

Emission performance standards for new light commercial vehicles

2009/0173(COD) - 15/02/2011 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 534 votes to 117, with 15 abstentions, a legislative resolution 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.

Parliament's adopted its position at first reading under the ordinary legislative procedure. The amendments adopted in plenary are the result of a compromise agreed between the European Parliament and the Council. They amend the Commission's proposal as follows:

Long-term objective: under the terms of the compromise, the Regulation sets a target of **147 g CO₂/km** from 2020 - subject to confirmation of its feasibility - for the average emissions of new light commercial vehicles registered in the Community.

Specific emission targets:the amended text provides that, 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.

For the purpose of determining each manufacturer's average specific emissions of CO₂, the following percentages of each manufacturer's new light commercial vehicles registered in the relevant year shall be taken into account:

- 70% in 2014,
- 75% in 2015,
- 80% in 2016,
- 100% from 2017 onwards.

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 2014,
- 3.5 light commercial vehicles in 2015,
- 2.5 light commercial vehicles in 2016,
- 1.5 light commercial vehicles in 2017,
- 1 light commercial vehicle from 2018.

For the duration of the super-credits scheme, the maximum number of new light commercial vehicles, with specific emissions of CO₂ of less than 50g CO₂ /km, to be taken into account in the application of the multipliers set out above shall not exceed 25 000 light commercial vehicles per manufacturer.

Specific emission target for alternative fuel vehicles: for the purpose of determining compliance by a manufacturer with its specific emissions target, the specified emissions of CO₂ of each light commercial vehicle which is designed to be capable of running on a mixture of petrol with 85% bioethanol ('E85'), and which complies with relevant Union legislation or European technical standards, **shall be reduced by 5% by 31 December 2015** in recognition of the greater technological and emission reduction capability when running on biofuels.

This reduction shall apply only where at least 30% of the filling stations in the Member State in which the light commercial vehicle is registered provide this type of alternative fuel complying with the sustainability criteria for biofuels set out in relevant Union legislation.

Excess Emissions Premium: in respect of the period from 1 January to 31 December 2014 and every calendar year thereafter, the Commission shall impose an excess emissions premium on a manufacturer or pool manager, as appropriate, where a manufacturer's average specific emissions of CO₂ exceed its specific emissions target.

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

- **from 2014 to 2018:** for excess emissions of more than 3g CO₂/km: $((\text{Excess emissions} - 3) \times \text{EUR } 95 + \text{EUR } 45) \times \text{number of new light commercial vehicles};$
- **from 2019:** $(\text{Excess emissions} \times \text{EUR } 95) \times \text{number of new light commercial vehicles}.$

Publication of performance of manufacturers: from 31 October 2015, the list published in accordance with the regulation shall also indicate whether the manufacturer has complied with the requirements the specific emissions targets with respect to the preceding calendar year.

Eco-innovation: the Commission shall, by 31 December 2012 at the latest, adopt detailed provisions for a procedure to approve such innovative technologies.

Review and report: by 1 January 2013, the Commission shall complete a review of the specific emissions targets and of the derogations provided for in the Regulation, with the aim of defining, subject to confirmation of its feasibility on the basis of updated impact assessment results, the modalities for reaching, by the year 2020, a long-term target of 147g CO₂ /km.

The Commission shall, if appropriate, submit a proposal to the European Parliament and to the Council by 2014, to include in this Regulation vehicles in category N2 and M2 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, with a view to achieving the long-term target from 2020.

By 31 December 2011, the Commission shall set up a procedure to obtain representative values of CO₂ emissions, fuel efficiency and mass of completed vehicles while ensuring that the manufacturer of the base vehicle has timely access to the mass and to the specific emissions of CO₂ of the completed vehicle.

By 31 October 2016, and every three years thereafter, the Commission shall amend Annex I (Specific CO₂ Emission Targets) to adjust the figure M₀, referred to therein, to the average mass of new light commercial vehicles in the previous three calendar years.

Those adjustments shall take effect for the first time on **1 January 2018** and every three years thereafter.

The Commission shall, moreover, include light commercial vehicles in the review of the procedures for measuring CO₂ emissions in accordance with Article 13(3) of Regulation (EC) No 443/2009.

Exercise of the delegation: in order to ensure uniform conditions for the implementation of this Regulation, in particular for i) the adoption of detailed rules for the monitoring and reporting of average emissions, namely the collection, registration, presentation, transmission, calculation and communication of data on average emissions, and the application of the requirements set out in Annex II, as well as for ii)

the adoption of detailed arrangements for the collection of excess emissions premiums and of detailed provisions for the procedure to approve innovative technologies, **implementing powers** should be conferred on the Commission.

The Commission should be empowered to adopt **delegated acts** in accordance with Article 290 TFEU to i) amend the monitoring and reporting requirements laid down in Annex II in the light of the experience of the application of this Regulation, ii) adjust the figure of M 0 referred to in Annex I to the average mass of new light commercial vehicles in the previous three calendar years, iii) establish rules regarding the interpretation of the eligibility criteria for derogations, on the content of applications for a derogation and on the content and assessment of programmes for the reduction of specific emissions of CO₂, as well as iv) adapt the formulae set out in Annex I in order to reflect any change in the regulatory test procedure for the measurement of specific CO₂ emissions.