

Emission performance standards for new light commercial vehicles

2009/0173(COD) - 11/05/2011 - Final act

PURPOSE: to set emission performance standards for new light commercial vehicles. .

LEGISLATIVE ACT: Regulation (EU) No 510/2011 of the European Parliament and of the Council setting emission performance standards for new light commercial vehicles as part of the Union's integrated approach to reduce CO₂ emissions from light-duty vehicles.

CONTENT: following a first reading agreement with the European Parliament the Council approved the first CO₂ emission standards for small vans in the EU.

Objectives: the Regulation introduces a limit of 175g CO₂/km for the average CO₂ emissions from light commercial vehicles registered in the EU. This limit will apply to small vans of average mass while specific targets for individual vehicles will vary according to their weight. The target will be phased in between 2014 and 2017: in 2014, 70% of a manufacturer's fleet will have to comply with it, rising to 75% in 2015 and 80% in 2016. From 2017, full compliance will be required from carmakers.

In order to provide industry with planning certainty, a long-term target for CO₂ emissions of light commercial vehicles in 2020 (147g CO₂/km) has been included. The modalities for reaching the target are to be established by 1 January 2013 in a revision of the Regulation.

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 50 g CO₂/km, to be taken into account in the application of the multipliers set out in the first paragraph shall not exceed 25 000 light commercial vehicles per manufacturer.

Specific emission target for alternative fuel light commercial vehicles: for the purpose of determining compliance by a manufacturer

with its specific emissions target, the specific 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: to incentivise investment in new technologies, from 2014 onwards producers will have to pay a penalty if their fleet fails to meet the target. The penalty will depend on the amount by which manufacturers exceed the target:

- from 2014 until 2018: for excess emissions of more than 3 g CO₂/km: $((\text{Excess emissions} - 3 \text{ g CO}_2/\text{km}) \times \text{EUR } 95 + \text{EUR } 45) \times \text{number of new light commercial vehicles}$;
- from 2019: $(\text{Excess emissions} \times \text{EUR } 95) \times \text{number of new light commercial vehicles}$.

Derogations for certain manufacturers: an application for a derogation from the specific emissions target may be made by a manufacturer of fewer than 22 000 new light commercial vehicles registered in the Union per calendar year.

Publication of performance of manufacturers: by 31 October 2013 and 31 October of each subsequent year, the Commission shall publish a list indicating whether each manufacturer has met the relevant target for the preceding calendar year. :

Eco-innovation: upon application by a supplier or a manufacturer, CO₂ savings achieved through the use of innovative technologies shall 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. The Commission shall adopt detailed provisions for a procedure to approve such innovative technologies by 31 December 2012.

Review and report: by 1 January 2013, the Commission shall complete a review of the specific emissions targets and of the derogations, 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 147 g CO₂/km in a cost-effective manner, and
- the aspects of the implementation of that target, including the excess emissions premium.

On the basis of such a review and its impact assessment, the Commission shall, if appropriate, make a proposal to amend this Regulation, in accordance with the ordinary legislative procedure.

The Commission shall, if appropriate, submit a proposal to the European Parliament and to the Council by 2014, to include in the 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.

The Commission shall by 2014, following an impact assessment, publish a report on the availability of data on footprint and payload and their use as utility parameters for determining specific emissions targets and, if appropriate, submit a proposal to the European Parliament and to the Council.

ENTRY INTO FORCE: 03/06/2011.

DELEGATED ACTS: the Commission is empowered to adopt delegated acts in order to make technical amendments to the Regulation. The power to adopt delegated acts shall be conferred on the Commission for a period of five years from 3 June 2011 (automatically extended for periods of an identical duration, unless the European Parliament or the Council revokes it.) The European Parliament or the Council may object to a delegated act within a period of two months from the date of notification (that period shall be extended by two months.) If either the European Parliament or the Council objects to the delegated act, it shall not enter into force.