

# Emission performance standards for new light commercial vehicles

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The Council discussed the proposed regulation setting CO<sub>2</sub> emission standards for light commercial vehicles. The draft regulation complements Regulation (EC) No 443/2009 on CO<sub>2</sub> emission limits for new passenger cars. The proposal would provide for a limit for the average CO<sub>2</sub> emissions from new light commercial vehicles at 175g CO<sub>2</sub>/km, phased in from 2014 to 2016. It would also set a long-term target of 135g CO<sub>2</sub>/km for 2020 and oblige manufacturers to pay penalties if their fleet fails to meet the objective.

Ministers were asked to comment on the following questions:

- Do you agree with the proposed long-term target of 135g CO<sub>2</sub>/km to be met in 2020 and subject to a review that will confirm its viability?

**There was broad support for a long-term target subject to confirmation of its viability through an impact assessment**, since this would give planning certainty and competitive advantages to industry as well as ensure lower emissions. In addition, a group of delegations highlighted its importance for reducing carbon dioxide emissions in sectors not covered by the EU emissions trading scheme and insisted on the ambition of the draft law. Some delegations asked to include minibuses and heavier vans in its scope. Others argued that an objective of 135g CO<sub>2</sub>/km was difficult to achieve by 2020 and asked for more time, given the length of investment cycles in the automotive sector.

- Do you consider that the flexibility mechanisms included in this proposal are appropriate to ensure the balance between the need to reduce CO<sub>2</sub> emissions and the feasibility of the objectives of this legislation?

**Several ministers asked for the phase-in of the target between 2014 and 2016 to be eliminated so as to cut emissions faster.** Others requested that its introduction be extended until 2017 in order to take account of the industry's product development cycles. The derogation for low-volume manufacturers was in principle supported.

- Is the level of penalties of this proposal adequate to ensure the dissuasive objective of this regulation, maintaining the necessary level of ambition?

**Some participants objected to the structure of the penalties**, considering it too complicated and not sufficiently dissuasive. Another group of ministers felt that penalties are too high and should be aligned with the parallel legislation on carbon dioxide emissions from passenger cars.