

Reducing CO₂ emissions from new light commercial vehicles: modalities for reaching the 2020 target

2012/0191(COD) - 11/07/2012 - Legislative proposal

PURPOSE : to amend Regulation (EU) n° 510/2011 to define the modalities for reaching the 2020 target to reduce CO₂ emissions from new light commercial vehicles

PROPOSED ACT : Regulation of the European Council and the Parliament.

BACKGROUND: while emissions from other sectors are generally falling, **road transport is one of the few sectors where emissions have risen rapidly**. Between 1990 and 2008 emissions from road transport increased by 26%. As a result, it is the second biggest source of GHG emissions in the EU, and contributes about one-fifth of the EU's total emissions of CO₂.

In March 2011 the Commission adopted the ['Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system'](#). It sets out a transport strategy **within a frame of achieving a 60% reduction in transport GHG emissions by 2050**.

Regulation (EU) No 510/2011 sets the CO₂ reduction framework for the new van fleet to 2020. It operates in two steps. In the first period to 2017 the modalities of compliance with the targets have been established. For the second period to 2020 the target cannot become effective without implementing the necessary modalities, which are to be determined in a review. The Commission is requested to confirm that the 2020 van target is feasible.

Failure to determine or implement the modalities would have a detrimental effect on vehicle manufacturers and parts suppliers who need certainty with regard to the technology and vehicles that will be needed to meet the target.

Key modalities in the current Regulation include the limit value curve which is defined by the utility parameter and the function describing the relationship between the utility parameter and CO₂ emissions (setting the shape and slope). Other modalities include the excess emissions premium scheme, eco-innovations, derogations, pooling, the phasing-in of the targets and granting of super-credits for a limited period of time.

IMPACT ASSESSMENT: a joint impact assessment supporting the current proposal and [a proposal to amend Regulation \(EC\) No 443/2009](#) has been prepared. The following aspects were analysed: (a) 'do nothing' option; (b) modalities of meeting the car target; (c) simplification and reduction of administrative burden; (d) adaptation to the new test cycle; (e) form and stringency of legislation beyond 2020.

LEGAL BASIS: Article 192 of the Treaty on the Functioning of the European Union. (TFEU).

CONTENT: the proposal **confirms the feasibility of the average target of 147 g CO₂/km for new light commercial vehicles to be reached in 2020**. It proposes to define the modalities of reaching the target as follows:

- the utility parameter continues to be vehicle's mass in running order

- the limit value curve remains linear with a slope of 100% compared to the baseline fleet ;
- manufacturers responsible for less than 500 registrations of new light commercial vehicles per year are excluded from the obligation to meet their specific emissions target;
- more flexibility is allowed in the timing of decisions granting small-volume derogations ;
- eco-innovations are retained when a revised test procedure is implemented ;
- excess Emissions Premium is maintained at €95 per g/km per vehicle.

As industry benefits from indications of the regulatory regime that would apply beyond 2020, the proposal includes **a further review to take place by 31 December 2014.**

BUDGETARY IMPLICATIONS: the proposal has no implications for the EU budget.

DELEGATED ACTS: the proposal contains provisions empowering the Commission to adopt delegated acts in accordance with Article 290 of the Treaty on the Functioning of the EU.