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AMENDMENTS 47 - 194

Draft opinion
Werner Langen
(PE404.748v01-00)

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

Proposal for a regulation
(COM(2007)0856 – C6-0022/2008 – 2007/0297(COD))

AM_Com_LegOpinion

Amendment 47
Dragoş Florin David

Proposal for a regulation
Recital 2

Text proposed by the Commission

(2) The internal market comprises an area without internal frontiers in which the free movement of goods, persons, services and capital must be ensured. The Community has put in place a well-functioning internal market in the automotive sector, which has created a solid basis for uninterrupted intra-Community trade in automotive products. The targets for CO₂ emissions should be harmonised to avoid differing requirements between Member States, to preserve the achievements of the internal market and ensure the free movement of passenger cars within the Community while ensuring a high level of environmental protection.

Amendment

(2) The internal market comprises an area without internal frontiers in which the free movement of goods, persons, services and capital must be ensured. The Community has put in place a well-functioning internal market in the automotive sector, which has created a solid basis for uninterrupted intra-Community trade in automotive products. The targets for CO₂ emissions should be harmonised to avoid differing requirements between Member States, to preserve the achievements of the internal market and ensure the free movement of passenger cars within the Community while ensuring a high level of environmental protection ***and, by extension, a major contribution to combating climate change.***

Or. ro

Amendment 48
Pierre Pribetich

Proposal for a regulation
Recital 5 a (new)

Text proposed by the Commission

Amendment

(5a) The European Union's car fleet is ageing rapidly. The large proportion of vehicles in the European 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.

Or. fr

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 49
Rebecca Harms

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.¹ A further reduction of 10 g

Amendment

*(10) A legislative framework to achieve the Community objective by focusing on mandatory reductions of emissions of CO₂ to reach the objective of 120 g CO₂/km for the average new car fleet by means of improvements in vehicle motor technology **is needed**. In addition, consumer behaviour has an affect on overall emissions from passenger cars and therefore consumers should be provided with information regarding **vehicle CO₂ performance, including CO₂ equivalent contribution of air-conditioning, and** whether new passenger cars meet the emission targets set under this Regulation.*

¹ OJ L 171, 29.6.2007, p.1.

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.

Or. en

Amendment 50
Dorette Corbey

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***

Amendment

(10) ***In order to achieve the independent commitment of the European Union to achieve at least a 20% reduction of greenhouse gas emissions by 2020, ambitious cuts in CO₂-emissions from the transport sector are necessary. In this view, a target of 120 g CO₂/km by 2012 for the average new car fleet by means of improvements in vehicle motor technology is needed as well as binding long-term targets of 80 g CO₂/km in 2020 and 60 g CO₂/km in 2025. Long-term targets provide car manufacturers with the long-term regulatory certainty they need in order to plan investments in low-emitting passenger cars.*** Consistent with the approach under the voluntary commitments adopted by the manufacturers, ***the targets cover*** 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

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.

light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information. 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.

Or. en

Amendment 51

Ivo Belet

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

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. 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.¹ 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.

information.² 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.***

Or. nl

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 52 Dragoş Florin David

Proposal for a regulation Recital 10

Text proposed by the Commission

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¹ OJ L 171, 29.6.2007, p.1.

² OJ L 171, 29.6.2007, p.1.

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

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 eco-technology incorporated in passenger cars, as well as the improvement of road infrastructures, 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 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.

Or. ro

Amendment 53
Dorette Corbey

Proposal for a regulation
Recital 10a (new)

Text proposed by the Commission

Amendment

(10a) Zero emission vehicles reduce our dependency on fossil fuels. Although fuel production for zero emission vehicles lead to CO₂-emissions, these cars have a better GHG-performance compared to cars with an internal combustion engine. The development and production of these vehicles, such as electric cars or hydrogen cars, should therefore be stimulated by requiring at least 8 percent of all new vehicles from 2020 onwards to be zero emission vehicles.

Or. en

Amendment 54
Kurt Joachim Lauk

Proposal for a regulation
Recital 10a (new)

Text proposed by the Commission

Amendment

(10a) In its resolution¹ on the Commission communications of 7 February 2007, Parliament points out that the development of new types of passenger cars takes between five and seven years, and therefore requests the Commission not to set any final mandatory targets for CO₂ emissions for any date before 2015.

¹ European Parliament resolution of 15 January 2008 on CARS 21: A Competitive Automotive Regulatory Framework (P6_TA(2008)0007).

Or. de

Justification

In the light of the motor industry's five- to seven-year development and production cycles, a mandatory target can only be set for a date after 2015. Setting an earlier date would not reflect the economic reality.

Amendment 55

Silvia-Adriana Țicău

Proposal for a regulation

Recital 10a (new)

Text proposed by the Commission

Amendment

(10a) On 23 January 2008, the Commission adopted a set of measures to combat climate change, known as the climate change package. By way of complementing it, this regulation should establish a long-term objective of 95 g CO₂/km for new passenger cars by 2020. The setting of such an objective now would give manufacturers sufficient time to adjust their production cycles accordingly.

Or. ro

Amendment 56

Ivo Belet

Proposal for a regulation

Recital 11

Text proposed by the Commission

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 unjustified distortion of competition between automobile manufacturers. The legislative

(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.

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 on European level in order to avoid further internal market fragmentation based on diversified taxation in the different Member States.

Or. en

Justification

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 57

Ivo Belet

Proposal for a regulation

Recital 11a (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.

Or. nl

Justification

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

Amendment 58
Pierre Pribetich

Proposal for a regulation
Recital 12

Text proposed by the Commission

(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 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.

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 ***an*** appropriate parameter ***which*** provides a correlation with present emissions. ***However, this parameter introduces an incentive to manufacture heavier vehicles, which is a counter-productive move in the context of reducing CO₂ emissions. Consequently, footprint*** (track width times wheelbase) should ***be taken into account in the calculation to provide manufacturers with an incentive to reduce vehicle mass, which is the least expensive investment for reducing CO₂ emissions. Using the footprint would also make it possible to set more realistic and competitively neutral targets.*** In the establishment of the targets, the projected evolution of new cars' mass ***and footprint*** 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.

Or. fr

Justification

The Commission's impact assessment does not demonstrate clearly that mass is the most appropriate parameter. It introduces an incentive to produce heavier vehicles, which is a major problem as far as the targets for reducing CO₂ emissions are concerned. Taking into account the parameters of mass and footprint in a balanced way would be more in line with the regulation's aims.

Amendment 59 Umberto Guidoni

Proposal for a regulation Recital 12

Text proposed by the Commission

(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 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

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, **footprint (track width times wheelbase)** is the most appropriate parameter, because it provides **better incentives for vehicle downsizing than the alternative parameter mass**. Data on the parameter of footprint (track width times wheelbase) should, **in any case** 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 **and footprint** until 2012 should be taken into account, and potential incentives to increase vehicle mass **or footprint** 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 **as well as the possible future autonomous footprint 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.

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Or. en

Justification

The mass parameter should be replaced by footprint to avoid that the Regulation gives preference to certain CO₂ reduction technologies (e.g. dieselisation, hybridisation) over others. The footprint parameter will also ensure greater regulatory certainty as changes over time are expected to be less marked than with mass.

Amendment 60 **Rebecca Harms**

Proposal for a regulation **Recital 12**

Text proposed by the Commission

(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 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

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, ***footprint*** is the most appropriate parameter ***beyond 2012.*** Data on the footprint (track width times wheelbase) should be collected in order to ***differentiate average targets as of 2013.*** 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

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.

in all categories of cars while recognising that larger emission reductions can be made for heavier cars.

Or. en

Justification

Data on the footprint will be available as of 2010 and should be used for differentiating average target

Amendment 61 **Kurt Joachim Lauk**

Proposal for a regulation **Recital 12**

Text proposed by the Commission

(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 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

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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.

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 **2015**. 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.

Or. de

Justification

In the light of the motor industry's five- to seven-year development and production cycles, a mandatory target can only be set for after 2015. Setting an earlier date would not reflect the economic reality.

Amendment 62
Silvia-Adriana Țicău

Proposal for a regulation
Recital 13a (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 the achievement of progress regarding CO₂ emissions. 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. The granting of type approval for eco-innovations is intended to provide an additional incentive for manufacturers by making clear the resulting benefits to them for the purpose of achieving specific objectives regarding the reduction of CO₂ emissions. 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.

Or. ro

Amendment 63
Gunnar Hökmark, Karl-Heinz Florenz

Proposal for a regulation
Recital 13a (new)

Text proposed by the Commission

Amendment

(13a) In recognition of the fact that biofuels can offer significant CO₂ reductions on a well-to-wheels basis, and that car manufacturers may offer vehicles with the capability to run on both conventional and alternative fuels to enable the transition to these lower CO₂ fuels, this Regulation incorporates specific provisions aimed at promoting further deployment of alternative fuel vehicles on the European Market.

Or. en

Justification

Fuel suppliers are not likely to provide a full refuelling network until there is adequate demand for the fuel. To overcome this problem, car manufacturers develop alternative fuel vehicles that automatically sense and operate on combinations of petroleum and biofuels. This additional technological capability, positions these vehicles for the duration of their lifetime (average 12 years) to operate on biofuels. As these biofuels become more widely available, this could contribute to a very significant reduction in CO₂ emissions from the

vehicle fleet on a well to wheels basis.

Amendment 64

Ivo Belet

Proposal for a regulation

Recital 13a (new)

Text proposed by the Commission

Amendment

(13 a) Given that cars which can reach high speeds are by definition heavier in order to achieve this higher performance, it is necessary to persuade car manufacturers, perhaps by means of an agreement, to adjust the development of cars' design and power to take greater account of speed limits, partly for safety reasons.

Or. nl

Justification

Cars are often heavier in order to reach high speeds, which far exceed the legal speed limit. Car manufacturers should take greater account of speed limits in developing the design and power of cars.

Amendment 65

Göran Färm, Åsa Westlund

Proposal for a regulation

Recital 13a (new)

Text proposed by the Commission

Amendment

(13a) In recognition of the fact that biofuels can offer significant CO2 reductions on a well-to-wheels basis, and that car manufacturers may offer vehicles with the capability to run on both conventional and alternative fuels to enable the transition to these lower CO2 fuels, this Regulation incorporates

specific provisions aimed at promoting further deployment of flex-fuel ethanol vehicles on the European Market;

Or. en

Justification

Fuel suppliers have the tendency to not provide infrastructure for biofuels until there is an adequate demand for the fuel. Flex fuel technology, with the possibility to automatically drive on a combination of petrol and biofuels is a way to open the market for biofuels. Together with the upcoming sustainability criteria for biofuels and more efficient vehicle technology this is one of several ways to reduce CO2 emissions.

Amendment 66
Dragoş Florin David

Proposal for a regulation
Recital 13a (new)

Text proposed by the Commission

Amendment

(13a) It is particularly necessary, for the purposes of achieving environmental objectives and combating climate change, for the European 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 European automobile sector so as to ensure that its competitiveness is not undermined.

Or. ro

Amendment 67
Jorgo Chatzimarkakis

Proposal for a regulation
Recital 13a (new)

Text proposed by the Commission

Amendment

(13a) To achieve its climate change targets, the European Union should aim

at achieving CO2-free mobility in the near future. Car manufacturers should aim at placing zero emission passenger cars on the market by 2050.

Or. en

Amendment 68
Matthias Groote

Proposal for a regulation
Recital 16

Text proposed by the Commission

Amendment

(16) Special purpose vehicles to which specific requirements apply for the purposes of type-approval, including vehicles built specifically for commercial purposes to accommodate wheelchair use inside the vehicle in accordance with Community policy to help disabled persons, should be excluded from the scope of this Regulation.

deleted

Or. de

Justification

The regulation proposes an average to be met by manufacturers, not a mandatory standard to be complied with by new vehicles as in the case of the Euro standards. An exemption for special purpose vehicles such as is present in the Euro standards is unnecessary here, since vehicles with higher CO2 emissions can be set off against vehicles with lower CO2 emissions.

Amendment 69
Matthias Groote

Proposal for a regulation
Recital 18a (new)

Text proposed by the Commission

Amendment

(18a) In order to promote the market penetration of zero-emission and low-emission cars, each of these newly-

registered vehicles should count as three and one and a half respectively for calculating average specific CO₂ emissions, up to and including 2015;

Or. de

Justification

For particularly innovative vehicles, which cause few or no CO₂ emissions, there must be an innovation bonus to enable these cars to reach the market more quickly.

Amendment 70

Jerzy Buzek

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 EU 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 European 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 demonstrated in the REGNET project, that provide for further streamlining of the exchange of registration data, such as for CO₂ emissions, for the purpose of an accurate monitoring. Further, to enable manufacturers to respond to market developments, the Commission should, at the latest by 30th August for each monitoring year, make available an interim monitoring report to each manufacturer for this year.

Or. en

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 71

Angelika Niebler, Anja Weisgerber

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

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 as a function of the extent to which manufacturers fail to comply with their

order to provide a 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 considered as revenue for the budget of the European Union.***

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 – ***while at the same time ensuring that this sanction, in comparison to other CO₂-emitting sectors, is proportionate and consistent with other CO₂ reduction instruments – the level of the excess emissions premium should be based on the amount payable under the EU Emissions Trading System.***

Or. de

Justification

The Commission's proposed premiums of between EUR 100 and EUR 475 per tonne of CO₂ are far higher than comparable CO₂ certificate prices under the EU Emissions Trading System. Putting car manufacturers and their customers at an unfair disadvantage in this way is not justified, since the climate policy principle underlying emissions trading dictates that every tonne of CO₂ emitted should be given equal weight.

Amendment 72

Gabriele Albertini, Gianni De Michelis, Romano Maria La Russa, Vincenzo Lavarra, Pia Elda Locatelli, Aldo Patriciello, Vittorio Prodi, Patrizia Toia

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***

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 *according to* the extent to which manufacturers fail to comply with their target. ***The premium should be similar to that paid in other sectors under the European emissions trading scheme (ETS).***

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

Or. it

Justification

The proposed excess emissions premium is unduly high compared with what is provided for in other sectors: the premium of €95 per g/km (equivalent to €475 per tonne), which, under the proposal, will be payable in 2015, is nearly five times the amount (€100 per tonne) laid down in the ETS scheme.

Amendment 73 Pierre Pribetich

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

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 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 should reflect technological costs. The amounts of the excess emissions premium should be considered as revenue for the budget of the European Union, ***half of which should go into the fund for the European environmental bonus and half to increase support for research and***

innovation activities aimed at reducing CO₂ in the automotive sector.

Or. fr

Justification

The regulation aims to achieve an average emissions level which manufacturers should not exceed. If they are exceeded, financial incentives will act as a reminder to reduce emissions levels. It is proposed that the premiums should be reinvested in research and innovation, as well as in measures to promote the renewal of the European car fleet. The objective is twofold: to support industrial innovation at European level and to promote the renewal of the old fleet with the aid of a European environmental bonus.

Amendment 74

Alejo Vidal-Quadras, Pilar del Castillo Vera

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

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 *according to* the extent to which manufacturers fail to comply with their target. ***It should be similar to those paid in other sectors under the EU emissions trading scheme.*** The amounts of the excess emissions premium should be considered as revenue for the budget of the European Union.

Or. es

Justification

Compared with the rates in other industrial sectors, the proposed penalties or compensatory payments are far too high. The penalties in their present form would be equivalent to €475 per tonne for the year 2015, whereas if they were in line with other sectors covered by the European emissions trading scheme, the resulting amounts would range from €20 to €40 per tonne, with additional penalties (for non-compliance) amounting to €100 per tonne and €20 per tonne accounted for by the promotion of energy-efficient transport vehicles.

Amendment 75 **Matthias Groote**

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

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 as a function of the extent to which manufacturers fail to comply with their target. In order to provide a 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 considered as revenue for the budget of the European Union.

Or. de

Justification

There should only be one phasing-in period. Phasing in over the whole fleet will give manufacturers the flexibility to adapt to the average CO₂ emissions level. If manufacturers are unable to meet this average, they should pay EUR 95 per gram in excess of the emission limit from 2012.

Amendment 76
Umberto Guidoni

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

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

Or. en

Justification

The penalties need to be clearly higher than the technological costs for bringing down the emissions to ensure that the necessary investments are made.

Amendment 77
Rebecca Harms

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

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

Or. en

Amendment 78
Kurt Joachim Lauk

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

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

calendar year from **2015** 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 should reflect technological costs. The amounts of the excess emissions premium should be considered as revenue for the budget of the European Union.

Or. de

Justification

In the light of the motor industry's five- to seven-year development and production cycles, a mandatory target can only be set for a date after 2015. Setting an earlier date would not reflect the economic reality.

Amendment 79 **Pierre Pribetich**

Proposal for a regulation **Recital 22 a (new)**

Text proposed by the Commission

Amendment

(22a) It is appropriate that the Commission should propose the creation of a European environmental bonus, funded from half of the amounts raised from excess emission premiums. The European environmental bonus, defined as a premium paid to consumers in liaison with the Member States when they replace a vehicle which is more than 10 years old with a new vehicle, will allow the ageing car fleet to be renewed, thus making a major contribution to reducing CO₂ emissions.

Or. fr

Justification

The European Union's car fleet is ageing rapidly. Tackling CO₂ emissions needs to be linked to the renewal of the car fleet. A European environmental bonus would help to achieve this. These incentives to buy new vehicles emitting less CO₂ would primarily benefit consumers, generating demand and additional growth for the European car industry. Europe's environmental image would be enhanced.

Amendment 80

Alejo Vidal-Quadras, Pilar del Castillo Vera

Proposal for a regulation

Recital 22a (new)

Text proposed by the Commission

Amendment

22a. The existing European type approval system does not cover all technical options available for achieving CO₂ improvements. Thus, it is necessary to define an assessment process establishing provisions for assessing the CO₂ reduction potentials attributed to introduction of technology measures ("eco-innovations"). Those technologies which are not reflected, or not sufficiently reflected, when measured in accordance with Regulation (EC) No 715/2007 and its implementing measures. Approvals for eco-innovations shall be granted as a means to provide additional incentives to manufacturers by means of counting those benefits towards the achievements of their specific CO₂ reduction targets.

Or. en

Justification

Due to the importance of eco-innovations, a recital is required for those CO₂-emissions reducing innovations that further improve CO₂ performance beyond the additional measures mentioned in Article 1 and which do not show in the test cycle. These eco-innovations can deliver a substantial contribution to the environment, the driver and European society as a whole.

Amendment 81
Jorgo Chatzimarkakis

Proposal for a regulation
Recital 24a (new)

Text proposed by the Commission

Amendment

(24a) Given that reducing CO₂ emissions for passenger cars will require adapting the infrastructure to facilitate the use of vehicles powered through a variety of sources (electricity, hydrogen, biofuels, etc.), money from the structural funds and agricultural funds should be earmarked to that end.

Or. en

Justification

To be viable economically, new clean technologies (hydrogen, electrical vehicles, etc.) will need a mass-market. Car manufacturers are investing heavily in such technologies. Yet consumers will only buy such vehicles if the infrastructure is in place. The EU's actions in this field should therefore be coherent and encompass support for the infrastructure needed to achieve the set targets.

Amendment 82
Werner Langen

Proposal for a regulation
Article 1

Text proposed by the Commission

Amendment

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 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***

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 that the average new car fleet should achieve CO₂ emissions of 120 g CO₂/km.

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.

2. The individual target figure must be achieved in 2012 by at least a quarter, in 2013 by at least a half, in 2014 by at least three quarters and in 2015 by the whole car fleet. If the whole new car fleet is to be able to achieve the individual CO₂ target value – obtained using the calculation formula – in 2015, corresponding improvements in vehicle technology will be required.

3. As part of the Community's overall concept, this Regulation introduces additional measures, corresponding to at least 10 g CO₂ per kilometre.

4. CO₂ emissions shall be measured pursuant to Regulation 2007/715/EG and its implementing provisions. Additional proven measures by car manufacturers and their suppliers, leading to further greenhouse gas emission reductions, shall be taken into account pursuant to Article 6 and Annex IIa concerning vehicle technology requirements. In order to gain a picture of the CO₂ reduction potential represented by additional measures and eco-innovations, a separate test cycle for eco-innovations shall be worked out.

Or. de

Justification

Strictly limiting measurement results to those achieved under the existing test procedure and restricting additional measures to 10 g CO₂ per kilometre reduces the technological possibilities and provides no incentives for efficient eco-innovations. Registered vehicles should be regarded as a unit and be able to achieve the most advanced technology possible. Ongoing changes in the test procedure are not an effective solution. Therefore there should be a possibility of concessions under Article 6 and Annex IIa of this regulation.

Amendment 83
Matthias Groote

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
This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the overall objective ***of reducing CO₂ emissions in the European Union, including in the transport sector.*** 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, ***in order to achieve the EU's overall objective that the average new car fleet should achieve CO₂ emissions of 120 g CO₂/km. The average emissions level of 130 g CO₂/km by means of improvement in vehicle motor technology must be achieved by at least 70% of vehicles by 2012, at least 80% by 2013, at least 90% by 2014 and by the whole fleet by 2015.***

Or. de

Justification

There should only be one phasing-in period. Phasing in over the whole fleet will give manufacturers the flexibility to adapt to the average CO₂ emissions level. If manufacturers are unable to meet this average, they should pay EUR 95 per gram in excess of the emission limit from 2012.

Amendment 84
Kurt Joachim Lauk

Proposal for a regulation
Article 1

Text proposed by the Commission

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

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 that the average new car fleet should achieve CO₂ emissions of 120 g CO₂/km.

2. *The target figure of 120 g/km must be achieved in 2012 by 25%, in 2013 by 50%, in 2014 by 75% and in 2015 by 100% of the new car fleet.*

3. *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.*

4. *This Regulation will be complemented, as part of the Community's integrated approach, by any additional measures which contribute to the reduction of CO₂ emissions. Such measures shall correspond to at least 10 g CO₂/km.*

Or. de

Justification

In the light of the five- to seven-year production cycles, an introductory phase taking account of the manufacturers' planning schedule would be sensible. The aim of the regulation should be to reduce CO₂ emissions. To take account of technical innovations and individual approaches, the choice of measures to achieve the objective should be left up to the manufacturers, without prejudice to existing standards. Taking 10g/km as the minimum there should be no upper limit on these measures, so as to prevent the restraint of potential by restrictive measures and to create incentives.

Amendment 85

Dorette Corbey

Proposal for a regulation

Article 1

Text proposed by the Commission

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

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 **60** g CO₂/km. The Regulation sets the average CO₂ emissions for new passenger cars at **120** g CO₂/km ***from 2012 onwards, at 80 g CO₂/km from 2020 onwards and at 60 g CO₂/km from 2025 on onwards*** by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures.

Or. en

Amendment 86
Umberto Guidoni

Proposal for a regulation
Article 1

Text proposed by the Commission

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

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 **60** g CO₂/km. The Regulation sets the average CO₂ emissions for new passenger cars at **120** g CO₂/km ***from 2012 onwards and at 80 g CO₂/km from 2020 onwards and at 60 g CO₂/km from 2025 on onwards*** by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures.

Or. en

Justification

The proposal from the Commission has serious shortcomings as it does not include stricter long-term targets for 2020 and beyond. Steeper reductions are necessary for the transport sector to play its role in meeting the EU's international climate targets and to reverse the continuous growth of transport emissions that has been undermining the EU's climate targets so far. Drastically more efficient cars are also necessary to keep driving affordable in the light of rising oil prices.

Amendment 87
Britta Thomsen

Proposal for a regulation
Article 1

Text proposed by the Commission

This Regulation establishes CO₂ emission

Amendment

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.***

performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the EU's 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 **120 g CO₂/km in the year 2012 and sets further reductions to achieve an average of 80g CO₂/km in the year 2020** by means of improvement in vehicle motor technology as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures.

Or. en

Justification

It is necessary that the 120 g/km be achieved by measures whose impact is measurable under the EU test cycle. Additional measures are welcome but CO₂ savings that are not reflected in the test cycle as it stands cannot be replace reductions that are measurable under the cycle. The EU Regulation must also, as is the case with all other EU climate legislation, set a framework for continuous improvement up to 2020.

Amendment 88 **Pierre Pribetich**

Proposal for a regulation **Article 1**

Text proposed by the Commission

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

Amendment

This Regulation establishes CO₂ emission performance requirements for new passenger cars in order to ensure proper functioning of the internal market and achieve the 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 **as from 1 January 2012**. The Regulation sets the average CO₂ emissions for new passenger cars at 130 g

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.

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. ***The 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.***

Or. fr

Justification

The car industry sector must fit in with global targets for the reduction of CO₂ emissions. An average level of emissions of no more than 95 CO₂/km as from 2020 is proposed, which is in line with Parliament's position in its resolution on the Community strategy to reduce CO₂ emissions, adopted on 24 October 2007.

Amendment 89 **Rebecca Harms**

Proposal for a regulation **Article 1**

Text proposed by the Commission

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

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 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 ***120*** g CO₂/km ***in the year 2012 and sets further reductions to achieve an average of 80g CO₂/km in the year 2020 and 60g CO₂/km in 2025*** 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 **further** 10 g/km **to be achieved with measures outside the type approval test cycle by 2012.**

Or. en

Justification

In order to be in line with EU climate policy objectives and to contribute in a meaningful way towards security of supply, a 120g /km fleet average must be achieved by 2012 with improvements that are measurable under the type approval test cycle. Other measures should be additional. According to the Commission impact assessment the 130g/km target would save consumers more than double the estimated purchase price increase over lifetime of the car. A pathway for further emission reductions is necessary to provide investment certainty.

Amendment 90

Fiona Hall

Proposal for a regulation

Article 1

Text proposed by the Commission

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

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 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 **130g** CO₂/km **in the year 2012 and sets further reductions to achieve an average of 80g CO₂/km in the year 2020** 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.

Justification

The target to reduce car emissions should be set at 120g of CO₂ per km. The deadline for reaching the 120g target was first proposed in 1994 with a target year of 2005 and has subsequently been postponed twice. Many existing cars on the market already comply with this target. In addition, long-term targets for 2020 and 2025 are necessary to give the industry a long-term perspective for the development of more fuel-efficient cars and to stimulate innovation. Without ambitious long-term targets the transport sector will continue to undermine the EU's climate policy.

Amendment 91

Silvia-Adriana Țicău

Proposal for a regulation

Article 1

Text proposed by the Commission

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. 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

This Regulation establishes CO₂ emission performance requirements for new passenger cars ***as part of the EU integrated approach to combating climate change***, in order to ensure proper functioning of the internal market and achieve the EU's overall objective that CO₂ emissions of 120 g CO₂/km ***should be achieved by 2012 and 95 g CO₂ km by 2020. The Regulation sets the average CO₂ emissions for new passenger cars at 130 g CO₂/km by 2012 and 95 g CO₂ km by 2020 for the average new car fleet*** 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. ***In 2014 the Commission shall present to the European Parliament and Council a proposal concerning medium and long-term objectives based on impact studies.***

Amendment 92
Werner Langen

Proposal for a regulation
Article 1 – paragraph 1a (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/vehicle measures and additional measures on the one hand and eco-innovations on the other.

Or. de

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 93
Rebecca Harms

Proposal for a regulation
Article 1 – paragraph 1a (new)

Text proposed by the Commission

Amendment

The Regulation sets binding annual average CO₂ emissions for new passenger cars based on binding linear pathway between the annual targets set in this Regulation.

The differentiation of the fleet average from 2013 shall be based on vehicle footprint and a maximum slope of 40%. The measures to differentiate the target until 2020, 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) by 1 January 2012.

Or. en

Justification

Binding annual average pathway should be set between the targets set in the Regulation. Differentiation of the target after 2013 should be based on footprint, which, compared to vehicle weight, reflects better the size related utility of a car for a consumer.

Amendment 94

Angelika Niebler, Anja Weisgerber

Proposal for a regulation

Article 1 – paragraph 1a (new)

Text proposed by the Commission

Amendment

Further eco-innovations may count towards the objective in accordance with Article 6(8a).

Or. de

Justification

The manufacturers' efforts must also be taken into account in the case of eco-innovations.

Amendment 95
Werner Langen

Proposal for a regulation
Article 1 – paragraph 1b (new)

Text proposed by the Commission

Amendment

In 2014 an objective shall be defined for 2020 to ensure, across all relevant measures, a reduction of average CO2 emissions by at least a further 20% of the individual target value for 2012-2015, taking account of international developments in the field of climate change reduction.

Or. de

Justification

A reduction of at least 20% represents the minimum reduction factor to be achieved for the future objectives. This will result in the motor industry being treated in the same way as other sectors. If the EU makes ambitious concessions in an international context these must be taken into account accordingly.

Amendment 96
Angelika Niebler, Anja Weisgerber

Proposal for a regulation
Article 1 – paragraph 1b (new)

Text proposed by the Commission

Amendment

In 2014, following a thorough practice-based impact assessment, and in the light of expected technological progress, an ambitious average CO2 limit value should be set for the European new car fleet for 2020. The process of setting CO2 limit values must take into account any new test cycle.

Or. de

Justification

It should be possible for the motor industry to prepare itself now for further limit values for 2020, in order to have security for planning. However, it is important to adapt CO2 limit values to any revised test cycle.

Amendment 97

Silvia-Adriana Țicău

Proposal for a regulation

Article 2 – paragraph 1

Text proposed by the Commission

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 cars').

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 ('new passenger cars').

Or. ro

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 98

Rebecca Harms

Proposal for a regulation

Article 2 – paragraph 1

Text proposed by the Commission

1. This Regulation shall apply to motor vehicles of category M₁ as defined in

Amendment

1. This Regulation shall apply to motor vehicles of category M₁ ***and N₁*** as defined

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 cars').

in Annex II to Directive 2007/46/EC and vehicles to which type-approval is extended in accordance with Article 2(2) of Regulation (EC) No 715/2007 ('passenger cars' **and 'light-duty vehicles'**) which are registered in the Community for the first time and which have not previously been registered outside the Community ('new passenger cars').

Or. en

Amendment 99
Silvia-Adriana Țicău

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

Or. ro

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 100
Rebecca Harms

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

2. A previous registration outside the Community less than **twelve** months before registration in the Community shall not be

taken into account.

taken into account.

Or. en

Amendment 101
Matthias Groote

Proposal for a regulation
Article 2 – paragraph 3

Text proposed by the Commission

Amendment

3. It does not apply to special purpose vehicles as defined in paragraph 5 of Annex II to Directive 2007/46/EC. ***deleted***

Or. de

Justification

The regulation proposes an average to be met by manufacturers, not a mandatory standard to be complied with by new vehicles as in the case of the Euro standards. An exemption for special purpose vehicles such as is present in the Euro standards is unnecessary here, since vehicles with higher CO2 emissions can be set off against vehicles with lower CO2 emissions.

Amendment 102
Rebecca Harms

Proposal for a regulation
Article 3 – paragraph 1 – point da (new)

Text proposed by the Commission

Amendment

(da) 'footprint' means the track width of a car multiplied by the wheelbase as stated in the certificate of conformity;

Or. en

Amendment 103
Umberto Guidoni

Proposal for a regulation
Article 3 – paragraph 1 – point ea (new)

Text proposed by the Commission

Amendment

(ea) '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;

Or. en

Justification

The mass parameter should be replaced by footprint to avoid that the Regulation gives preference to certain CO2 reduction technologies (e.g. dieselisation, hybridisation) over others. The footprint parameter will also ensure greater regulatory certainty as changes over time are expected to be less marked than with mass.

Amendment 104
Fiona Hall

Proposal for a regulation
Article 3 – paragraph 1 – point da (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;

Or. en

Justification

The mass parameter should be replaced with footprint in order to facilitate innovation in vehicle light weighting. A mass parameter punishes a lighter car with a more stringent limit value. The footprint parameter is also better in terms of regulatory certainty as changes over time are expected to be less marked than with mass.

Amendment 105

Dominique Vlasto, Nicole Fontaine, Ján Hudacký

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(fa) ‘eco-innovation’ means technological measures or innovations proven to deliver a quantifiable contribution to reducing CO₂ emissions that is not taken into account, or not sufficiently taken into account, in the definition in Regulation (EC) No 715/2007 nor covered in the additional measures mentioned in Article 1. A limited list of measures should be established.

Or. fr

Justification

A definition of innovative measures going beyond the additional measures referred to in Article 1, whose effect cannot be seen during the type approval cycle, is necessary.

Eco-innovations could do much to benefit the environment, drivers and European society as a whole. However, they must be limited to a predefined list.

Amendment 106

Silvia-Adriana Țicău

Proposal for a regulation

Article 3 – paragraph 1 – point fa (new)

Text proposed by the Commission

Amendment

(fa) ‘eco innovation’ means the measures or technological innovations proven to deliver a quantifiable contribution to reducing CO₂-emissions that are neither included or insufficiently considered in the definitions of Regulation (EC) No 715/2007 nor covered in the additional

measures mentioned in Article 1. A limited list should be established.

Or. en

Justification

A definition is required for those CO₂-emissions reducing innovations that further improve CO₂ performance beyond the additional measures mentioned in article 1 and which do not show in the test cycle. These eco-innovations can deliver a substantial contribution to the environment, the driver and European society as a whole. However, they should be restricted to a limited list.

Amendment 107

Alejo Vidal-Quadras, Pilar del Castillo Vera

Proposal for a regulation

Article 3 – paragraph 1 – point fa (new)

Text proposed by the Commission

Amendment

(fa) 'eco-innovation' means any measure or technological innovation proven to deliver a quantifiable contribution to reducing CO₂ emissions that are neither included or insufficiently considered in the definitions of Regulation (EC) No 715/2007 nor covered in the additional measures mentioned in Article 1.

Or. en

Justification

A definition is required for those CO₂ emission reducing innovations that further improve CO₂ performance beyond the additional measures mentioned in Article 1 and which do not show in the test cycle. These eco-innovations can deliver a substantial contribution to the environment, the driver and European society as a whole.

Amendment 108

Gunnar Hökmark, Karl-Heinz Florenz

Proposal for a regulation

Article 3 – paragraph 1 – point fa (new)

Text proposed by the Commission

Amendment

(fa) 'Alternative fuel vehicle' means a vehicle as defined in Regulation 715/2007 and its implementing measures.

Or. en

Justification

The Euro 5 Regulation already describes alternative fuel vehicles as vehicles with one fuel storage system that can run on different mixtures of two or more fuels (biofuels).

Amendment 109

Göran Färm, Åsa Westlund

Proposal for a regulation

Article 3 – paragraph 1 – point fa (new)

Text proposed by the Commission

Amendment

(fa) 'Flex fuel ethanol vehicle' means a vehicle as defined in Regulation 715/2007 and its implementing measures.

Or. en

Justification

The Euro 5 Regulation already describes flex fuel ethanol vehicles as vehicles with one fuel storage system that can run on different mixtures of two or more fuels (biofuels).

Amendment 110
Matthias Groote

Proposal for a regulation
Article 3 – paragraph 1 – point fa (new)

Text proposed by the Commission

Amendment

***(fa) 'zero emission vehicle' or 'ZEV'
means a passenger car that produces no
CO₂ emissions when stationary or
operating.***

Or. xm

Justification

There must be an innovation bonus for particularly innovative vehicles which are responsible for very low volumes of CO₂ emissions, so that these vehicles come on to the market more quickly.

Amendment 111
Dorette Corbey

Proposal for a regulation
Article 3 – paragraph 1 – point fa (new)

Text proposed by the Commission

Amendment

***(fa) 'zero emission vehicle' or 'ZEV'
means a passenger car that produces no
CO₂ emissions when stationary or
operating.***

Or. en

Amendment 112
Matthias Groote

Proposal for a regulation
Article 3 – paragraph 1 – point fb (new)

Text proposed by the Commission

Amendment

(fb) ‘Low-emission vehicle’ means a vehicle emitting less than 50g/km of CO₂;

Or. de

Justification

For particularly innovative vehicles, which cause very low CO₂ emissions, there must be an innovation bonus to enable these cars to reach the market more quickly.

Amendment 113
Ivo Belet

Proposal for a regulation
Article 3 – paragraph 1 – point fb (new)

Text proposed by the Commission

Amendment

(fb) 'super-credit' means a credit for particularly carbon-efficient vehicles with CO₂ emissions of less than 50g/km.

Or. en

Justification

These super-credits will enable manufacturers offering particularly carbon-efficient vehicles to receive corresponding credits.

Amendment 114
Dorette Corbey

Proposal for a regulation
Article 3 – paragraph 1 – point fb (new)

Text proposed by the Commission

Amendment

(fb) ‘Specific maximum emissions limit’ means, in relation to each passenger car registered in the Community, the specific maximum emissions of CO₂ permitted for that passenger car.

Or. en

Amendment 115
Werner Langen

Proposal for a regulation
Article 3 – paragraph 2 – subparagraph 1a (new)

Text proposed by the Commission

Amendment

An undertaking shall not be deemed to be a connected undertaking if the Commission decides, on application, that the undertaking meeting the criteria of Article 3(2)(a) to (e) does not have real control over the other undertaking.

Or. de

Justification

Under national company law or worker participation law, it is possible to conceive of circumstances in which, even though an undertaking meets the criteria under Article 3(2)(a)-(e), it has no real control over the other undertaking, particularly as regards equipment options covered by this regulation in an undertaking’s range of cars.

Amendment 116
Herbert Reul

Proposal for a regulation
Article 3 – paragraph 2 – subparagraph 1a (new)

Text proposed by the Commission

Amendment

An undertaking shall not be deemed to be a connected undertaking if the Commission decides, on application, that the undertaking meeting the criteria of Article 3(2)(a) to (e) does not have real dominant control over the other undertaking.

Or. de

Justification

Under national company law or worker participation law, it is possible to conceive of circumstances in which, even though an undertaking meets the criteria under Article 3(2)(a)-(e), it has no real control over the 'other' undertaking, particularly as regards equipment options covered by this regulation in an undertaking's range of cars.

Amendment 117
Umberto Guidoni

Proposal for a regulation
Article 4

Text proposed by the Commission

Amendment

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.

As of 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. en

Justification

The specific exemptions for high-emitting cars should be deleted as they are inequitable and would create an incentive for manufacturers to split off high-emitting vehicles from their portfolio.

Amendment 118

Jerzy Buzek

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

For the calendar year commencing 1 January 2012 and each subsequent calendar year, each manufacturer of passenger cars shall ensure that ***in 2012 25%, in 2013 50%, in 2014 75% and in 2015 and each subsequent calendar year 100% of the fleet's*** average specific emissions of CO₂ do not exceed ***the*** specific 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. ***For this purpose, the CO₂ emissions, adjusted for CO₂ emission reductions delivered by eco innovations, shall be balanced over three consecutive years, as stipulated under Article 7.***

Or. en

Justification

To ensure that industry could comply with the CO₂ targets from the beginning, an adequate lead-time and planning certainties are essential. An individual vehicle manufacturer can not precisely steer the average CO₂ emissions per calendar year taking into consideration timing and logistical uncertainties, monitoring differences and unexpected customer demand changes, technical delay of planned launches of new vehicle models and the overall economic situation in the different countries. Eco-innovations further improve CO₂ performance and do not show in the test cycle.

Amendment 119

Alejo Vidal-Quadras, Pilar del Castillo Vera

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

For the calendar year commencing 1 January 2012 and each subsequent calendar year, each manufacturer of passenger cars shall ensure that **the** average specific emissions of CO₂ **accounted for by 25% of its vehicles in 2012, 50% in 2013, 75% in 2014, and 100% in 2015 and every year thereafter** do not exceed **the** specific emissions target **for that manufacturer's vehicles as a whole** determined in accordance with Annex I or, where a manufacturer is granted a derogation under Article 9, in accordance with that derogation. **To that end, CO₂ emissions, adjusted to allow for the reduction achieved through eco-innovations, must be brought into equilibrium over two consecutive years, as stipulated in Article 7.**

Or. es

Justification

To ensure that the motor industry can comply from the outset with the commitment to reducing CO₂ emissions, it is essential to make the appropriate arrangements for entry into force and enable planning to proceed with certainty over time, as laid down in CARS 21. Eco-innovations will improve CO₂ emission performance still further, over and above the additional measures referred to in Article 1, which are not covered by type-approval tests.

Amendment 120
Jorgo Chatzimarkakis

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

For the calendar year commencing 1 January 2012 and each subsequent calendar year, each manufacturer of passenger cars shall ensure that ***in 2012 40 % of its fleet, in 2013 60% of its fleet, in 2014 80% of its fleet and in 2015 and every year afterwards 100% of its fleet*** 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.

Or. en

Justification

In 2012 60% of all cars will be reaching replacement time. Most of the cars sold as replacement should conform to the set emission targets, hence at least 40% of the fleet should comply.

Amendment 121
Kurt Joachim Lauk

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

For the calendar year commencing 1 January **2015** 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.

Justification

In the light of the motor industry's five- to seven-year development and production cycles, a mandatory target can only be set for after 2015. Setting an earlier date would not reflect the economic reality.

Amendment 122

Matthias Groote

Proposal for a regulation

Article 4 – paragraph 1a (new)

Text proposed by the Commission

Amendment

For producers manufacturing zero-emission vehicles, each of these newly-registered vehicles should count as three for calculating average specific CO₂ emissions, up to and including 2015.

Justification

For particularly innovative vehicles which cause no CO₂ emissions, there must be an innovation bonus to enable these cars to reach the market more quickly.

Amendment 123

Ivo Belet

Proposal for a regulation

Article 4 – paragraph 1a (new)

Text proposed by the Commission

Amendment

For manufacturers producing cars with specific CO₂ emissions of less than 50g CO₂/km, each of these newly-registered vehicles counts as five for calculating average specific CO₂ emissions, up to and

including 2015.

Or. en

Justification

The limit of 50g/km will be an effective incentive for car manufacturers to invest in new technologies which guarantees lower CO₂-emissions.

Amendment 124

Dorette Corbey

Proposal for a regulation

Article 4 – paragraph 1a (new)

Text proposed by the Commission

Amendment

For the calendar year commencing 1 January 2013 and each subsequent year up to and including the year commencing 1 January 2020, 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 paragraph 1, reaching 80g CO₂/km on 1 January 2020.

Or. en

Amendment 125

Umberto Guidoni

Proposal for a regulation

Article 4 – paragraph 1a (new)

Text proposed by the Commission

Amendment

For the calendar year commencing 1 January 2013 and each subsequent year up to and including the year commencing 1 January 2020, 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 paragraph 1, reaching 80g CO₂/km on 1 January 2020.

Or. en

Justification

The proposal from the Commission has serious shortcomings as it does not include stricter long-term targets for 2020 and beyond. Steeper reductions are necessary for the transport sector to play its role in meeting the EU's international climate targets and to reverse the continuous growth of transport emissions that has been undermining the EU's climate targets so far. Drastically more efficient cars are also necessary to keep driving affordable in the light of rising oil prices.

Amendment 126

Matthias Groote

Proposal for a regulation

Article 4 – paragraph 1b (new)

Text proposed by the Commission

Amendment

For manufacturers which produce low-emission vehicles, every new vehicle of this type registered over the period to 2015 inclusive shall be counted as one-and-a-half when average specific CO₂ emissions are calculated.

Or. de

Justification

There must be an innovation bonus for particularly innovative vehicles which are responsible for very low volumes of CO₂ emissions, so that these vehicles come on to the market more quickly.

Amendment 127

Dorette Corbey

Proposal for a regulation

Article 4 – paragraph 1b (new)

Text proposed by the Commission

Amendment

For the calendar year commencing 1 January 2021 and each subsequent year up to and including the year commencing 1 January 2025 as well as for each subsequent year thereafter, 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 paragraph 1, reaching 60 g of CO₂/km on 1 January 2025.

Or. en

Amendment 128

Umberto Guidoni

Proposal for a regulation

Article 4 – paragraph 1b (new)

Text proposed by the Commission

Amendment

For the calendar year commencing 1 January 2021 and each subsequent year up to and including the year commencing 1 January 1 January 2025 as well as for each subsequent year thereafter, 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 paragraph 1, reaching 60 g of CO₂/km on 1 January 2025.

Or. en

Justification

The proposal from the Commission has serious shortcomings as it does not include stricter long-term targets for 2020 and beyond. Steeper reductions are necessary for the transport sector to play its role in meeting the EU's international climate targets and to reverse the continuous growth of transport emissions that has been undermining the EU's climate targets so far. Drastically more efficient cars are also necessary to keep driving affordable in the light of rising oil prices.

Amendment 129

Dorette Corbey

Proposal for a regulation

Article 4a (new)

Text proposed by the Commission

Amendment

Article 4a

Specific maximum emissions limits

With effect from 1 January 2016 , the national authorities shall refuse, on grounds relating to emissions or fuel consumption, to grant EC type approval or national type approval for new types of vehicle which exceed their specific emissions target, as set out in Annex 1 paragraphs 1 and 2, by 50 percent.

Or. en

Amendment 130

Göran Färm, Åsa Westlund

Proposal for a regulation

Article 4a (new)

Text proposed by the Commission

Amendment

Article 4a

Flex Fuel Vehicles

For the purposes of determining compliance by individual manufacturers of passenger cars with the specific

emissions target referred to in Article 4, the CO₂ emissions as stated in the certificate of conformity for each flex fuel ethanol vehicle registered in the European Union shall be reduced by a factor of 5% with a maximum of 8 grams per kilometre in recognition of the greater technological and emissions reduction capability to run on two different fuels. This reduction shall not be valid for vehicles with a mass-weight over 2000 kg.

This factor will be increased to 20% with a maximum of 30 grams per kilometre if at least 10% of the filling stations in the Member State where the vehicle is registered provide E85 that meets the EU sustainability criteria. Also this reduction shall not be valid for vehicles with a mass-weight over 2000 kg.

Or. en

Justification

Fuel suppliers have the tendency to not provide infrastructure for biofuels until there is a adequate demand for the fuel. Flex fuel technology, with the possibility to automatically drive on a combination of petrol and biofuels is a way to open the market for biofuels. Together with the upcoming sustainability criteria for biofuels and more efficient vehicle technology this is one of several ways to reduce CO₂ emissions.

Amendment 131

Gunnar Hökmark, Karl-Heinz Florenz

Proposal for a regulation

Article 4a (new)

Text proposed by the Commission

Amendment

Article 4a

For the purposes of determining compliance by individual manufacturers of passenger cars with the specific emissions target referred to in Article 4, the CO₂ emissions as stated in the certificate of conformity for each

"alternative fuel vehicle", as defined in Regulation (EC) No 715/2007, registered in the European Union shall be reduced by a factor of 5 % in recognition of the greater technological and emissions reduction capacity to run on two different fuels. This factor will be increased to 20% if at least 10% of the filling stations in the Member State where the vehicle is registered provide biofuels that meets the EU sustainability criteria.

Or. en

Justification

Fuel suppliers are not likely to provide a full refuelling network until there is adequate demand for the fuel. To overcome this problem, car manufacturers develop alternative fuel vehicles that automatically sense and operate on combinations of petroleum and biofuels. This additional technological capability, positions these vehicles for the duration of their lifetime (average 12 years) to operate on biofuels. As these biofuels become more widely available, this could contribute to a very significant reduction in CO2 emissions from the vehicle fleet on a well to wheels basis.

Amendment 132

Dorette Corbey

Proposal for a regulation

Article 5 – paragraph 1a (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 annex I, paragraph 2a (new).

Or. en

Amendment 133
Rebecca Harms

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.*

Or. en

Amendment 134
Zdzisław Kazimierz Chmielewski

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 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. *Member States shall make every effort to ensure that reporting bodies operate in a transparent and non-bureaucratic manner.*

Or. pl

Justification

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 135

Jerzy Buzek

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 **31st of 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.

Or. en

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 136

Dorette Corbey

Proposal for a regulation

Article 6 – paragraph 2a (new)

Text proposed by the Commission

Amendment

2a. For the year beginning 1 January 2016 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

regarding zero emission vehicles on the basis of the methodology for calculating the GHG-emissions related to the energy used producing fuel for zero emission vehicles as referred to in paragraph 4a. The data shall be transmitted in accordance with the format specified in Part C of Annex II.

Or. en

Amendment 137

Dorette Corbey

Proposal for a regulation

Article 6 – paragraph 4a (new)

Text proposed by the Commission

Amendment

4a. The Commission shall establish before 1 January 2010 a methodology to calculate the GHG-emissions related to the energy used producing fuel for zero emission vehicles, using the average amount of energy used to produce fuel for zero emission vehicles per Member State unless a manufacturer can prove that the amount of energy used to production for its zero emission vehicles is lower than the average.

Or. en

Amendment 138

Dragoş Florin David

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

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.

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.

Or. ro

Amendment 139

Alejo Vidal-Quadras, Pilar del Castillo Vera

Proposal for a regulation

Article 7 – paragraph 1

Text proposed by the Commission

1. In respect of each calendar year from 2012 onwards for which a manufacturer's average specific emissions of CO₂ exceed its specific emissions target in that year, the Commission shall impose an excess emissions premium on the manufacturer or, in the case of a pool, the pool manager.

Amendment

1. In respect of each calendar year from 2012 onwards for which a manufacturer's average specific emissions of CO₂, ***adjusted for CO2 emission reductions delivered by eco-innovations and balanced over two consecutive years,*** exceed its specific emissions target in that year, the Commission shall impose an excess emissions premium on the manufacturer or, in the case of a pool, the pool manager.

Or. en

Justification

It is unrealistic that an individual vehicle manufacturer can precisely steer the average CO2 emissions per calendar year taking into consideration EU27 given unforeseeable complexities such as timing and logistical uncertainties, monitoring differences and unexpected customer demand changes, technical delay of planned launches of new vehicle models and the overall economic situation in the different Member States. Eco-innovations further improve CO2 performance beyond the additional measures mentioned in Article 1 and which do not show in the test cycle.

Amendment 140

Jerzy Buzek

Proposal for a regulation

Article 7 – paragraph 1

Text proposed by the Commission

1. In respect of each calendar year from 2012 onwards for which a manufacturer's average specific emissions of CO₂ exceed its specific emissions target in that year, the Commission shall impose an excess emissions premium on the manufacturer or, in the case of a pool, the pool manager.

Amendment

1. In respect of each calendar year from 2012 onwards for which a manufacturer's average specific emissions of CO₂, ***adjusted for CO₂ emission reductions delivered by eco innovations and balanced over three consecutive years***, exceed its specific emissions target in that year, the Commission shall impose an excess emissions premium on the manufacturer or, in the case of a pool, the pool manager.

Or. en

Justification

It is unrealistic that an individual vehicle manufacturer can precisely steer the average CO₂ emissions per calendar year taking into consideration EU27 given unforeseeable complexities such as timing and logistical uncertainties, monitoring differences and unexpected customer demand changes, technical delay of planned launches of new vehicle models and the overall economic situation in the different member states.

Eco-innovations further improve CO₂ performance beyond the additional measures mentioned in article 1 and which do not show in the test cycle.

Amendment 141

Kurt Joachim Lauk

Proposal for a regulation

Article 7 – paragraph 1

Text proposed by the Commission

1. In respect of each calendar year from **2012** onwards for which a manufacturer's average specific emissions of CO₂ exceed its specific emissions target in that year, the Commission shall impose an excess emissions premium on the manufacturer or, in the case of a pool, the pool manager.

Amendment

1. In respect of each calendar year from **2015** onwards for which a manufacturer's average specific emissions of CO₂ exceed its specific emissions target in that year, the Commission shall impose an excess emissions premium on the manufacturer or, in the case of a pool, the pool manager.

Justification

Given that the automobile industry has development and production cycles which last between five and seven years, a binding target can be set only with effect from 2015. An earlier date would not be consistent with economic realities.

Amendment 142

Gabriele Albertini, Gianni De Michelis, Umberto Guidoni, Romano Maria La Russa, Vincenzo Lavarra, Pia Elda Locatelli, Aldo Patriciello, Vittorio Prodi, Patrizia Toia

Proposal for a regulation**Article 7 – paragraph 2***Text proposed by the Commission*

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.

Amendment

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

‘Number of new passenger cars’ means the number of new passenger cars *produced by the manufacturer and registered in that year; 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 emissions exceed a threshold set at such a level that the average emissions from all of the manufacturer’s registered vehicles

with emissions below that threshold correspond to the manufacturer's specific target.

Or. it

Justification

The premiums laid down flout a basic principle, namely that 'the polluter pays': it is unacceptable for them to apply to all cars in the same way, irrespective of the emission levels for which individual vehicles account. Observance of the above principle implies a requirement to give rewards for engine sizes which are on average compatible with the specific emissions determined for the particular manufacturer concerned. The manufacturer will thus be encouraged to market more and more vehicles conforming to the rules.

Amendment 143

Dominique Vlasto, Nicole Fontaine, Ján Hudacký

Proposal for a regulation

Article 7 – paragraph 2

Text proposed by the Commission

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.

Amendment

2. The excess emissions premium under paragraph 1 shall be calculated using the following formula:
Excess emissions x number of new passenger cars ***emitting more than 130 g of CO₂/km plus 50% of the number of new passenger cars emitting 130 g of CO₂/km or less*** 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.

Justification

Increasing the slope level to 60% introduces a social inequality into the sharing of the regulatory burden, with certain manufacturers having individual targets of < 130 g CO₂/km. Differentiating the penalties would be in line with the 'polluter pays' principle and would correct this inequality by reducing the level of penalties imposed on vehicles already meeting the overall target of 130 g.

Amendment 144

Dominique Vlasto, Nicole Fontaine, Ján Hudacký

Proposal for a regulation**Article 7 – paragraph 2***Text proposed by the Commission*

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.

Amendment

2. The excess emissions premium under paragraph 1 shall be calculated using the following formula:
Excess emissions x number of new passenger cars **emitting more than 130 g of CO₂/km** 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.

Justification

Increasing the slope level to 60% introduces a social inequality into the sharing of the regulatory burden, with certain manufacturers having individual targets of < 130 g CO₂/km. Differentiating the penalties would be in line with the 'polluter pays' principle and would

correct this inequality by reducing the level of penalties imposed on vehicles already meeting the overall target of 130 g.

Amendment 145

Silvia-Adriana Țicău

Proposal for a regulation

Article 7 – paragraph 2

Text proposed by the Commission

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.

Amendment

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

Excess emissions x number of new passenger cars ***emitting over 130 g CO₂/km*** 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.

Or. ro

Justification

The equations should apply only to automobiles with CO₂ emissions exceeding 130g CO₂/km.

Amendment 146

Alejo Vidal-Quadras, Pilar del Castillo Vera

Proposal for a regulation

Article 7 – paragraph 3

Text proposed by the Commission

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.*

Amendment

3. The excess emissions premium ***must be similar to the penalties paid by other sectors, as laid down under the EU emissions trading scheme.***

Or. es

Justification

Compared with the rates in other industrial sectors, the proposed penalties or compensatory payments are far too high. The penalties in their present form would be equivalent to €475 per tonne for the year 2015, whereas if they were in line with other sectors covered by the European emissions trading scheme, the resulting amounts would range from €20 to €40 per tonne, with additional penalties (for non-compliance) amounting to €100 per tonne and €20 per tonne accounted for by the promotion of energy-efficient transport vehicles.

Amendment 147

Rebecca Harms

Proposal for a regulation

Article 7 – paragraph 3

Text proposed by the Commission

3. The excess emissions premium shall be:

Amendment

3. The excess emissions premium shall be in relation to excess emissions in the calendar year 2012 and subsequent calendar years, ***150*** euros.

(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.

Or. en

Justification

The excess emission premium should be relatively high in order to ensure that all manufacturers comply with their targets. The Commission's impact assessment states " ... achieving a deterrent effect across the board would require basing premium levels on the upper range of the marginal abatement costs (150 €/gram) for certain manufacturers. "

Amendment 148 **Umberto Guidoni**

Proposal for a regulation **Article 7 – paragraph 3**

Text proposed by the Commission

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.

Amendment

3. The excess emissions premium shall be in relation to excess emissions in the calendar year 2012 and subsequent calendar years, **150** euros.

Justification

The phasing-in of the penalties proposed by the Commission will mean that the 2012 target cannot be complied with in 2012. Therefore the penalties should enter into force in 2012. They also need to be increased to be sufficiently high to ensure that all manufacturers invest in innovations to reduce CO₂.

Amendment 149
Matthias Groote

Proposal for a regulation
Article 7 – paragraph 3

*Text proposed by the Commission**Amendment*

3. The excess emissions premium shall be:

3. The excess emissions premium shall be, in relation to excess emissions **as from** 2012, 95 euros.

*(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.

Justification

There must only be a phasing-in period. The phasing-in period applicable to the new car fleet will offer manufacturers the flexibility they need to adjust to the target for average specific CO₂ emissions. Should manufacturers be unable to achieve the average, as from 2012 they should pay EUR 95 per gram of excess emissions.

Amendment 150

Gabriele Albertini, Gianni De Michelis, Romano Maria La Russa, Vincenzo Lavarra, Pia Elda Locatelli, Aldo Patriciello, Vittorio Prodi, Patrizia Toia

Proposal for a regulation

Article 7 – paragraph 3

Text proposed by the Commission

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..*

Amendment

3. The excess emissions premium, ***set at a level comparable to the premiums laid down in other sectors under the European emissions trading scheme (ETS)***, shall be 20 euros.

Or. it

Justification

The proposed excess emissions premiums are unduly high compared with the rates (€100 per tonne) that will be payable from 2012 under the European emissions trading scheme (known as ETS): €95 per g/km is equivalent to €475 per tonne of CO₂. To bring it into line with the amounts chargeable to sectors covered by the ETS scheme, the premium for the car industry needs to be set at the corresponding level, that is to say, €20 per g/km of CO₂ (equal to €100 per tonne).

Amendment 151

Werner Langen

Proposal for a regulation

Article 7 – paragraph 3

Text proposed by the Commission

3. The excess emissions premium shall be:

Amendment

3. The excess emissions premium ***pursuant to Article 1*** 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**.

(a) in relation to excess emissions in the calendar year 2012, **EUR 10**;
(b) in relation to excess emissions in the calendar year 2013, **EUR 20**;
(c) in relation to excess emissions in the calendar year 2014, **EUR 30**;
(d) in relation to excess emissions in the calendar year 2015 and subsequent calendar years, **EUR 40**.

If targets are exceeded only marginally, the Commission may waive the premium on request.

Or. de

Justification

The premiums proposed by the Commission of between EUR 100 and EUR 475 per tonne of CO₂ are much higher than the comparable prices for CO₂ certificates under the emissions trading system. This unfair treatment of car manufacturers and, by extension, their customers is unjustified and economically inefficient. The proposed penalties would seriously undermine the industry's ability to innovate.

Amendment 152 **Kurt Joachim Lauk**

Proposal for a regulation **Article 7 – paragraph 3**

Text proposed by the Commission

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

Amendment

3. The excess emissions premium shall be:

(a) in relation to excess emissions in the calendar year 2012, ***the CO₂ price as traded on the exchange, but not more than 10 euros***;

(b) in relation to excess emissions in the calendar year 2013, ***the CO₂ price as traded on the exchange, but not more than 20 euros***;

(c) in relation to excess emissions in the calendar year 2014, ***the CO₂ price as traded on the exchange, but not more***

than 30 euros; and

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

(d) in relation to excess emissions in the calendar year 2015 and subsequent calendar years, *the CO₂ price as traded on the exchange, but not more than 40* euros.

Or. de

Justification

The premiums should be based on comparable certificate prices under the EU emissions trading system, since any other arrangement would discriminate against automobile manufacturers. In order to take account of economic realities, the premiums should also be based on the price at which certificates are being traded on the exchange.

Amendment 153

Zdzisław Kazimierz Chmielewski

Proposal for a regulation

Article 7 – paragraph 3

Text proposed by the Commission

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.

Amendment

3. The excess emissions premium shall be:

- (a) in relation to excess emissions in the calendar year 2012, **15** euros;
- (b) in relation to excess emissions in the calendar year 2013, **30** euros;
- (c) in relation to excess emissions in the calendar year 2014, **45** euros; and
- (d) in relation to excess emissions in the calendar year 2015 and subsequent calendar years, **60** euros.

Or. pl

Justification

This amendment seeks to avoid a very sharp rise in costs. The measures taken need to be balanced so as not to make new cars less affordable, while ensuring that the motor vehicle industry remains competitive on export markets, where the same requirements do not apply.

Amendment 154
Zdzisław Kazimierz Chmielewski

Proposal for a regulation
Article 7 – paragraph 5

Text proposed by the Commission

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

Amendment

5. The amounts of the excess emissions premium shall be considered as revenue for the budget of the European Union ***and may be redistributed to bodies involved in work seeking to boost innovation in the Community motor vehicle industry.***

Or. pl

Justification

This amendment seeks to support research work conducted in the Community with a view to formulating innovation solutions that reduce CO₂ emissions and, at the same time, curb rising motor vehicle production costs.

Amendment 155
Silvia-Adriana Țicău

Proposal for a regulation
Article 7 – paragraph 5

Text proposed by the Commission

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

Amendment

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

Or. ro

Amendment 156
Kurt Joachim Lauk

Proposal for a regulation
Article 7a (new)

Text proposed by the Commission

Amendment

Article 7a

Bonus system

- 1. If in 2012 the target is achieved by more than 25%, in 2013 by more than 50% and in 2014 by more than 75% of the whole fleet, the manufacturer shall receive bonus points.**
- 2. Bonus points shall be calculated in the same way as the excess emissions premiums provided for in Article 7, in which connection one bonus point shall correspond to one euro.**
- 3. Bonus points obtained as from 2012 shall be offset against possible future excess emissions premiums imposed pursuant to Article 7.**
- 4. The Commission shall lay down the method for determining and offsetting bonus points.**

Or. de

Justification

Given the lead-in times for new models and technologies of at least five to seven years, the introduction of staggered targets makes sense. Manufacturers whose share of the total car fleet which meets the target is greater than required should be offered an incentive and a reward for the measures taken to reduce CO₂ emissions in the form of bonus points which can be offset against possible future penalties.

Amendment 157
Silvia-Adriana Țicău

Proposal for a regulation
Article 8 – paragraph 1 – introductive 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 31 October 2011 and each subsequent year, the Commission shall ***on the same date*** publish a list ***appearing also on its website***, indicating for each manufacturer:

Or. ro

Amendment 158
Kurt Joachim Lauk

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. From the 31 October **2016**, 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.

Or. de

Justification

Given that the automobile industry has development and production cycles which last between five and seven years, a binding target can be set only with effect from 2015. An earlier date would not be consistent with economic realities. The starting date for the publication of performance-related data should be put back accordingly.

Amendment 159
Umberto Guidoni

Proposal for a regulation
Article 9

Text proposed by the Commission

Amendment

Article 9 deleted

Or. en

Justification

The specific exemptions for high-emitting cars should be deleted as they are inequitable and would create an incentive for manufacturers to split off high-emitting vehicles from their portfolio.

Amendment 160

Monica Frassoni, Gabriele Albertini, Gianni De Michelis, Romano Maria La Russa, Vincenzo Lavarra, Pia Elda Locatelli, Aldo Patriciello, Vittorio Prodi, Patrizia Toia

Proposal for a regulation
Article 9 – title and paragraph 1

Text proposed by the Commission

Amendment

Article 9

Article 9

Specialist derogation for *small volume independent* manufacturers

Derogation 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:

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

(a) is responsible for less than 10,000 new passenger cars registered in the Community per calendar year; and ***if***

(b) is not connected to another manufacturer.

(b) the passenger cars for which it is responsible belong to a category whose specific characteristics are such that the target cannot be met.

Justification

The derogation is necessary for all specialised manufacturers (0.2% of total production, less than 30 000 cars, low mileage, marginal CO₂ emissions), since they are not in a position to aim for reductions of at least 60% in accordance with Annex I. To avert unjustifiable distortions of competition, the derogation must be granted to all manufacturers (whether or not 'connected' to another manufacturer) that compete in the same market segments. 'Connected' manufacturers would otherwise impose a heavy burden on the senior partners in such groupings.

Amendment 161

Herbert Reul

Proposal for a regulation

Article 9 – paragraph 1 – point a

Text proposed by the Commission

(a) is responsible for less than **10,000** new passenger cars registered in the Community per calendar year; and

Amendment

(a) is responsible for less than **0.1% of** new passenger cars registered in the Community per calendar year; and

Or. de

Justification

A rule based on a sliding rather than a fixed figure makes more sense, since it will reflect market trends.

Amendment 162

Werner Langen

Proposal for a regulation

Article 9 – paragraph 1 – point a

Text proposed by the Commission

(a) is responsible for less than **10,000** new passenger **cars registered** in the Community per calendar year; and

Amendment

(a) is responsible for less than **0.1% of** new passenger **car registrations** in the Community per calendar year; and

Or. de

Amendment 163
Werner Langen

Proposal for a regulation
Article 9 – paragraph 1a (new)

Text proposed by the Commission

Amendment

1a. On request, the Commission shall grant manufacturers of specific models total new registrations of which make up no more than 1% of annual EU-wide passenger car registrations an alternative emissions target of a 25% reduction in their average specific emissions by comparison with 2008, in place of the specific target calculated pursuant to Annex I.

Or. de

Justification

The proposal for a regulation fails to take account of the special situation of manufacturers which only offer specific models, but are too large to qualify for the derogation under Article 9(1)(a) and (b). An alternative target would require such manufacturers to make at least the same efforts as fleet manufacturers, but at the same time would offer them fair conditions on the basis of the reference year 2008.

Amendment 164
Pierre Pribetich

Proposal for a regulation
Article 9 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. All manufacturers involved in high-level automobile competition may request a derogation from the specific emissions targets calculated in accordance with Annex I, since such manufacturers invest in research and development and in improving safety conditions and, in their

own way, help to reduce CO₂ emissions through technological innovations.

Or. fr

Justification

Manufacturers involved in automobile competition play a role in reducing CO₂ emissions. Their large investments allow the car industry as a whole to benefit from technological innovations that reduce CO₂ emissions. It is therefore right that they should be granted a derogation.

Amendment 165
Rebecca Harms

Proposal for a regulation
Article 9 – paragraph 7a (new)

Text proposed by the Commission

Amendment

7a. An application for a derogation including the information supporting it, as well as any notification under paragraph 4, any revocation under paragraph 5 or 6, or measures referred to in paragraph 7 shall be made available to the public.

Or. en

Amendment 166
Herbert Reul

Proposal for a regulation
Article 9 – paragraphs 7a and 7b (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 by comparison with 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 European Union fall between the figure laid down in paragraph 1 and 1% of the total European market, or

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

Or. de

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 167

Silvia-Adriana Țicău

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

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.

implement the Community's Integrated Approach to reduce the CO₂ emissions from light-duty vehicles. ***The Commission shall, in the same report, table recommendations regarding credit and certification arrangements for the introduction of eco-innovations.***

Or. ro

Amendment 168
Gunnar Hökmark

Proposal for a regulation
Article 10 – paragraph 2

Text proposed by the Commission

2. In **2010**, the Commission shall assess, on the basis of data reported under Decision 1753/2000/EC, whether between 2006 and **2009** there has been a change in the mass of new passenger cars greater or less than 0. If there has been a change in the mass of new passenger cars, the figure for autonomous mass increase in Annex I shall be amended to be the average of the annual changes in the mass between the calendar year 2006 to **2009**. Such amendment, designed to amend the non-essential elements of this Regulation shall be adopted in accordance with the regulatory power with scrutiny referred to in Article 12(3).

Amendment

2. In **2016**, the Commission shall assess, on the basis of data reported under Decision 1753/2000/EC, whether between 2006 and **2015** there has been a change in the mass of new passenger cars greater or less than 0. If there has been a change in the mass of new passenger cars, the figure for autonomous mass increase in Annex I shall be amended to be the average of the annual changes in the mass between the calendar year 2006 to **2015**. Such amendment, designed to amend the non-essential elements of this Regulation shall be adopted in accordance with the regulatory power with scrutiny referred to in Article 12(3).

Or. en

Justification

The linear curve that gives the targets for 2012 is based on the total cars average weight. Should the average weight change, the manufacturers would have less than two years to comply with the new targets which is not enough time as most models then are in the development or production phase.

Amendment 169
Gunnar Hökmark

Proposal for a regulation
Article 10 – paragraph 3

Text proposed by the Commission

3. The Commission shall review technological developments with a view to amending, as appropriate, the provisions of Regulation EC No 715/2007 on type approval of motor vehicles.

Amendment

3. The Commission shall review technological developments with a view to amending, as appropriate, the provisions of Regulation EC No 715/2007 on type approval of motor vehicles. ***In particular the Commission shall review the procedures to measure the CO₂ emissions and the possibilities to include the CO₂ emission test into the in-service conformity without hindering the rapid introduction of new and less proven technologies (e.g. batteries, fuel cells) to lower the CO₂ emissions.***

Or. en

Justification

Updating or replacing the test procedures might be required to reflect changes in vehicle specifications and driver behaviour and so ensure that real world emissions correspond to those measured at type approval. An inclusion of the CO₂ emission test into the in-service conformity will ensure that CO₂ emissions from cars in use are comparable to those measured at type approval. In vehicles with new, less proven technologies (e.g. batteries, fuel cells) some degradations should be allowed not to block the rapid introduction of new technologies with big potential to a long term reduction.

Amendment 170
Rebecca Harms

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

Text proposed by the Commission

Amendment

3a. In particular the Commission shall make proposals by 2010, as appropriate, to ensure that the procedures for measuring CO₂ emissions under

Regulation EC No 715/2007 and its implementing measures are adapted, in accordance with Article 14(3) of that Regulation, to better reflect real driving conditions and to incorporate all relevant eco-innovations within these procedures.

Or. en

Amendment 171
Umberto Guidoni

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

Text proposed by the Commission

Amendment

3a. In 2010, the Commission shall assess, whether between 2006 and 2009 there has been a change in the footprint of new passenger cars greater than 0.

If there has been a change in the footprint of new passenger cars, the figure for the autonomous footprint increase in Annex I shall be amended to be the average of the annual changes in the footprint between the calendar year 2006 to 2009.

Or. en

Justification

The mass parameter should be replaced by footprint to avoid that the Regulation gives preference to certain CO2 reduction technologies (e.g. dieselisation, hybridisation) over others. The footprint parameter will also ensure greater regulatory certainty as changes over time are expected to be less marked than with mass.

Amendment 172
Britta Thomsen

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

Text proposed by the Commission

Amendment

3a. The Commission shall ensure that, by 31 December 2012, the procedures for measuring CO₂ emissions as set out under Regulation (EC) No 715/2007 and its implementing measures shall be adapted, in accordance with Article 14, paragraph 3 of that Regulation, to better reflect real driving conditions. The Commission shall ensure that all relevant eco-innovations are brought under these procedures.

Or. en

Justification

Test procedures should be revised to take into account the impact of all technical measures to lower CO₂ emissions, including the so-called 'eco-innovations'. Such a revision is also needed to give consumers better information about their fuel consumption and related costs and to better reflect real world emissions.

Amendment 173
Jerzy Buzek

Proposal for a regulation
Article 10 – paragraph 3a (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 of 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.

Or. en

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 174

Rebecca Harms

Proposal for a regulation

Article 10 – paragraph 3a (new)

Text proposed by the Commission

Amendment

3a. 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).

Or. en

Amendment 175

Jerzy Buzek

Proposal for a regulation

Article 11

Text proposed by the Commission

Amendment

Consumer information

Implementing measures

From 1 January 2010, manufacturers

The measures necessary for the

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.

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).

Or. en

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 176

Rebecca Harms

Proposal for a regulation

Article 11

Text proposed by the Commission

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

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. ***A significant share of the total space of advertisements and of promotional literature shall be devoted to visible, accurate and easily comprehensible information on vehicle CO₂ performance.***

A standardised, regularly reviewed absolute vehicle CO₂ performance label shall be adopted in accordance with the regulatory procedure with scrutiny

referred to in Article 12(3) within 6 months of the adoption of this Regulation.

Or. en

Amendment 177

Zdzisław Kazimierz Chmielewski

Proposal for a regulation

Article 11

Text proposed by the Commission

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

(Does not affect English version.)

Or. pl

Justification

(Does not affect English version.)

Amendment 178

Alejo Vidal-Quadras, Pilar del Castillo Vera

Proposal for a regulation

Article 11 a (new)

Text proposed by the Commission

Amendment

Article 11a

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)

Or. en

Justification

The approval of eco-innovations at EU-level via comitology assures a harmonised 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 179
Dominique Vlasto

Proposal for a regulation
Article 11 a (new)

Text proposed by the Commission

Amendment

Article 11a

The measures needed to implement Article 3.1 (fa), designed to amend the non-essential parts of this Regulation, shall be adopted in accordance with the regulatory procedure with scrutiny provided for in Article 12(3).

Or. fr

Justification

The committee procedure is recommended in order to guarantee a harmonised approach to eco-technologies.

Amendment 180
Silvia-Adriana Țicău

Proposal for a regulation
Article 11 a (new)

Text proposed by the Commission

Amendment

Article 11a

The measures necessary for the implementation of Article 3.1 (fa), which are designed to amend non-essential elements of this Regulation, be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 12(3).

Or. ro

Justification

The approval of Eco-innovations at EU-level via Comitology assures a harmonised 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. This amendment clarifies the use of the Comitology procedure.

Amendment 181
Pierre Pribetich

Proposal for a regulation
Annex I – paragraph 1

Text proposed by the Commission

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:

Permitted specific emissions of CO₂ = 130 + a × (M – M₀)

Where:

M = mass of the vehicle in kilograms (kg)

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:

Permitted specific emissions of CO₂ = 130 + ½[a × (M – M₀) + b × (F – F₀)].

Where:

M = mass of the vehicle in kilograms (kg)

$$M_0 = 1289.0 \times f$$

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

Autonomous mass increase (AMI) = 0 %

$$a = 0.0457$$

$$M_0 = 1289.0 \times f$$

F = footprint (track width x wheel base) of the vehicle in square metres (m²)

$$F_0 = 3.89 \text{ m}^2$$

$$a = 0.03048$$

$$b = 28.9$$

Or. fr

Justification

The Commission's impact assessment does not demonstrate clearly that mass is the most appropriate parameter. The biggest problem with mass as a parameter is that it introduces an incentive to manufacture heavier vehicles, which is counter-productive as far as CO₂ emissions are concerned. Consequently, footprint should also be taken into account in the calculation. Furthermore, a slope of 60% represents a bonus for heavy vehicles: a slope of 40% would create a level playing field for all constructors.

Amendment 182

Fiona Hall

Proposal for a regulation

Annex I – paragraph 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)

$$M_0 = 1289.0 \times f$$

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

Autonomous *mass* increase (AMI) = 0 %

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:

$$\text{Permitted specific emissions of CO}_2 = 130 + a \times (F - F_0)$$

Where:

F = footprint of the vehicle in square meters (m²)

$$F_0 = 3.91 \times f$$

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

Autonomous *footprint* increase (AMI) = 0 %

$$a = 0.0457$$

$$a = 25.30$$

Or. en

Justification

The mass parameter should be replaced with footprint in order to facilitate innovation in vehicle light weighting. A mass parameter punishes a lighter car with a more stringent limit value. The footprint parameter is also better in terms of regulatory certainty as changes over time are expected to be less marked than with mass.

Amendment 183 **Umberto Guidoni**

Proposal for a regulation **Annex I – paragraph 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)

$$M_0 = 1289.0 \times f$$

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

Autonomous *mass* increase (AMI) = 0 %

$$a = 0.0457$$

Amendment

1. For each new passenger car **registered in the Community in the year commencing 1st January 2012**, the permitted specific emissions of CO₂, measured in grams per kilometre shall be determined in accordance with the following formula:

$$\text{Permitted specific emissions of CO}_2 = 120 + a \times (F - F_0)$$

Where:

F = footprint of the vehicle in square meters (m²)

$$F_0 = 3.91 \times f$$

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

Autonomous *footprint* increase (AFI) = 0 %

$$a = 15.56$$

Or. en

Justification

The mass parameter should be replaced by footprint to avoid that the Regulation gives preference to certain CO₂ reduction technologies (e.g. dieselisation, hybridisation) over others. The footprint parameter will also ensure greater regulatory certainty as changes over time are expected to be less marked than with mass.

Amendment 184

Gabriele Albertini, Gianni De Michelis, Romano Maria La Russa, Vincenzo Lavarra, Pia Elda Locatelli, Aldo Patriciello, Vittorio Prodi, Patrizia Toia

Proposal for a regulation

Annex I – paragraph 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)

$$M_0 = 1289.0 \times f$$

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

Autonomous mass increase (AMI) = 0 %

$$a = 0.0457$$

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)

$$M_0 = 1289.0$$

$$a = 0.0230$$

Or. it

Justification

In view of environmental and social imperatives, small cars, the most helpful option where CO₂ is concerned, have to be affordable. The specific targets to be assigned to manufacturers must therefore be such as to prevent makers of small cars from being unfairly forced into technological adaptations that would be prohibitive in terms both of the costs entailed and of the prices passed on to customers. That being the case, 'a' needs to be altered (30% bias). In addition, autonomous mass increase should be removed so as to enable manufacturers to be given the right targets.

Amendment 185
Rebecca Harms

Proposal for a regulation
Annex I – paragraph 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)

$$M_0 = 1289.0 \times f$$

$$f = (1 + \text{AMI})^6$$

Autonomous mass increase (AMI) = 0 %

$$a = 0.0457$$

Amendment

1. **In 2012, for** each new passenger car, **registered in the Community** the permitted specific emissions of CO₂, measured in grams per kilometre shall be determined in accordance with the following formula:

$$\text{Permitted specific emissions of CO}_2 = 120 + a \times (M - M_0)$$

Where:

M = mass of the vehicle in kilograms (kg)

$$M_0 = 1289.0 \times f$$

$$f = (1 + \text{AMI})^6$$

Autonomous mass increase (AMI) = 0 %

$$a = (0,0305/130) \times 120$$

Or. en

Justification

Changes the target to 120g/km and slope to 40% (figure from Commission impact assessment COM_SEC (2007) 1723, p. 28).

Amendment 186
Adina-Ioana Vălean

Proposal for a regulation
Annex I – paragraph 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:
Permitted specific emissions of CO₂ = 130 + a × (M – M₀)
Where:

M = mass of the vehicle in kilograms (kg)
M₀ = 1289.0 × f
 $f = (1 + AMI)^6$
Autonomous mass increase (AMI) = 0 %
a = **0.0457**

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:
Permitted specific emissions of CO₂ = 130 + a × (M – M₀)
Where:

M = mass of the vehicle in kilograms (kg)
M₀ = 1289.0
Autonomous mass increase (AMI) = 0 %
a = **0.0230**

Or. en

Justification

According to the Impact Assessment of the Commission's Proposal, any slope at or over 60% would represent a strong inequality by imposing higher price increases on small cars than on big cars. This would jeopardize the affordability of small low CO₂ emitting cars for customers. Therefore, a 30% slope is more equitable and more effective and is more in line with the polluter pays principle.

Amendment 187
Kurt Joachim Lauk, Angelika Niebler, Anja Weisgerber

Proposal for a regulation
Annex I – paragraph 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:

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:

Permitted specific emissions of CO₂ = 130
+ a × (M – M₀)

Where: :

M = mass of the vehicle in kilograms (kg)

M₀ = 1289.0 × f

f = (1 + AMI)⁶

Autonomous mass increase (AMI) = 0 %

a = **0.0457**

Permitted specific emissions of CO₂ = 130
+ a × (M – M₀)

Where:

M = mass of the vehicle in kilograms (kg)

M₀ = 1289.0 × f

f = (1 + AMI)⁶

Autonomous mass increase (AMI) = 0%

a = **0.0609**

Or. de

Justification

According to the Commission's impact assessment (SEC(2007)1723) of 19 December 2007, the criteria of competitive neutrality, sustainability and social equity can best be complied with if the slope of the mass-dependent target lines is 80%.

Amendment 188

Silvia-Adriana Țicău

Proposal for a regulation

Annex I – paragraph 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:

Permitted specific emissions of CO₂ = 130
+ a × (M – M₀)

Where:

M = mass of the vehicle in kilograms (kg)

M₀ = 1289.0 × f

f = (1 + AMI)⁶

Autonomous mass increase (AMI) = 0 %

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:

Permitted specific emissions of CO₂ = 130
+ a × (M – M₀)

Where:

M = mass of the vehicle in kilograms (kg)

M₀ = 1289.0

a = 0.0457

a = 0.0457

Or. ro

Justification

Given that AMI equals 0, the formula for the calculation of f serves no purpose.

Amendment 189

Rebecca Harms

Proposal for a regulation

Annex I – paragraph 1a (new)

Text proposed by the Commission

Amendment

1a. From 2013 to 2020 for each new passenger car registered in the Community, the permitted specific emissions of CO₂ measured in grams per kilometre shall be determined in reference to the annual linear average between the 2012 and the 2020 fleet average targets. Differentiation of the annual average shall be based on vehicle footprint and a 40% slope.

The measures to differentiate the target, designed to amend non-essential elements of this Regulation by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny 12(3) by 1 January 2012.

Or. en

Amendment 190
Rebecca Harms

Proposal for a regulation
Annex I – paragraph 1b (new)

Text proposed by the Commission

Amendment

1b. From 2021 to 2025 for each new passenger car registered in the Community, the permitted specific emissions of CO₂ measured in grams per kilometre shall be determined in reference to annual linear average between the 2020 and the 2025 fleet average targets. Differentiation of the annual average, if any, shall be based on vehicle footprint and maximum slope of 40%.

The measures to differentiate the target, designed to amend non-essential elements of this Regulation by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny 12(3) by 1 January 2020.

Or. en

Amendment 191
Dorette Corbey

Proposal for a regulation
Annex I – paragraph 2a (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 eight percent 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 paragraph 1a.

Or. en

Amendment 192
Dorette Corbey

Proposal for a regulation
Annex II – part A – paragraph 1a (new)

Text proposed by the Commission

Amendment

1a. For the year beginning 1 January 2016 and each subsequent year, Member States shall record the following details for each new zero emission vehicle registered in its territory in addition to the details listed in paragraph 1:

(a) its specific emissions of CO₂(g/km) related to the production of the fuel for the zero emission vehicle.

Or. en

Amendment 193
Werner Langen

Proposal for a regulation
Annex II – part A – paragraph 3 – subparagraph 1

Text proposed by the Commission

Amendment

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:

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:

Or. de

Amendment 194
Werner Langen

Proposal for a regulation
Annex II a (new)

Text proposed by the Commission

Amendment

ANNEX IIa

***Procedure for offsetting the emission
reduction potentials of eco-innovations***

1. The Commission shall appoint an expert committee ('the eco-innovation assessment committee'), composed of representatives of the relevant Commission departments, which shall decide on applications from manufacturers to offset emission reduction potentials against specific CO₂ emissions. The committee may co-opt external experts and shall report quarterly to the committee appointed under Article 9 of Decision 280/2004/EC¹.

2. Where necessary, the committee shall hold quarterly hearings to approve the specific emission reduction potentials of technical measures and decide on the applications concerned. Appeals against the committee's decisions shall be admissible.

3. To be considered for offsetting against a manufacturer's specific emission targets, measures

(a) must make a measurable contribution to reducing greenhouse gas emissions,

(b) must be clearly assignable to the CO₂ emissions of a specific vehicle type or to a defined number of vehicles of that type,

(c) must not be essential for type-approval under Directive 2007/46/EC or other EU legal requirements,

(d) and must bring about reductions in greenhouse gas emissions that are not reflected in the results of the test

procedure.

4. When applying for offsetting for eco-innovations, vehicle manufacturers must furnish reliable data on the following points:

(a) the reduction in greenhouse gas emissions attributable to the measure (expressed in CO₂-equivalent);

(b) documentary proof that the measure is not essential for type-approval;

(c) documentary proof that the effects of the measure are not or not sufficiently reflected in the consumption and emissions figures established at type-approval;

(d) a statement as to whether and to what extent the effects of the measure correlate with the vehicle's weight or whether the effects are the same for all vehicles regardless of weight.

5. When applying for a correction of its specific emissions target for a particular year, the manufacturer must submit, in addition to details of a measure's recognised greenhouse gas reductions, a proposal as to how these reductions can be assigned to particular models or to the whole of the manufacturer's model range.

6. The stated CO₂- or greenhouse gas-reduction potential must be confirmed by an independent body. This body must

(a) be a reliable and approved testing institution;

(b) offer guarantees of neutrality and automobile technology expertise in connection with the assessment of greenhouse gas reduction measures.

All institutions which are notified under Article 41 of Directive 2007/46/EG shall be regarded as approved to carry out these tasks.

7. On the basis of a measure's specific CO₂ or greenhouse gas reductions, the

confirmation by the independent body must include documentary proof that the following points have been checked:

(a) the technical effects of the measure on greenhouse gas emissions (expressed in CO₂-equivalent);

(b) the reliability of the data provided by the manufacturer and/or supplier;

(c) the possible interaction (including trade-offs) with other measures included in the type-approval procedure, or other measures for which an offsetting has been requested or already granted;

(d) the effects of driver behaviour on the emissions reduction that can be achieved by means of the measure under realistic conditions;

(e) the reliability of the data in relation to the vehicle types that are fitted with the measure, the number of such vehicles that are registered and the associated effects on the manufacturer's average CO₂ emissions.

8. The committee set up pursuant to Article 12 of this Regulation must check that the application for recognition of an eco-innovation is complete and, within three months following submission of the application documents, take a decision on offsetting in respect of the eco-innovation. In that connection, the Commission shall submit a proposal to the committee.

The applicant may lodge an appeal with the Commission against the committee's decision within one month following notification of that decision. The Commission must submit that appeal to the committee, which must consider it within three months and take a decision.

All decisions on the offsetting of eco-innovations shall be published by the Commission in the Official Journal of the European Union.

9. If an application for an extension is approved for a calendar year, and the measures have not in the meantime become mandatory under the type-approval procedure or other legal provisions, for the approval of offsetting in subsequent years documentary proof shall be provided only of the vehicle types that are fitted with this measure, the number of registered vehicles of this type and the associated effects on the manufacturer's average CO₂ emissions.

10. Automobile component suppliers can apply for confirmation of the CO₂ and greenhouse gas reduction potential of a particular measure if they provide the relevant documentary proof and the certificates issued by independent experts pursuant to paragraph 3 (a) to (d), paragraph 4 (a) to (d), and paragraph 7 (a) to (d) of this Annex.

11. If a manufacturer's application for offsetting refers to a reduction potential for a specific measure that has already been approved for a component supplier, the manufacturer need only produce documentary proof pursuant to paragraph 5 and a certificate issued by an independent expert pursuant to paragraph 7(e) of this Annex.

¹ Decision 280/2004/EC of the European Parliament and of the Council of 11 February 2004 concerning a mechanism for monitoring Community greenhouse gas emissions and for implementing the Kyoto Protocol (OJ L 49, 19.2.2004, p. 1).

Or. de

Justification

Measures will only be recognised if they bring measurable advantages over and above the existing requirements. The technical burden of proof lies with the applicant and political responsibility with the Commission. All data must be certified by independent experts who are authorised to carry out tests under the type-approval procedure. Once a measure has been recognised as an eco-innovation, the only elements that need to be checked are those that

change as a function of the number of new registrations of a manufacturer's various models.