down in paragraph 2a of Annex I.

Amendment 31

Proposal for a regulation

Article 5 – paragraph 2 – introductory part

Text proposed by the Commission

2. An agreement to form a pool may relate to one or more calendar years ***provided that the overall duration of each agreement does not exceed five calendar years*** and must be entered into on or before 31 December in the first calendar year for which emissions would be pooled. Manufacturers which form a pool shall file information with the Commission:

Amendment

2. An agreement to form a pool may relate to one or more calendar years and must be entered into on or before 31 December in the first calendar year for which emissions would be pooled. Manufacturers which form a pool shall file information with the Commission:

Justification

There are no reasons to limit pool formation to five years. The amendment does not affect the overall average reduction target of 130 g/km.

Amendment 32

Proposal for a regulation

Article 5 – paragraph 5 – introductory part

Text proposed by the Commission

5. Manufacturers may enter into pooling arrangements provided that their agreements are in compliance with Articles 81 and 82 of the Treaty ***and that, they allow open, transparent and non-discriminatory participation on commercially reasonable terms by any manufacturer requesting to become a member of the pool.*** Without limiting the general applicability of EU Competition rules to such pools, all members of a pool shall in particular ensure that no data sharing nor information exchange may occur in the context of their pooling arrangement, except the following information:

Amendment

5. Manufacturers may enter into pooling arrangements provided that their agreements are in compliance with Articles 81 and 82 of the Treaty. Without limiting the general applicability of EU Competition rules to such pools, all members of a pool shall in particular ensure that no data sharing nor information exchange may occur in the context of their pooling arrangement, except the following information:

Justification

Pooling arrangements under which every external manufacturer could participate in the agreed conditions without discrimination would eventually result in introduction of a closed emissions trading system for the whole sector. In the context of undertakings' freedom to define themselves and taking account of EU competition rules, this phrase should be deleted. Pool agreements should be allowed only on a voluntary contract basis without being forced to admit external competitors.

Amendment 33

Proposal for a regulation

Article 5 – paragraph 7

Text proposed by the Commission

7. Except where notification is given under paragraph 3, the manufacturers in a pool for which information is filed with the Commission shall be considered as if they were one manufacturer for the purposes of this Regulation.

Amendment

7. Except where notification is given under paragraph 3, the manufacturers in a pool for which information is filed with the Commission shall be considered as if they were one manufacturer for the purposes *of meeting their obligations under Article 4* of this Regulation. *Monitoring and reporting information will be recorded, reported and available in the central register for individual manufacturers as well as any pools.*

Amendment 34

Proposal for a regulation

Article 6 – paragraph 1

Text proposed by the Commission

1. For the *year* beginning *1 January 2010* and each subsequent *year*, each Member State shall record information for each new passenger car registered in its territory in accordance with Part A of Annex II.

Amendment

1. For the *month* beginning *1 January 2012* and each subsequent *month*, each Member State shall record information for each new passenger car registered in its territory in accordance with Part A of Annex II. *This information shall be made available to the manufacturers and their named importers or representatives in each Member State. Member States shall make every effort to ensure that reporting bodies operate in a transparent and non-bureaucratic manner.*

Justification

Monitoring and reporting of average emissions should begin as and when the regulation is introduced, to avoid market distortion and discrimination against manufacturers. So the measures should not begin until 2012, should take place monthly and should be made available to vehicle manufacturers so that manufacturers and customers can be more involved in achieving the targets. This amendment seeks to ensure that national reporting bodies do not generate unnecessary operating costs and that they operate as effectively and with as little red tape as possible.

Amendment 35

Proposal for a regulation

Article 6 – paragraph 2

Text proposed by the Commission

2. By **28 February 2011** and each subsequent **year**, the Member State shall determine and transfer to the Commission the information listed in Part B of Annex II in respect of the preceding calendar year. The data shall be transmitted in accordance with the format specified in Part C of Annex II.

Amendment

2. By **31 July 2012** and each subsequent **half-year**, the Member State shall determine and transfer to the Commission the information, **verified by a certified auditor**, listed in Part B of Annex II in respect of the preceding calendar year. The data shall be transmitted in accordance with the format specified in Part C of Annex II.

Justification

Monitoring and reporting should start together with the implementation of the regulation in 2012 in order to avoid market distortion and discrimination of manufacturers. It is key that manufacturers know early on what the official CO₂ figure will be and hence the Commission's provisional calculations must be on a half-year basis. The verification of the Member States data by a certified auditor should ensure that Member States collect and monitor the CO₂ figures from the Certificate of Conformity paper and that the car models are allocated to right manufacturers.

Amendment 36

Proposal for a regulation

Article 6 – paragraph 4 – subparagraph 1 – introductory part

Text proposed by the Commission

4. The Commission shall keep a central

Amendment

4. The Commission shall keep a central

register of the data reported by Member States under this Article and by **30 June 2011** and each subsequent **year** shall provisionally calculate for each manufacturer:

register of the data reported by Member States under this Article and by **30 August 2012** and each subsequent **half-year** shall provisionally calculate for each manufacturer:

Justification

Monitoring and reporting of average emissions should begin as and when the regulation is introduced, to avoid market distortion and discrimination against manufacturers. So the measures should not begin until 2012. Manufacturers should receive information on admissible CO2 values in good time for each half-year for the sake of planning certainty.

Amendment 37

Proposal for a regulation Article 6 – paragraph 5

Text proposed by the Commission

5. Manufacturers may, within **2 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 shall by **30 September** either confirm or amend and confirm the provisional calculations under paragraph 4.

Amendment

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 shall by **31 March of the following year** either confirm or amend and confirm the provisional calculations under paragraph 4.

Justification

The accuracy of the data collected by the Member States is crucial for the exact calculation of manufacturers' specific reduction target figures. Therefore the period in which manufacturers can point out irregularities in the data should be extended to at least three months.

Amendment 38

Proposal for a regulation

Article 6 – paragraph 6

Text proposed by the Commission

Amendment

6. Where, on the basis of the calculations under paragraph 5, in relation to the calendar year 2010 or 2011, it appears to the Commission that a manufacturer's average specific emissions of CO₂ in that year exceeded its specific emissions target for that year, the Commission shall notify the manufacturer.

deleted

Justification

Monitoring and reporting of average emissions should begin as and when the regulation is introduced, to avoid market distortion and discrimination against manufacturers. So the measures should not begin until 2012.

Amendment 39

Proposal for a regulation

Article 6 – paragraph 7

Text proposed by the Commission

Amendment

7. Member States shall designate a competent authority for the collection and communication of the monitoring data in accordance with this Regulation and shall inform the Commission of the competent authority designated no later than 6 months after the entry into force of this Regulation.

7. Member States shall designate a competent authority for the collection and communication of the monitoring data in accordance with this Regulation and shall inform **the European Parliament, the Council and** the Commission of the competent authority designated no later than 6 months after the entry into force of this Regulation.

Amendment 40

Proposal for a regulation

Article 7 – paragraphs 2 to 5

Text proposed by the Commission

Amendment

2. The excess emissions premium under paragraph 1 shall be calculated using the

2. The excess emissions premium under paragraph 1 shall be calculated using the

following formula:

Excess emissions x number of new passenger cars x excess emissions premium prescribed in paragraph 3.

Where:

'Excess emissions' means the positive number of grams per kilometre by which the manufacturer's average specific emissions exceeded its specific emissions target in the calendar year rounded to the nearest three decimal places; and

'Number of new passenger cars' means the number of new passenger cars *for which it is* the manufacturer and *which were* registered in *that* year.

3. The excess emissions premium shall *be*:

(a) in relation to excess emissions in the calendar year 2012, 20 euros;

(b) in relation to excess emissions in the calendar year 2013, 35 euros;

(c) in relation to excess emissions in the calendar year 2014, 60 euros; and

(d) in relation to excess emissions in the calendar year 2015 and subsequent calendar years, 95 euros.

4. The Commission shall establish methods for the collection of excess emissions premiums under paragraph 1.

Those measures designed to amend non-

following formula:

Excess emissions x number of new passenger cars *not in accordance on average with the manufacturer's specific emissions target* x excess emissions premium prescribed in paragraph 3.

Where:

'Excess emissions' means the positive number of grams per kilometre by which the manufacturer's average specific emissions exceeded its specific emissions target in the calendar year rounded to the nearest three decimal places; and

'Number of new passenger cars *not in accordance on average with the manufacturer's specific emissions target*' means the number of new passenger cars *produced by* the manufacturer and registered in *the year concerned whose specific emissions of CO₂ exceed their specific emissions targets and cannot be compensated for by other of the manufacturer's registered vehicles with emission of CO₂ below their specific emissions targets.*

3. The excess emissions premium shall in the calendar year 2012 *and subsequent calendar years be comparable to other CO₂ reducing instruments, such as the EU Emissions Trading Scheme, but no more than EUR 40.*

4. The Commission shall establish methods for the collection of excess emissions premiums under paragraph 1.

Those measures designed to amend non-

essential elements of this Regulation, by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 12(3).

5. The amounts of the excess emissions premium shall be *considered as revenue for the budget of the European Union*.

essential elements of this Regulation, by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 12(3).

5. The amounts of the excess emissions premium shall be *used for the promotion of sustainable modes of transport which do not produce CO₂ emissions, in particular transport networks, research into greater energy efficiency and the use of renewable energies in the transport sector as well as the promotion of the renewal of the fleet*.

Amendment 41

Proposal for a regulation

Article 7 – paragraph 4 – subparagraph 1

Text proposed by the Commission

4. The Commission shall establish methods for the collection of excess emissions premiums under *paragraph 1*.

Amendment

4. The Commission shall establish methods for the collection of excess emissions premiums under *paragraphs 1, 2 and 3*.

Justification

It is up to the Community to lay down penalties in legislation. However, these need to be agreed with the Member States.

Amendment 42

Proposal for a regulation

Article 8 – paragraph 1 – introductory part

Text proposed by the Commission

1. By **31 October 2011** and each subsequent year, the Commission shall publish a list indicating for each manufacturer:

Amendment

1. By **30 June 2013** and each subsequent year, the Commission shall publish a list *which shall also appear on its website*, indicating for each manufacturer:

Justification

The publication of manufacturers' data should begin as and when the regulation is introduced, to avoid market distortions and discrimination against manufacturers. So

publication of the data should not start until 2013.

Amendment 43

Proposal for a regulation Article 8 – paragraph 2

Text proposed by the Commission

2. ***From the 31 October 2013, the*** list published under paragraph 1 shall also indicate whether or not the manufacturer has complied with the requirements of Article 4 in respect of the preceding calendar year.

Amendment

2. ***The*** list published under paragraph 1 shall also indicate whether or not the manufacturer has complied with the requirements of Article 4 in respect of the preceding calendar year.

Justification

The start date was already laid down in an amendment to Article 8, paragraph 1.

Amendment 44

Proposal for a regulation Article 9 – Title and paragraph 1

Text proposed by the Commission

Specialist derogation for small volume ***independent*** manufacturers

1. An application for a derogation from the specific emissions target calculated in accordance with Annex I may be made by a manufacturer which:

- (a) is responsible for less than ***10,000*** new passenger cars registered in the Community per calendar year; and
- (b) is not connected to another manufacturer.

Amendment

Special target for small volume ***specialised*** manufacturers

1. An application for a derogation from the specific emissions target calculated in accordance with Annex I may be made by a manufacturer which:

- (a) is responsible for less than ***0,1% of*** new passenger cars registered in the Community per calendar year; and
- (b) is not connected to another manufacturer; ***or***

(c) if connected, is and was at time of the entry into force of this Regulation, a manufacturer of specific models with own development and production facilities.

Amendment 45

Proposal for a regulation

Article 9 – paragraphs 7 a and 7 b (new)

Text proposed by the Commission

Amendment

7a. A manufacturer may apply to the Commission for an alternative target of a 25% reduction in its average specific emissions compared to 2006, in place of the target calculated pursuant to Annex I, provided that

(a) if it has no connected undertaking, its annual new car registrations in the EU fall between the figure laid down in paragraph 1 and 1% of the total EU market, or

(b) if it has connected undertakings, its annual new car registrations in the EU, taken together with the connected undertakings, fall between the figure laid down in paragraph 1 and 1% of the total EU market.

7b. Connected undertakings may apply to the Commission for an alternative target of a 25% reduction in their average specific emissions by comparison with 2006, in place of the target calculated pursuant to Annex I, if their annual new car registrations in the EU, taken together with the connected undertaking, fall between the figure laid down in paragraph 1 and 1% of the total EU market.

Justification

The target of a greater reduction in emissions (25%) will offer manufacturers of specific models a greater incentive to make more efforts in this area than fleet manufacturers. Since manufacturers of specific models are not generally covered by the derogation under Article 9(1), on grounds of fairness these additional provisions should be incorporated into the Commission proposal.

Amendment 46

Proposal for a regulation
Article 10 – paragraph 1

Text proposed by the Commission

1. In 2010, the Commission shall submit a report to the European Parliament and the Council reviewing the progress made to implement the Community's Integrated Approach to reduce the CO₂ emissions from light-duty vehicles.

Amendment

1. In 2010, the Commission shall submit a report to the European Parliament and the Council reviewing the progress made to implement the Community's Integrated Approach to reduce the CO₂ emissions from light-duty vehicles. ***The Commission shall, in the same report, propose recommendations regarding credit and certification arrangements for the introduction of eco-innovations.***

Amendment 47

Proposal for a regulation
Article 10 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. Whenever the Commission proposes new legislation affecting light-duty vehicles and their fuels in a manner that leads directly or indirectly to an increase in CO₂ emissions, the Commission shall indicate this fact clearly in its proposals to the European Parliament and the Council and reflect any adverse impact on manufacturers' compliance with the specific CO₂ emissions target set out in this Regulation.

Justification

The automotive industry should be compensated for legislative proposals which increase CO₂ emissions. This is coherent with the agreed principles of CARS21: stability, predictability and reaching the targets in the most cost efficient way. Therefore, it should be clearly indicated if any proposed regulations adversely affect the CO₂-reduction target.

Amendment 48

Proposal for a regulation
Article 10 – paragraph 3 b (new)

Text proposed by the Commission

Amendment

3b. The Commission shall review technological developments and introduce, as appropriate, CO₂-equivalent thresholds for other forms of energy used for passenger cars. Such measures, designed to amend the non-essential elements of this Regulation, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 12(3).

Amendment 49

Proposal for a regulation
Article 10 – paragraph 3 c (new)

Text proposed by the Commission

Amendment

3c. In order to better reflect the real CO₂ emission behaviour of cars and the potential represented by additional measures and eco-innovations, the Commission shall regularly assess the test cycles used to measure CO₂ emissions, as set out under Regulation 715/2007/EC, and adjust them accordingly.

Amendment 50

Proposal for a regulation
Article 10 – paragraph 3 d (new)

Text proposed by the Commission

Amendment

3d. The Commission shall by 2014, following an impact assessment, publish a report on the data availability of footprint, as an utility parameter to determine specific emissions targets and, if appropriate, amend Annex I in

accordance with the regulatory procedure with scrutiny referred to in Article 12(3).

Amendment 51

Proposal for a regulation

Article 11

Text proposed by the Commission

Consumer information

From 1 January 2010, manufacturers shall ensure that labels, posters or promotional literature and material of the type referred to in articles 3, 5 and 6 of Directive 1999/94/EC indicate the extent to which the specific emissions of CO₂ of the passenger car offered for sale differ from the specific emissions target for that passenger car under Annex I.

Amendment

Implementing measures

The measures necessary for the implementation of Article 3(1)(fa), which are designed to amend non-essential elements of this Regulation, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 12(3).

Justification

The approval of eco-innovations at EU level via Comitology assures a harmonized approach. Comitology is an established procedure under Community law which the Commission uses regularly to reach common decisions to amend existing legislation or to introduce new legislation according to the competence of the Commission in the field of motor vehicle construction.

Amendment 52

Proposal for a regulation

Annex I –point 1

Text proposed by the Commission

1. For each new passenger car, the permitted specific emissions of CO₂, measured in grams per kilometre shall be determined in accordance with the following formula:

$$\text{Permitted specific emissions of CO}_2 = 130 + a \times (M - M_0)$$

Where:

M = mass of the vehicle in kilograms (kg)

Amendment

1. For each new passenger car, the permitted specific emissions of CO₂, measured in grams per kilometre shall be determined in accordance with the following formula:

$$\text{Permitted specific emissions of CO}_2 = 130 + a \times (M - M_0)$$

Where:

M = mass of the vehicle in kilograms (kg)

$$M_0 = 1289.0 \times f$$

$$f = (1 + AMI)^6$$

Autonomous mass increase (AMI) = 0 %

$$a = 0.0457$$

$$M_0 = 1289.0$$

$$a = 0.0457$$

Amendment 53

Proposal for a regulation

Annex I – point 2 a (new)

Text proposed by the Commission

Amendment

2a. Each manufacturer shall ensure that in the year beginning 1 January 2020, and each subsequent year, at least 8% of all passenger cars it produces shall be zero-emission vehicles. In order to achieve this target manufacturers may make use of the pooling provisions laid down in Article 5(1a).

Amendment 54

Proposal for a regulation

Annex II – Part A – point 1 – introductory part

Text proposed by the Commission

Amendment

1. For the **year** beginning **1 January 2010** and each subsequent **year**, Member States shall record the following details for each new passenger car registered in its territory:

1. For the **month** beginning **1 January 2012** and each subsequent **month**, Member States shall record the following details for each new passenger car registered in its territory:

Justification

The monitoring and reporting of average emissions should begin as and when the regulation is introduced, to avoid market distortion and discrimination against manufacturers. So the measures should not begin until 2012. Monthly reporting of data on new cars and on CO₂ monitoring is necessary for manufacturers for reasons of planning certainty.

Amendment 55

Proposal for a regulation
Annex II – part A – point 3 - introductory part

Text proposed by the Commission

3. For the **year** beginning 1 January **2010** and each subsequent **year**, Member States shall determine, in accordance with the methods described in Part B, by manufacturer:

Amendment

3. For the **month** beginning 1 January **2012** and each subsequent **month**, Member States shall determine, in accordance with the methods described in Part B, by manufacturer:

PROCEDURE

Title	Emission performance standards for new passenger cars		
References	COM(2007)0856 – C6-0022/2008 – 2007/0297(COD)		
Committee responsible	ENVI		
Opinion by Date announced in plenary	ITRE 17.1.2008		
Associated committee(s) - date announced in plenary	10.4.2008		
Drafts(wo)man Date appointed	Werner Langen 4.3.2008		
Discussed in committee	8.4.2008	27.5.2008	16.7.2008
Date adopted	1.9.2008		
Result of final vote	+: 31 -: 19 0: 2		
Members present for the final vote	Jan Březina, Jerzy Buzek, Jorgo Chatzimarkakis, Giles Chichester, Dragoş Florin David, Pilar del Castillo Vera, Den Dover, Lena Ek, Adam Gierek, Umberto Guidoni, David Hammerstein, Rebecca Harms, Erna Hennicot-Schoepges, Mary Honeyball, Ján Hudacký, Werner Langen, Anne Laperrouze, Eluned Morgan, Angelika Niebler, Reino Paasilinna, Aldo Patriciello, Francisca Pleguezuelos Aguilar, Anni Podimata, Miloslav Ransdorf, Herbert Reul, Teresa Riera Madurell, Mechtild Rothe, Paul Rübig, Amalia Sartori, Andres Tarand, Britta Thomsen, Patrizia Toia, Claude Turmes, Nikolaos Vakalis, Adina-Ioana Vălean, Dominique Vlasto		
Substitute(s) present for the final vote	Alexander Alvaro, Pilar Ayuso, Dorette Corbey, Christian Ehler, Göran Färm, Robert Goebbels, Matthias Groote, Françoise Grossetête, Gunnar Hökmark, Marie-Noëlle Lienemann, Pierre Pribetich, Vittorio Prodi, Esko Seppänen, Silvia-Adriana Ţicău		
Substitute(s) under Rule 178(2) present for the final vote	Alessandro Foglietta, Umberto Pirilli		