Emission performance standards for new passenger cars

2007/0297(COD) - 23/04/2009 - Final act

PURPOSE: to ensure the proper functioning of the internal market for passenger cars by laying down harmonised rules to limit the average CO2 emissions from the new car fleet in the Community to 130g CO2/km by 2012.

LEGISLATIVE ACT: Regulation (EC) No 443/2009 of the European Parliament and of the Council setting emission performance standards for new passenger cars as part of the Community's integrated approach to reduce CO2 emissions from light-duty vehicles.

CONTENT: following a first reading agreement with the European Parliament, the Council adopted this Regulation which establishes CO2 emissions performance requirements for new passenger cars in order to ensure the proper functioning of the internal market. It aims to achieve the overall objective of the European Community of 120 g CO2/km as average emissions for the new car fleet. 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 and innovative technologies. From 2020 onwards, this Regulation sets a target of 95 g CO2/km as average emissions for the new car fleet. The Regulation will be complemented by additional measures corresponding to a reduction of 10 g CO2/km as part of the Community’s integrated approach.

These legally-binding standards for CO2 emissions from new passenger cars will apply as of 2012. The Regulation notes that its aim is to create incentives for the car industry to invest in new technologies. It actively promotes eco-innovation and takes into account future technological developments. The development of innovative propulsion technologies should particularly be promoted, as they result in significantly lower emissions than traditional passenger cars. In this way, the long-term competitiveness of the European industry is promoted and more high-quality jobs are created. The Commission should consider the possibility of including eco-innovation measures in the review of test procedures pursuant to Regulation (EC) No 715/2007, taking into consideration the technical and economic impacts of such inclusion.

The Regulation will give effect to the EU's existing goal of reducing average emissions from new cars to 120gr CO2 / km. This is to be achieved in two ways:

- a reduction to 130gr CO2 / km through engine technology;
- an additional cut of 10gr CO2 / km through more efficient vehicle features, for instance air-conditioning systems or tyres.

Specific emissions targets: for 2012 and each subsequent calendar year, each manufacturer of passenger cars will ensure that its average specific emissions of CO2 do not exceed its specific emissions target determined in accordance with the text. For the purposes of determining each manufacturer’s average specific emissions of CO2, the following percentages of each manufacturer’s new passenger cars registered in the relevant year shall be taken into account:

- 65 % in 2012,
- 75 % in 2013,
- 80 % in 2014,
- 100 % from 2015 onwards.

Parliament and Council adopted this phase-in so as to respect the length of industrial planning and production cycles and give the car industry the necessary time to adjust. To send a signal to industry for further production cycles, Parliament and Council also introduced an objective of 95gr CO2 / km for 2020. By 2013, the Commission has to review the modalities for reaching this target.

Excess emissions premium: 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 will impose an excess emissions premium on the manufacturer or, in the case of a pool, the pool manager.

From 2012 until 2018, EUR 5 per newly registered car must be paid for the first gram above the objective. For the second gram of exceedance EUR 15 is due and EUR 25 for the third gram. For emissions of more than 3 grams over the limit, EUR 95 is charged per newly registered vehicle. From 2019, the penalty will be EUR 95 per new car for every gram above the target. The amounts of the excess emissions premium will be considered as revenue for the general budget of the EU.

Eco-innovation: upon application by a supplier or a manufacturer, CO2 savings achieved through the use of innovative technologies will be considered. The total contribution of those technologies to reducing the specific emissions target of a manufacturer may be up to 7 g CO2/km.2. The Commission must adopt by 2010, detailed provisions for a procedure to approve such innovative technologies in accordance with the regulatory procedure. Those detailed provisions must be based on certain criteria for innovative technologies.

Super-credits: in calculating the average specific emissions of CO2, each new passenger car with specific emissions of CO2 of less than 50 g CO2/km shall be counted as:

- 3.5 cars in 2012;
- 3.5 cars in 2013;
- 2.5 cars in 2014;
- 1.5 cars in 2015; and
- 1 car from 2016.

An application for a derogation from the specific emissions target may be made by a manufacturer which is responsible for fewer than 10 000 new passenger cars registered in the Community per calendar year and fulfils certain specified conditions.

It should be noted that this Directive forms part of the climate-energy legislative package containing measures aimed at fighting climate change and promoting renewable energy. (See also COD/2008/0013, COD/2008/0014, COD/2008/0015, COD/2008/0016 and COD/2007/0019). The package is designed to achieve the EU's overall environmental target of a 20 % reduction in greenhouse gases and a 20 % share of renewable energy in the EU's total energy consumption by 2020.

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