



26.3.2018

## **DRAFT 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 and for new light commercial vehicles as part of the Union's integrated approach to reduce CO<sub>2</sub> emissions from light-duty vehicles and amending Regulation (EC) No 715/2007 (recast)  
(COM(2017)0676 – C8-0395/2017 – 2017/0293(COD))

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## SHORT JUSTIFICATION

In the Paris Agreement, the Union, along with the rest of the world has committed to maintaining the increase in global average temperatures to well below 2 °C, and pursuing efforts to limit the temperature increase to 1.5 °C, compared to pre-industrial levels.

Your draftsman considers that the context of the global commitment to swift decarbonisation of the economy needs to be taken seriously also when designing CO<sub>2</sub> fleet average targets for new vehicles in the Union market. This is necessary in order for the Union to contribute its fair share to the global efforts, but also to ensure the future of the European vehicle manufacturing industry.

In order for the EU economy to achieve greenhouse gas emission reductions that are in line with a justifiable Union share for the remaining Paris Agreement compatible global carbon budget, light duty vehicle fleets need to reduce greenhouse gas emissions and electrify in a rapid manner. Sectors of economy where affordable emission reduction technologies exist, and are available even at negative cost over the life-cycle like it is the case for light duty vehicle transport, must decarbonise first, in order to allow for a most cost-effective and least disruptive transformation.

The EU has already lost some of its technological leadership in particular with respect to zero/low emission vehicles. Your draftsman considers that in order to restore the leadership in vehicle manufacturing, the policy makers need to set targets that are strictly in line with the climate necessities in a technology neutral manner to allow for manufacturers to define the most cost-effective path to decarbonising their fleet.

The proposed fleet average targets are drawn from an analysis<sup>1</sup> of the necessary carbon reductions that would be consistent with the Paris Agreement objectives. Taking into account the mechanism that has been adopted to transfer from the NEDC to the WLTP test cycle and the strong incentive for manufacturers to ensure favourable outcomes in the process, the reduction percentages (45% for 2025 and 75% for 2030) are set assuming that the correlation factor will be 1.25 by 2020. In order to ensure that the expected reductions in greenhouse gas emissions are not undermined by significant discrepancies in the real world driving compared to the test cycle results, a mechanism should be introduced to follow-up evidence from the collected fuel consumption data and to adjust the reduction targets accordingly.

The proposed reduction targets imply a high level of zero emission vehicles already for 2025 (app 50%), however instead of weakening the incentives for the fleet average emission reduction through ZEV bonuses, a relatively low minimum mandatory share of zero emission vehicles per manufacturer is introduced at 15% for the purposes of creating investment certainty for the development of charging point infrastructure.

With a view to the rapid reduction of average CO<sub>2</sub> emissions, your draftsman considers it most appropriate to establish strong incentives for light-weighting and downsizing of vehicles, and therefore removes the existing differentiation based on vehicle mass.

The policy should also anticipate the possible emergence of new zero-emission vehicle entrants to the vehicle manufacturing market, and provide for a mandate to the Commission to ensure they benefit from the incentives under the Regulation in full if the pooling arrangements are not sufficient.

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<sup>1</sup> <http://extranet.greens-efa-service.eu/public/media/file/1/5491>

Finally, your draftsman recognises that tail-pipe emissions do not capture all climate related impacts of vehicles, and proposes that the Commission come forward with proposals for minimum ecodesign requirements by 31 December 2020 taking into account the principles applied to other energy-related products under Directive 2009/125/EC.

With this your draftsman seeks to ensure that the future vehicle fleet will contribute to achieving the goals we all have agreed on in the Paris agreement.

## 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 take into account the following amendments:

### Amendment 1

#### Proposal for a regulation

##### Recital 3

*Text proposed by the Commission*

(3) ***The European Strategy for Low-Emission Mobility sets a clear ambition: by midcentury, greenhouse gas emissions from transport will need to be at least 60% lower than in 1990 and*** be firmly on the path towards zero. Emissions of air pollutants from transport that harm our health need to be drastically reduced without delay. Emissions from conventional combustion engines will need to further reduce after 2020. Zero- and low emission vehicles will need to be deployed and gain significant market share by 2030.

*Amendment*

(3) ***In order to meet the Union's commitments taken at the 21st Conference of the Parties to the United Nations Framework Convention on Climate Change ('UNFCC') held in Paris in 2015, the decarbonisation of the transport sector needs to be accelerated and greenhouse gas emissions have also*** be firmly on the path towards zero-***emission by mid-century***. Emissions of air pollutants from transport that harm our health need to be drastically reduced without delay. Emissions from conventional combustion engines will need to further reduce after 2020. Zero- and low emission vehicles will need to be deployed and gain significant market share by 2030.

Or. en

### Amendment 2

#### Proposal for a regulation

##### Recital 6

*Text proposed by the Commission*

(6) ***The European Council***

*Amendment*

(6) Road transport emissions remain

*Conclusions of October 2014 endorsed a greenhouse gas emissions reduction of 30% by 2030 compared to 2005 for the sectors that are not part of the European Union emissions trading system. Road transport provides a major contribution to the emissions of those sectors, and its emissions remain significantly above 1990 levels. If the road transport emissions increase further, it will offset* reductions made by other sectors to combat climate change.

significantly above 1990 levels, *offsetting* reductions made by other sectors to combat climate change.

Or. en

### Amendment 3

#### Proposal for a regulation

##### Recital 13

*Text proposed by the Commission*

(13) Reduction levels for the Union-wide fleets of new passenger cars and light commercial vehicles should therefore be set for 2025 and for 2030, taking into account the vehicle fleet renewal time and the need for the road transport sector to contribute to the **2030** climate and energy targets. This stepwise approach also provides a clear and early signal for the automotive industry not to delay the market introduction of energy-efficient technologies and zero- and low-emission vehicles.

*Amendment*

(13) Reduction levels for the Union-wide fleets of new passenger cars and light commercial vehicles should therefore be set for 2025 and for 2030, taking into account the vehicle fleet renewal time and the need for the road transport sector to contribute to the **Union** climate and energy targets **for 2030 and beyond**. This stepwise approach also provides a clear and early signal for the automotive industry not to delay the market introduction of energy-efficient technologies and zero- and low-emission vehicles.

Or. en

### Amendment 4

#### Proposal for a regulation

##### Recital 15

*Text proposed by the Commission*

*Amendment*

(15) A *dedicated incentive mechanism* should be introduced to facilitate a smooth transition towards zero-emission mobility. This *crediting mechanism* should be designed so as to promote the deployment on the Union market of zero- and low-emission vehicles.

(15) A *binding minimum share of zero-emission vehicles in the EU vehicle fleet* should be introduced to facilitate a smooth transition towards zero-emission mobility. This *minimum share* should be designed so as to *ensure investment certainty for charging infrastructure in order to* promote the deployment on the Union market of zero- and low-emission vehicles.

Or. en

## Amendment 5

### Proposal for a regulation

#### Recital 16

*Text proposed by the Commission*

(16) Setting a *benchmark for the share of zero- and low-emission vehicles in the EU fleet together with a well-designed mechanism for adjusting a manufacturer's specific CO<sub>2</sub> target based on the share of zero- and low-emission vehicles in the manufacturer's own fleet* should provide a strong and credible signal for the development and deployment of such vehicles while still allowing for the further improvement of the efficiency of the conventional internal combustion engines.

*Amendment*

(16) Setting a *technology-neutral standard with a binding minimum share of zero-emission vehicles in the EU vehicle fleet* should provide a strong and credible signal for the development and deployment of such vehicles while still allowing for the further improvement of the efficiency of the conventional internal combustion engines.

Or. en

## Amendment 6

### Proposal for a regulation

#### Recital 17

*Text proposed by the Commission*

(17) *In determining the credits for the zero- and low-emission vehicles, it is appropriate to account for the difference*

*Amendment*

*deleted*

*in CO<sub>2</sub> emissions between the vehicles. The adjustment mechanism should ensure that a manufacturer exceeding the benchmark level would benefit from a higher specific CO<sub>2</sub> target. In order to ensure a balanced approach, limits should be set to the level of adjustment possible within that mechanism. This will provide for incentives, promoting a timely roll-out of recharging and refuelling infrastructure and yielding high benefits for consumers, competitiveness, and the environment.*

Or. en

## **Amendment 7**

### **Proposal for a regulation Recital 19**

*Text proposed by the Commission*

(19) In order to *maintain the diversity of the market for passenger cars and light commercial vehicles and its ability to cater for different consumer needs*, CO<sub>2</sub> targets should *be defined according to the utility of the vehicles on a linear basis. Maintaining mass as the utility parameter is considered coherent with the existing regime. In order to better reflect the mass of vehicles used on the road, the parameter should be changed from mass in running order to the vehicle's test mass as specified in Regulation (EU) 2017/1151 of 1 June 2017 with effect from 2025.*

*Amendment*

(19) In order to *allow for the environmental and other benefits of down-sizing and lightweighting of vehicles to be captured*, CO<sub>2</sub> targets should *not be differentiated by vehicle mass.*

Or. en

### *Justification*

*The amendment is inextricably linked to the targets in Article 1 and the necessary rapid reduction of average CO<sub>2</sub> emissions, and the need to establish the strongest possible incentives for light-weighting and downsizing of vehicles. The existing differentiation based on vehicle mass is therefore not appropriate.*

## Amendment 8

### Proposal for a regulation

#### Recital 20

*Text proposed by the Commission*

*Amendment*

*(20) It should be avoided that the EU fleet-wide targets are altered due to changes in the average mass of the fleet. Changes in the average mass should therefore be reflected without delay in the specific emission target calculations, and the adjustments of the average mass value that is used to this end should therefore take place every two years with effect from 2025.*

*deleted*

Or. en

## Amendment 9

### Proposal for a regulation

#### Recital 21

*Text proposed by the Commission*

*Amendment*

*(21) In order to distribute the emission reduction effort in a competitively neutral and fair way **that reflects the diversity of the market for passenger cars and light commercial vehicles, and in view of the change in 2021 to WLTP-based specific emission targets, it is appropriate to determine the slope of the limit value curve on the basis of the specific emissions of all newly registered vehicles in that year, and to take into account the change in the EU fleet-wide targets between 2021, 2025 and 2030 with a view to ensuring** an equal reduction effort of all manufacturers. **With regard to light commercial vehicles, the same approach as that for car manufacturers should apply to manufacturers of lighter, car***

*(21) In order to distribute the emission reduction effort in a competitively neutral and fair way, an equal reduction effort of all manufacturers **should be ensured.***



*derived, vans, while for manufacturers of vehicles falling within the heavier segments, a higher and fixed slope should be set for the whole target period.*

Or. en

## **Amendment 10**

### **Proposal for a regulation**

#### **Recital 23**

*Text proposed by the Commission*

(23) A balance should however be ensured between incentives given to eco-innovations and those technologies for which the emission reduction effect is demonstrated on the official test procedure. As a consequence, it is appropriate to maintain a cap on the eco-innovation savings that a manufacturer may take into account for target compliance purposes. The Commission should have the possibility to review the level of the cap, in particular, to take into account the effects of the change in the official test procedure. It is also appropriate to clarify how the savings should be calculated for target compliance purposes.

*Amendment*

(23) A balance should however be ensured between incentives given to eco-innovations and those technologies for which the emission reduction effect is demonstrated on the official test procedure. As a consequence, it is appropriate to maintain a cap on the eco-innovation savings that a manufacturer may take into account for target compliance purposes. The Commission should have the possibility to review the level of the cap ***downwards***, in particular, to take into account the effects of the change in the official test procedure. It is also appropriate to clarify how the savings should be calculated for target compliance purposes.

Or. en

## **Amendment 11**

### **Proposal for a regulation**

#### **Recital 27**

*Text proposed by the Commission*

(27) ***In recognition of the disproportionate impact on the smallest manufacturers resulting from compliance with specific emissions targets defined on the basis of the utility of the vehicle, the***

*Amendment*

***deleted***

*high administrative burden of the derogation procedure, and the marginal resulting benefit in terms of CO<sub>2</sub> emissions reduction from the vehicles sold by those manufacturers, manufacturers responsible for fewer than 1 000 new passenger cars and new light commercial vehicles registered in the Union annually should be excluded from the scope of the specific emissions target and the excess emissions premium. However, where a manufacturer that is covered by an exemption nevertheless applies for and is granted a derogation, it is appropriate that the manufacturer should be required to comply with that derogation target.*

Or. en

#### *Justification*

*This amendment is inextricably linked to the target in Article 1. With a view to the necessary rapid reduction of average CO<sub>2</sub> emissions, it is not appropriate to provide exemptions for small manufacturers.*

#### **Amendment 12**

##### **Proposal for a regulation Recital 34 a (new)**

*Text proposed by the Commission*

*Amendment*

***(34a) The design of the compliance mechanism should ensure that the manufacturers of zero-emission vehicles effectively benefit from incentives aimed at increasing the share of such vehicles. In that context, the Commission should be empowered to establish a compliance trading system if it proves to be appropriate following the development of the vehicle manufacturing market.***

Or. en

## Amendment 13

### Proposal for a regulation Recital 46

*Text proposed by the Commission*

(46) In order to amend or supplement non-essential elements of *the provisions of* this Regulation the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amending Annexes II and III as regards data requirements and data parameters, supplementing the rules on the interpretation of the eligibility criteria for derogations from the specific emissions targets, on the content of applications for a derogation and on the content and assessment of programmes for the reduction of specific emissions of CO<sub>2</sub>, adjusting the figure of M0 and TM0, referred to in Article 13, the 7 g CO<sub>2</sub>/km cap referred to in Article 11, and the adjustment of the formulae in Annex I referred to in Article 14(3). It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council should receive all documents at the same time as Member States' experts, and their experts should systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

*Amendment*

(46) In order to amend or supplement non-essential elements of this Regulation the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amending Annexes II and III as regards data requirements and data parameters, supplementing the rules on the interpretation of the eligibility criteria for derogations from the specific emissions targets, on the content of applications for a derogation and on the content and assessment of programmes for the reduction of specific emissions of CO<sub>2</sub>, adjusting the figure of M0 and TM0, referred to in Article 13, the 7 g CO<sub>2</sub>/km cap referred to in Article 11, ***establishment of a compliance trading system referred to in Article 6(8a), adjustment of the targets in Article 1 to reflect real world emission performance of vehicles referred to in Article 12(3a)*** and the adjustment of the formulae in Annex I referred to in Article 14(3). It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council should receive all documents at the same time as Member States' experts, and their experts should systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

Or. en

## Amendment 14

### Proposal for a regulation Article 1 – paragraph 1

*Text proposed by the Commission*

1. This Regulation establishes CO<sub>2</sub> emissions performance requirements for new passenger cars and for new light commercial vehicles in order to ensure the proper functioning of the internal market.

*Amendment*

1. This Regulation establishes CO<sub>2</sub> emissions performance requirements for new passenger cars and for new light commercial vehicles in order to ensure ***achievement of the Union's climate commitments and targets, in a manner which is consistent with*** the proper functioning of the internal market.

Or. en

#### *Justification*

*This amendment is inextricably linked to the targets in Article 1. The objective of the Regulation is to meet Union climate commitments and targets.*

## Amendment 15

### Proposal for a regulation Article 1 – paragraph 4 – point a

*Text proposed by the Commission*

(a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to a **15%** reduction of the average of the specific emissions targets in 2021 determined in accordance with point 6.1.1 of Part A of Annex I;

*Amendment*

(a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to a **45 %** reduction of the average of the specific emissions targets in 2021 determined in accordance with point 6.1.1 of Part A of Annex I;

Or. en

## Amendment 16

### Proposal for a regulation Article 1 – paragraph 4 – point b

*Text proposed by the Commission*

*Amendment*

(b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a **15%** reduction of the average of the specific emissions targets in 2021 determined in accordance with point 6.1.1 of Part B of Annex I;

(b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a **45 %** reduction of the average of the specific emissions targets in 2021 determined in accordance with point 6.1.1 of Part B of Annex I;

Or. en

## **Amendment 17**

### **Proposal for a regulation**

#### **Article 1 – paragraph 4 – point b a (new)**

*Text proposed by the Commission*

*Amendment*

*(ba) minimum share of 15 % of zero-emission vehicles;*

Or. en

## **Amendment 18**

### **Proposal for a regulation**

#### **Article 1 – paragraph 5 – point a**

*Text proposed by the Commission*

*Amendment*

(a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to a **30%** reduction of the average of the specific emissions targets in 2021 determined in accordance with point 6.1.2 of Part A of Annex I;

(a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to a **75 %** reduction of the average of the specific emissions targets in 2021 determined in accordance with point 6.1.2 of Part A of Annex I;

Or. en

## Amendment 19

### Proposal for a regulation

#### Article 1 – paragraph 5 – point b

*Text proposed by the Commission*

(b) for the average emissions of the new light commercial vehicles fleet, an EU fleet wide target to a **30%** reduction of the average of the specific emissions targets in 2021 determined in accordance with point 6.1.2 of Part B of Annex I.

*Amendment*

(b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a **75 %** reduction of the average of the specific emissions targets in 2021 determined in accordance with point 6.1.2 of Part B of Annex I.

Or. en

## Amendment 20

### Proposal for a regulation

#### Article 1 – paragraph 5 a (new)

*Text proposed by the Commission*

*Amendment*

**5a. From 1 January 2035, the EU fleet-wide target shall be 0 g CO<sub>2</sub>/km for emissions of the new passenger cars and new light commercial vehicles registered in the Union.**

Or. en

## Amendment

### Proposal for a regulation

#### Article 2 – paragraph 4

*Text proposed by the Commission*

*Amendment*

**4. Article 4, Article 7(4)(b) and (c), Article 8 and Article 9(1)(a) and (c) shall not apply to a manufacturer which, together with all of its connected undertakings, is responsible for fewer than 1 000 new passenger cars or for fewer than 1 000 new light commercial**

**deleted**

***vehicles registered in the Union in the previous calendar year, unless that manufacturer applies for and is granted a derogation in accordance with Article 10.***

Or. en

#### *Justification*

*This amendment is inextricably linked to the targets in Article 1. With a view to the necessary rapid reduction of average CO<sub>2</sub> emissions, it is not appropriate to provide exemptions for small manufacturers.*

### **Amendment 22**

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

#### **Article 3 – paragraph 1 – point m**

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

(m) 'zero-**and low**-emission vehicle' means a passenger car or a light commercial vehicle with tailpipe emissions **from zero up to 50** g CO<sub>2</sub>/km, as determined in accordance with Regulation (EU) 2017/1151.

##### *Amendment*

(m) 'zero-emission vehicle' means a passenger car or a light commercial vehicle with tailpipe emissions **of** zero g CO<sub>2</sub>/km, as determined in accordance with Regulation (EU) 2017/1151.

Or. en

### **Amendment 23**

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

#### **Article 6 – paragraph 8 a (new)**

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

##### *Amendment*

***8a. The Commission shall monitor the composition of the vehicle supply market and shall be empowered to adopt delegated acts in accordance with Article 16 in order to supplement this Regulation by establishing a compliance trading system to ensure appropriate incentives for manufacturers of zero-emission vehicles.***

## Amendment 24

### Proposal for a regulation

#### Article 11 – paragraph 1 – subparagraph 3 a (new)

*Text proposed by the Commission*

*Amendment*

***Within 12 months of the approval of an innovative technology or innovative technology package, the supplier or the manufacturer shall provide evidence based on results from real driving emission tests on production vehicles to validate the contribution of the approved innovative technologies.***

Or. en

## Amendment 25

### Proposal for a regulation

#### Article 11 – paragraph 1 – subparagraph 4

*Text proposed by the Commission*

*Amendment*

The Commission may adjust the cap with effect from 2025 onwards. Those adjustments shall be performed by means of delegated acts in accordance with Article 16.

The Commission may adjust the cap ***downwards*** with effect from 2025 onwards. Those adjustments shall be performed by means of delegated acts in accordance with Article 16.

Or. en

## Amendment 26

### Proposal for a regulation

#### Article 12 – paragraph 3 a (new)

*Text proposed by the Commission*

*Amendment*

***3a. In order to ensure that the real world CO<sub>2</sub> emission and energy consumption of vehicle fleets correspond to the greenhouse gas reductions intended***



*by this Regulation, the Commission shall be empowered to adopt delegated acts in accordance with Article 16 in order to amend this Regulation by adjusting, on the basis of information gathered under this Article, the EU fleet-wide targets referred to in Article 1 to reflect any real world emission discrepancy*

Or. en

## **Amendment 27**

### **Proposal for a regulation Article 14 – paragraph -1 (new)**

*Text proposed by the Commission*

*Amendment*

***-1. In order to ensure that the deployment of zero-emission vehicles contributes to the Union's energy efficiency and circular economy goals, the Commission shall by 31 December 2020 make proposals, as appropriate, concerning the setting of minimum ecodesign requirements for such vehicles, taking into account the principles applied to other energy-related products under Directive 2009/125/EC.***

Or. en

## **Amendment 28**

### **Proposal for a regulation Article 15 – paragraph 1**

*Text proposed by the Commission*

*Amendment*

1. The Commission shall be assisted by the ***Energy Union*** Committee established by ***[Article 37]*** of ***[Regulation (EU) [...]] of the European Parliament and of the Council***. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011 of the European Parliament and of the Council.

1. The Commission shall be assisted by the ***Climate Change*** Committee established by ***Article 9*** of ***Decision No 280/2004/EC***. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011 of the European Parliament and of the Council.

*Justification*

*The proposal maintains the existing committee structure and is in line with the EP position on the Governance of the Energy Union, which is to maintain the Climate Change Committee for the separate pieces of climate legislation.*

**Amendment 29****Proposal for a regulation  
Article 16 – paragraph 1***Text proposed by the Commission*

1. The power to adopt delegated acts referred to in the second subparagraph of Article 7(7), Article 10(8), the fourth subparagraph of Article 11(1), Article 13(2) and the second subparagraph of Article 14(3) shall be conferred on the Commission for an indeterminate period of time from [the date of entry into force of this Regulation].

*Amendment*

1. The power to adopt delegated acts referred to in **Article 6(8a)**, the second subparagraph of Article 7(7), Article 10(8), the fourth subparagraph of Article 11(1), **Article 12(3a)**, Article 13(2) and the second subparagraph of Article 14(3) shall be conferred on the Commission for an indeterminate period of time from [the date of entry into force of this Regulation].

*(This amendment applies throughout the text. Adopting it will necessitate corresponding changes throughout.)*

Or. en

**Amendment 30****Proposal for a regulation  
Article 17 – paragraph 1  
Regulation (EC) No 715/2007  
Article 11a – paragraph 2***Text proposed by the Commission*

2. The Commission shall adopt **implementing** acts in accordance with Article 15 in order to determine procedures for verifying the in-service conformity of light duty vehicles in respect of the certified CO<sub>2</sub> and fuel consumption values."

*Amendment*

2. The Commission shall adopt **delegated** acts in accordance with Article **14a** in order to determine procedures for verifying the in-service conformity of light duty vehicles in respect of the certified CO<sub>2</sub> and fuel consumption values."

*Justification*

*Regulation (EC) No 715/2007 has not yet been lisbonised. However EP has expressed its clear position in the context of Dess report and the EMIS recommendations that Delegated Acts would be the only appropriate procedure for determining test procedures.*

**Amendment 31****Proposal for a regulation****Article 17 – paragraph 1 a (new)**

Regulation (EC) No 715/2007

Article 14 a (new)

*Text proposed by the Commission**Amendment****The following Article is inserted:******“Article 14a******Exercise of the delegation***

- 1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.***
- 2. The power to adopt delegated acts referred to in Article 11a(2) shall be conferred on the Commission for a period of five years from ... [date of entry into force of this amending Regulation]. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.***
- 3. The delegation of power referred to in Article 11a(2) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date***

*specified therein. It shall not affect the validity of any delegated acts already in force.*

*4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law Making\*.*

*5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.*

*6. A delegated act adopted pursuant to Article 11a(2) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and to the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.*

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*\* OJ L 123, 12.5.2016, p. 1.”*

Or. en

#### *Justification*

*Regulation (EC) No 715/2007 has not yet been lisbonised. However EP has expressed its clear position in the context of Dess report and the EMIS recommendations that Delegated Acts would be the only appropriate procedure for determining test procedures.*

#### **Amendment 32**

#### **Proposal for a regulation Article 19 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

It shall apply from 1 January 2020.

It shall apply from 1 January 2020.

*However, Article 6(8a) the second subparagraph of Article 7(7), Article 10(8), the fourth subparagraph of Article 11(1), Article 12(3a), Article 13(2) and the second subparagraph of Article 14(3) shall apply from entry into force of this Regulation.*

Or. en

## Amendment 33

### Proposal for a regulation Annex I – Part A – point 6.2

*Text proposed by the Commission*

*Amendment*

**6.2. Specific emissions reference targets from 2025 onwards**

**deleted**

**6.2.1. 2025 to 2029**

*The specific emissions reference target = EU fleet-wide target<sub>2025</sub> + a<sub>2025</sub> · (TM-TM<sub>0</sub>)*

*Where,*

*EU fleet-wide target<sub>2025</sub> is as determined in accordance with point 6.1.1*

*a<sub>2025</sub> is  $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2025}}{\text{Average emissions}_{2021}}$*

*where,*

*a<sub>2021</sub> is the slope of the best fitting straight line established by applying the linear least squares fitting method to the test mass (explanatory variable) and the specific CO<sub>2</sub> emissions (dependent variable) of each individual vehicle in the 2021 EU fleet*

*average emissions<sub>2021</sub> is the average of the specific emissions of CO<sub>2</sub> of all newly registered vehicles in 2021 of those manufacturers for which a specific emissions target is calculated in accordance with point 4*

*TM is the average test mass in kilograms of all newly registered vehicles of the*

*manufacturer in the relevant calendar year*

*TM0 is the value determined in accordance with Article 13(1)(d)*

#### **6.2.2. 2030 onwards**

*The specific emissions reference target = EU fleet-wide target<sub>2030</sub> + a<sub>2030</sub> · (TM - TM0)*

*Where,*

*EU fleet-wide target<sub>2030</sub> is as determined in accordance with point 6.1.2*

*a<sub>2030</sub> is  $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{Average emissions}_{2021}}$*

*where,*

*a<sub>2021</sub> is the slope of the best fitting straight line established by applying the linear least squares fitting method to the test mass (explanatory variable) and the specific CO<sub>2</sub> emissions (dependent variable) of each individual vehicle in the 2021 EU fleet*

*average emissions<sub>2021</sub> is the average of the specific emissions of CO<sub>2</sub> of all newly registered vehicles in 2021 of those manufacturers for which a specific emissions target is calculated in accordance with point 4*

*TM is the average test mass in kilograms of all newly registered vehicles of the manufacturer in the relevant calendar year*

*TM0 is the value determined in accordance with Article 13(1)(d)*

Or. en

### **Amendment 34**

#### **Proposal for a regulation Annex I – Part A – point 6.3**

*Text proposed by the Commission*

*Amendment*

6.3. The specific emissions target from

6.3. The specific emissions target from

2025 onwards

Specific emissions target = *specific emissions reference target ZLEV factor*

Where,

Specific emissions *reference target* is the specific emissions *reference target of CO<sub>2</sub>* determined *in accordance with point 6.2.1 for the period 2025 to 2029 and 6.2.2 for 2030 onwards*

*ZLEV factor is (1+y-x), unless this sum is larger than 1.05 or lower than 1.0 in which case the ZLEV factor shall be set to 1.05 or 1.0 as the case may be*

Where,

*y is the share of zero- and low-emission vehicles in the manufacturer's fleet of newly registered passenger cars calculated as the total number of zero- and low-emission vehicles, where each of them is counted as ZLEV<sub>specific</sub> in accordance with the formula below, divided by the total number of passenger cars registered in the relevant calendar year*

$$ZLEV_{specific} = 1 - \left( \frac{\text{specific emissions}}{50} \right)$$

*x is 15% in the years 2025 to 2029 and 30% in 2030 onwards.*

## Amendment 35

### Proposal for a regulation Annex I – Part B – point 6.2

*Text proposed by the Commission*

**6.2. The specific emissions reference target from 2025 onwards**

2025 onwards

#### 6.3.1. 2025-2029

Specific emissions target<sub>2025</sub> = *specific emissions target<sub>2021</sub> (1 - reduction factor)*

Where,

Specific emissions *target<sub>2021</sub>* is the specific emissions target determined *for each individual manufacturer in 2021*

*Reduction factor is the reduction specified in point (a) of Article 1(4)*

#### 6.3.1. 2030 onwards

Specific emissions target<sub>2030</sub> = *specific emissions target<sub>2021</sub> (1 - reduction factor)*

Where,

*Specific emissions target<sub>2021</sub> is the specific emissions target determined for each individual manufacturer in 2021*

*Reduction factor is the reduction specified in point (a) of Article 1(5).*

Or. en

*Amendment*

*deleted*

### 6.2.1. 2025 to 2029

*The specific emissions reference target =  
EU fleet-wide target<sub>2025</sub> +  $\alpha$  · (TM-TM<sub>0</sub>)*

*Where,*

*EU fleet-wide target<sub>2025</sub> is as determined  
in accordance with point 6.1.1*

*$\alpha$  is  $\alpha_{2025}$  where the average test mass of  
a manufacturer's newly registered  
vehicles is equal to or lower than TM<sub>0</sub>  
determined in accordance with Article  
13(1)(d) and  $\alpha_{2021}$  where the average test  
mass of a manufacturer's newly registered  
vehicles is higher than TM<sub>0</sub> determined  
in accordance with Article 13(1)(d),*

*where,*

*$\alpha_{2025}$  is  $\frac{\alpha_{2021} \cdot \text{EU fleet-wide target}_{2025}}{\text{Average emissions}_{2021}}$*

*$\alpha_{2021}$  is the slope of the best fitting  
straight line established by applying the  
linear least squares fitting method to the  
test mass (explanatory variable) and the  
specific CO<sub>2</sub> emissions (dependent  
variable) of each newly registered vehicle  
in the 2021 EU fleet*

*average emissions<sub>2021</sub> is the average of  
the specific emissions of CO<sub>2</sub> of all newly  
registered vehicles in 2021 of those  
manufacturers for which a specific  
emissions target is calculated in  
accordance with point 4*

*TM is the average test mass in kilograms  
of all newly registered vehicles of the  
manufacturer in the relevant calendar  
year*

*TM<sub>0</sub> is the value determined in  
accordance with Article 13(1)(d)*

### 6.2.2. 2030 onwards

*The specific emissions reference target =  
EU fleet-wide target<sub>2030</sub> +  $\alpha$  · (TM-TM<sub>0</sub>)*

*Where,*

*EU fleet-wide target<sub>2030</sub> is as determined  
in accordance with point 6.1.2*



*a* is *a*<sub>2030</sub> where the average test mass of a manufacturer's newly registered vehicles is equal to or lower than *TM*<sub>0</sub> determined in accordance with Article 13(1)(d) and *a*<sub>2021</sub> where the average test mass of a manufacturer's newly registered vehicles is higher than *TM*<sub>0</sub> determined in

accordance with Article 13(1)(d),

where,

*a*<sub>2030</sub> is  $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{Average emissions}_{2021}}$

*a*<sub>2021</sub> is the slope of the best fitting straight line established by applying the linear least squares fitting method to the test mass (explanatory variable) and the specific CO<sub>2</sub> emissions (dependent variable) of each newly registered vehicle in the 2021 EU fleet

*average emissions*<sub>2021</sub> is the average of the specific emissions of CO<sub>2</sub> of all newly registered vehicles in 2021 of those manufacturers for which a specific emissions target is calculated in accordance with point 4

*TM* is the average test mass in kilograms of all newly registered vehicles of the manufacturer in the relevant calendar year

*TM*<sub>0</sub> is the value determined in accordance with Article 13(1)(d)

Or. en

## Amendment 36

### Proposal for a regulation Annex I - Part B - point 6.3

*Text proposed by the Commission*

*Amendment*

6.3. Specific emissions target from 2025 onwards

6.3. Specific emissions target from 2025 onwards

6.3.1 *From* 2025 to 2029

6.3.1. 2025-2029

*The* specific emissions target = (specific

Specific emissions target<sub>2025</sub> = specific

emissions *reference target* - ( $\emptyset_{\text{targets}}$  - EU fleet-wide target<sub>2025</sub>) ZLEV factor

Where,

Specific emissions *reference target* is the specific emissions *reference target* for *the manufacturer* determined in accordance with point 6.2.1

$\emptyset_{\text{targets}}$  is the average, weighted on the number of newly registered light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.1

ZLEV factor is  $(1+y-x)$ , unless this sum is larger than 1.05 or lower than 1.0 in which case the ZLEV factor shall be set to 1.05 or 1.0 as the case may be

Where,

$y$  is the share of zero- and low-emission vehicles in the manufacturer's fleet of newly registered light commercial vehicles calculated as the total number of zero- and low-emission vehicles, where each of them is counted as  $ZLEV_{\text{specific}}$  in accordance with the formula below, divided by the total number of light commercial vehicles registered in the relevant calendar year

$$ZLEV_{\text{specific}} = 1 - \left( \frac{\text{specific emissions}}{50} \right)$$

$x$  is 15%

6.3.2. From 2030 onwards

The specific emissions target = (specific emissions *reference target* - ( $\emptyset_{\text{targets}}$  - EU fleet-wide target<sub>2030</sub>)) ZLEV factor

Where,

Specific emissions *reference target* is the specific emissions *reference target* for *the manufacturer* determined in accordance with point 6.2.2

$\emptyset_{\text{targets}}$  is the average, weighted on the number of newly registered light commercial vehicles of each individual

emissions *target*<sub>2021</sub> · (1 - reduction factor)

Where,

Specific emissions *target*<sub>2021</sub> is the specific emissions target determined for *each individual manufacturer in 2021*

*Reduction factor* is the reduction specified in point (b) of Article 1(4)

6.3.2. 2030 onwards

Specific emissions *target*<sub>2030</sub> = specific emissions *target*<sub>2021</sub> (1 - reduction factor)

Where,

Specific emissions *target*<sub>2021</sub> is the specific emissions target determined for *each individual manufacturer in 2021*

*manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.2*

*ZLEV factor is (1+y-x), unless this sum is larger than 1.05 or lower than 1.0 in which case the ZLEV factor shall be set to 1.05 or 1.0 as the case may be*

*Where,*

*y is the share of zero- and low-emission vehicles in the manufacturer's fleet of newly registered light commercial vehicles calculated as the total number of zero- and low-emission vehicles, where each of them is counted as  $ZLEV_{specific}$  in accordance with the formula below, divided by the total number of light commercial vehicles registered in the relevant calendar year*

$$ZLEV_{specific} = 1 - \left( \frac{\text{specific emissions}}{50} \right)$$

*x is 30%*

*Reduction factor is the reduction specified in point (b) of Article 1(5)*

Or. en