

Emission performance standards for new light commercial vehicles

2009/0173(COD) - 28/09/2010

The Committee on the Environment, Public Health and Food Safety adopted the report drafted by Martin CALLANAN (ECR, UK) on the proposal for a regulation of the European Parliament and of the Council setting emission performance standards for new light commercial vehicles as part of the Community's integrated approach to reduce CO₂ emissions from light-duty vehicles.

It recommended that the European Parliament's position at first reading under the ordinary legislative procedure (formerly known as the codecision procedure) should be to amend the Commission's proposal as follows:

Long-term objective: Members propose that from 2020, this Regulation sets a target of **140 g CO₂/km** for the average emissions of new light commercial vehicles registered in the Community (instead of the 135 g CO₂/km as proposed by the Commission).

Specific emission targets: in the case of completed vehicles the manufacturer need only state the specific CO₂ emissions of the base vehicles and comply with them. Where the specific emissions of the completed vehicle are not available, the manufacturer of the base vehicle shall use the specific emissions of the base vehicle for determining its average specific emissions of CO₂.

The respective individual manufacturers' targets shall be replaced by a modified target for the manufacturer where there is a pool of passenger and light commercial vehicles. The modification is defined as follows:

- 80% of the difference between the manufacturer's specific emission target and its average specific emissions according to Regulation (EC) No 443/2009, shall be added to its average specific emissions target of CO₂ for light commercial vehicles.

As of 1 January 2016 completed vehicles shall also be included in determining each manufacturer's average specific CO₂ emissions.

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

- 3.5 light commercial vehicles in 2015,
- 2.5 light commercial vehicles in 2016,
- 2.0 light commercial vehicles in 2017.

Specific emission target for alternative fuel vehicles: the report underlines that the ongoing development of biofuel infrastructure could lead to a significant reduction in the CO₂ emissions of the vehicle fleet on a 'well-to-wheels' basis. According to Members, a provision for alternative fuel light commercial vehicles should therefore be introduced, by analogy with the Regulation on the reduction of CO₂ emissions from passenger cars (EC) No 443/2009.

Pooling: Members consider that it should be possible to pool the manufacturer's cars and LCVs fleets' CO₂ performance. Pooling between cars and LCVs (averaging between distances to targets) is reducing compliance costs for manufacturers as demonstrated in the EU impact assessment. From an environmental

and policy point of view it makes no difference whether CO₂ is reduced for passenger cars or LCVs. Such a pooling does not disadvantage those LCV manufacturers without cars.

For the purposes of determining each manufacturer's average specific emissions of CO₂, a potential over-achievement of a manufacturer's CO₂ target under Regulation (EC) No 443/2009 shall be taken into account for the same manufacturer and in the same calendar year if requested by the manufacturer.

In this case it shall be calculated as follows:

- 80% of the difference between the manufacturer's specific emission target and its average specific emissions according to Regulation (EC) No 443/2009 shall be deducted from its average specific emissions of CO₂ for light commercial vehicles. Directive 2009/33/EC establishes the relation of lifetime mileage for passenger cars and light commercial vehicles at 80%.

Monitoring and reporting of average emissions: as of 1 January 2014 the monitoring shall be extended to completed vehicles.

For the calendar year commencing 1 January 2014 and each subsequent calendar year, each manufacturer of light commercial vehicles shall ensure that customers are provided with information on the average specific CO₂ emissions and fuel consumption of its vehicle models.

Excess emissions premium: the excess emissions premium shall be calculated using the following formula:

- from **2015 to 2019:** for excess emissions of more than 3 g CO₂/km: $((\text{Excess emissions} - 3) \times \text{€95 (instead of €120)} + \text{€45}) \times \text{number of new light commercial vehicles}$.

In-car driver information: from 1 January 2012 manufacturers seeking type-approval for N1 vehicles as defined in Directive 2007/46/EC, in accordance with Regulation (EC) No 715/2007, shall equip every vehicle with a fuel consumption meter.

Eco-innovation: Members state that Article 12 paragraph 2 of the passenger car CO₂ regulation (443/2009) mentions that the Commission shall, by 2010, adopt detailed provisions for a procedure to approve such innovative technologies. The provisions for the approval procedure, which are currently being discussed for passenger cars, should be applied on LCVs as well. No difference should be made between eco-innovations for passenger cars and LCVs, nor should there be a difference in the approval procedure.

Completed vehicles: by 2011 the Commission shall set up a procedure to obtain representative values of CO₂ emissions, fuel efficiency and mass of completed vehicles for monitoring purposes.

Delegated acts: the Commission may: (i) adopt amendments to Annex II based on the experience of the application of this Regulation; (ii) may establish methods for the collection of excess emissions premiums; (iii) adopt provisions regarding the interpretation of the eligibility criteria for derogations regarding the content of applications for a derogation and on the content and assessment of programmes for the reduction of specific emissions of CO₂; (iv) take measures to adapt the formulae of Annex I in order to reflect changes in the regulatory test procedure for the measurement of specific CO₂ -emissions.