



EUROPEAN PARLIAMENT

2009 - 2014

Committee on Industry, Research and Energy

2012/0191(COD)

20.03.2013

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 amending Regulation (EU) No 510/2011 to define the modalities for reaching the 2020 target to reduce CO₂ emissions from new light commercial vehicles (COM(2012)0394 – C7-0185/2012 – 2012/0191(COD))

Rapporteur: Markus Pieper

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SHORT JUSTIFICATION

In 2011 the European Parliament and the Council adopted legislation (Regulation (EU) N° 510/2011) setting emissions target of 147 g CO₂/km from 2020 for new light commercial vehicles (N1 category) registered in the Union for the first time and that have not previously been registered outside the Union, except for a limited period.

The Regulation also provided:

A phasing-in period with a specific emissions target of 175 g CO₂/km between 2014 and 2017: in 2014, 70% of a manufacturer's fleet will have to comply with it, 75% in 2015, 80% in 2016 and 100% from 2017 onwards;

Super credits for each new light commercial vehicle with emissions of CO₂ of less than 50 g CO₂/km;

Penalties ("Excess emissions premium") for the manufacturer which fail to meet the CO₂ targets;

Derogations for smaller manufacturers with a production of less than 22,000 new light commercial vehicles registered in the Union per year;

Eco-innovation contribution for the manufacturer applying innovative technologies to reduce the CO₂ targets.

The indicative specific emissions of CO₂ for each new light commercial vehicle, is measured on the basis of the vehicle's mass, measured in grams per kilometre.

The mandatory targets for 2020 included in existing legislation require implementation. Following the technical analysis made for the impact assessment, the technologies to meet the target of 147 g CO₂/km may be reached by 2020.

The present Commission's legislative proposal, amending regulation (EU) N° 510/2011, establishes the modalities by which the targets would be achieved. The proposed actions can be summarized as follows:

- the feasibility of 2020 CO₂ target for vans is confirmed;
- the target would continue to be set on the basis of the vehicle's mass and its relative limit value curve;
- Eco-innovations and Excess emissions premium would continue to be applied;
- the smallest manufacturers, producing fewer than 500 vans per year, would be exempted from meeting the target;

- the regulation would be reviewed by the end of 2014 in order to set new reduced CO₂ targets for the period beyond 2020.

The rapporteur welcomes the proposal by the Commission which confirmed the feasibility of the 2020 targets and suggests not to present amendments to the 147 g CO₂/km target, which still represents an ambitious benchmark in times of restructuring the sector.

The rapporteur would hence like to respect the compromise that has been achieved less than two years ago and would like to remind that, compared to the 2007 average of 203 g CO₂/km, the target of 147 g CO₂/km represents a reduction 28% and greater investments in new technologies by manufacturers.

However, these investments will have an impact on the price of the vehicles (up to 10% price increase) and an impact on small and medium-sized enterprises (SMEs), for which the light commercial vehicles are an important work tool. In the current economic context, SMEs will consider very carefully whether it is worthwhile replacing their old vehicle and investing in a new one.

The rapporteur believes that a general outlook for the period beyond 2020 is useful but considers that setting such targets in the framework of the review of the Regulation in 2014 should be postponed to earliest 2018. This is because the new test procedure is not yet defined and will probably not be defined before the new test cycle WLTP, and the relevant test procedures, are available. Nonetheless, sufficient time should remain in order to ensure planning security for industry.

Concerning super credits, the rapporteur disagrees with the Commission proposal not to prolong the relative provisions after 2017. Yet, the Rapporteur sees them as an important incentive, in particular for engineers, to develop and apply new, efficient technologies, which should not be limited to electric vehicles. The same should apply to the concept of eco-innovation-systems: these should be maintained in the proposal and support innovative efficient technologies in a more effective manner.

AMENDMENTS

The Committee on Industry, Research and Energy calls on 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 1 a (new)

Text proposed by the Commission

Amendment

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

Amendment 2

Proposal for a regulation

Recital 2

Text proposed by the Commission

Amendment

(2) It is appropriate to clarify that for the purpose of verifying compliance with the target of 147 g CO₂/km, CO₂ emissions should continue to be measured in accordance with Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information and its implementing measures and innovative technologies.

(2) It is appropriate to clarify that for the purpose of verifying compliance with the target of 147 g CO₂/km, CO₂ emissions should continue to be measured in accordance with Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information and its implementing measures and innovative technologies. ***However, studies carried out by the Commission have demonstrated that the test procedures used to measure CO₂ emissions under that Regulation have not prevented an increased utilisation of flexibilities by manufacturers which have resulted in alleged CO₂ emissions reductions that are not attributed to technological improvements and cannot be achieved in real driving on the road. Therefore, Regulation (EC) No 715/2007 should be reviewed as a matter of urgency in order to ensure that test procedures reflect adequately the real CO₂ emissions behaviour of cars.***

Amendment 3

Proposal for a regulation Recital 3

Text proposed by the Commission

According to the technical analysis made for the impact assessment, the technologies to meet the target of 147 g CO₂/km are available and the required reductions may be achieved ***at a lower cost than estimated in the previous analysis carried out previous to the adoption of Regulation (EU) No 510/2011. In addition, the distance between the current average specific emissions of CO₂ from new light commercial vehicles and the target has also decreased.*** Therefore, the feasibility of the target of 147 g CO₂/km to be reached by 2020 is confirmed.

Amendment

According to the technical analysis made for the impact assessment, the technologies to meet the target of 147 g CO₂/km are available and the required reductions may be achieved. Therefore, the feasibility of the target of 147 g CO₂/km to be reached by 2020 is confirmed. ***In light of the economic crisis and the restructuring of the car manufacturing sector, it is important, however, that the target can be achieved without posing an additional burden on industry's competitiveness internationally.***

Justification

Achieving the 147 g/km goal is still an ambitious target.

Amendment 4

Proposal for a regulation Recital 6

Text proposed by the Commission

To enable the automotive industry to carry out long-term investments and innovation it is desirable to provide indications of how this Regulation should be amended for the period beyond 2020. These indications should be based on an assessment of the necessary rate of reduction in line with the Union's long term climate goals and the implications for the development of cost effective CO₂ reducing technology for cars. It is therefore desirable for these aspects to be reviewed, the Commission ***to make a report and if appropriate proposals made*** for targets beyond 2020.

Amendment

To enable the automotive industry to carry out long-term investments and innovation it is desirable to provide indications of how this Regulation should be amended for the period beyond 2020. These indications should be based on an assessment of the necessary rate of reduction in line with the Union's long term climate goals and the implications for the development of cost effective CO₂ reducing technology for cars. It is therefore desirable for these aspects to be reviewed ***and that the Commission comes up with a proposal*** for targets beyond 2020 ***before the expiration of this***

Regulation. In order to guarantee planning security, such a proposal shall not take place before 2018, since the implementation of such targets shall be based on a new test cycle and the relevant test procedures, to be applied for the purpose of measuring specific CO₂ emissions and for monitoring the target only after 2020.

Justification

A post-2020 goal should only be determined after an evaluation of the concrete advancements under this Regulation has been made.

Amendment 5 **Proposal for a regulation**

Recital 10

Text proposed by the Commission

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

Amendment

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

Amendment 6
Proposal for a regulation

Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) It is appropriate to assess the need to move away from CO₂ emission targets and replace them with fuel efficiency targets, as CO₂ emission targets fail to take into account harmful emissions from modern internal combustion engines. The Commission is therefore called upon to submit a report on this issue.

Amendment 7
Proposal for a regulation

Article 1 – point 2 a (new)
Regulation (EU) No 510/2011
Article 5

Text proposed by the Commission

Amendment

(2a) Article 5 is replaced by the following:

In calculating average specific CO₂ emissions, each new light commercial vehicle with specific CO₂ emissions of less than 50 g CO₂/km shall be counted as:

- 3,5 light commercial vehicles in 2014,***
- 3,5 light commercial vehicles in 2015,***
- 2,5 light commercial vehicles in 2016,***
- 1,5 light commercial vehicles in 2017,***
- 1 light commercial vehicle from 2018.***

For the duration of the super-credits scheme, the maximum number of new light commercial vehicles with specific CO₂ emissions of less than 50g CO₂/km to be taken into account in the application of the multipliers referred to in paragraph 1 shall not exceed 1% per manufacturer.

Amendment 8
Proposal for a regulation

Article 1 – point 3 a (new)
Regulation (EU) No 510/2011
Article 12 – paragraph 1

Text proposed by the Commission

Amendment

(3a) In Article 12(1), the last sentence is deleted.

Justification

Limits cannot be placed on innovative technologies.

Amendment 9
Proposal for a regulation

Article 1 – point 3 b (new)
Regulation (EU) No 510/2011
Article 12 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

(3b) The following paragraph is added to Article 12:

‘4a. The Commission shall, by 31.12.2013, submit revised implementing provisions for eco-innovation approval so as to facilitate application procedures for the deployment of innovative technologies and subsequently issue a manual setting out the correct application procedures.’

Justification

Regulation (EU) No. 510/2011 states that, to realise the Community objective, CO2 savings achieved through the use of innovative technologies will be considered. However, only one application of this nature has to date been submitted. Matters may be improved by reviewing approval procedures so as to facilitate applications and by issuing a manual.

Amendment 10

Proposal for a regulation

Article 1 – point 4 – point a

Regulation (EU) No 510/2011

Article 13 – paragraph 1

Text proposed by the Commission

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

Amendment

‘By 31 **January 2016**, the Commission shall **submit a proposal concerning a CO₂ emission target** for new light commercial vehicles for **2025. The new target value shall be consistent with the EU long-term GHG emissions reduction targets for 2050, in particular in the transport sector as well as take into account the impact on the competitiveness of the automotive industry. The proposal shall be based on the new worldwide test cycle (WLDP) to replace the test procedures set out in Regulation (EC) No 715/2007. If no agreement is reached on this standard at international level by 31 July 2015, the proposal shall be based on the established New European Driving Cycle (NEDC). The proposal for a new CO₂ limit value shall also incorporate:**

- a life-cycle assessment of CO₂ emissions from new light vehicles. The results shall be taken into account in the limit value assessment;

- Real World Driving Emissions (RDE) data.’

Amendment 11

Proposal for a regulation

Article 1 – point 4 – point a a (new)

Regulation (EU) No 510/2011

Article 13 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

(aa) The following paragraph is inserted:

"4a. The Commission shall assess the possibility of replacing the tailpipe

approach, in which only emissions associated with fuel production and use are counted, with a lifecycle approach, which incorporates emissions from all stages of a vehicle's life, from material production to end-of- life disposal or recycling."

Amendment 12

Proposal for a regulation

Article 1 – point 4 – point b – indent 2

Regulation (EU) No 510/2011

Article 13 – paragraph 6 – subparagraph 3

Text proposed by the Commission

‘In order to reflect any change in the regulatory test procedure for the measurement of specific CO₂ emissions, the Commission shall adapt the formulae set out in Annex I by means of delegated acts in accordance with Article 15, and subject to the conditions laid down in Articles 16 and 17 while ensuring that reduction requirements of comparable stringency for manufacturers and vehicles of different utility are required under the old and new test procedures.’

Amendment

‘The regulatory test procedure and cycle shall remain as the basis for the target as set out in Annex I, paragraph 1 (c) of the Regulation (EU) N° 510/2011 and as set in Regulation (EC) No 715/2007, Annex III and XII to Regulation (EC) No 692/2008. The new test procedure and cycle shall be fully defined and implemented by 31 December 2018 at the latest. Sufficient monitoring data shall be available by then. The Commission shall then consider the possibility for new targets for the period beyond 2020.’

Justification

In order to guarantee planning security to industry, the regulatory test procedure shall remain until the new one is fully developed, implemented and until sufficient data is available. Only then should a new test procedure apply.

Amendment 13

Proposal for a regulation

Article 1 – point 5

Regulation (EU) No 510/2011

Annex I – point 1 (c) (new)

Text proposed by the Commission

‘(c) from 2020:

Amendment

"(c) from 2020:

Indicative specific emissions of CO₂ = 147
+ a × (M – M₀)

Where:

M = mass of the vehicle in kilograms (kg)

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

a = 0,096.'

Indicative specific emissions of CO₂ = 147
+ a × (M – M₀)

Where:

M = mass of the vehicle in kilograms (kg)

M₀ = the value adopted pursuant to **Article 13(5)**

a = 0,096."

Justification

Typing mistake by the Commission

PROCEDURE

Title	Modalities for reaching the 2020 target to reduce CO2 emissions from new light commercial vehicles
References	COM(2012)0394 – C7-0185/2012 – 2012/0191(COD)
Committee responsible Date announced in plenary	ENVI 11.9.2012
Opinion by Date announced in plenary	ITRE 11.9.2012
Associated committee(s) - date announced in plenary	17.1.2013
Rapporteur Date appointed	Markus Pieper 25.10.2012
Discussed in committee	23.1.2013 20.2.2013
Date adopted	19.3.2013
Result of final vote	+: 36 -: 12 0: 1
Members present for the final vote	Zigmantas Balčytis, Ivo Belet, Bendt Bendtsen, Jan Březina, Reinhard Bütikofer, Maria Da Graça Carvalho, Giles Chichester, Jürgen Creutzmann, Pilar del Castillo Vera, Christian Ehler, Adam Gierek, Robert Goebbels, Fiona Hall, Jacky Hénin, Kent Johansson, Romana Jordan, Krišjānis Kariņš, Lena Kolarska-Bobińska, Bogdan Kazimierz Marcinkiewicz, Judith A. Merkies, Angelika Niebler, Jaroslav Paška, Aldo Patriciello, Vittorio Prodi, Miloslav Ransdorf, Teresa Riera Madurell, Michèle Rivasi, Salvador Sedó i Alabart, Francisco Sosa Wagner, Konrad Szymański, Britta Thomsen, Ioannis A. Tsoukalas, Marita Ulvskog, Vladimir Urutchev, Adina-Ioana Vălean, Kathleen Van Brempt
Substitute(s) present for the final vote	António Fernando Correia de Campos, Ioan Enciu, Françoise Grossetête, Jolanta Emilia Hibner, Yannick Jadot, Seán Kelly, Eija-Riitta Korhola, Holger Krahmer, Werner Langen, Vladko Todorov Panayotov, Markus Pieper, Vladimír Remek
Substitute(s) under Rule 187(2) present for the final vote	Oldřich Vlasák