

Emission performance standards for new passenger cars

2007/0297(COD) - 08/11/2018 - Follow-up document

In accordance with Regulation (EC) No 443/2009, the Commission presents a report on the exercise of the delegation conferred on the Commission in regard to setting emission performance standards for new passenger cars as part of the Union's integrated approach to reduce CO₂ emissions from light-duty vehicles. Regulation (EC) No 443/2009 has applied since 2009. Since then, the Commission has adopted delegated acts to define and amend rules for monitoring and reporting of data on average emissions, in particular adjusting the target calculation formulae and mass values in Annex I and II to the Regulation.

The following delegated acts have been adopted:

- [Commission Delegated Regulation \(EU\) 2017/1502](#) amending Annexes I and II to Regulation (EC) No 443/2009 for the purpose of adapting them to the change in the regulatory test procedure for the measurement of CO₂ from light duty vehicles.

The aim of the Regulation is to adapt the reporting and monitoring requirement to the change in the regulatory test procedure for measuring average emissions of new passenger cars registered in the territory of the EU. The World Harmonised Light Vehicles Test Procedure is set out in Commission Regulation (EU) 2017/1151 and replaces the New European Driving Cycle pursuant to Commission Regulation (EC) No 692/20087, which came into effect on 1 September 2017.

- [Commission Delegated Regulation \(EU\) No 2015/6](#) amending Annex I to Regulation (EC) No 443/2009 in order to take into account the evolution of the mass of new passenger cars registered in 2011, 2012 and 2013.
- [Commission Delegated Regulation \(EU\) No 2018/649](#) amending Annex I to Regulation (EC) No 443/2009 of the European Parliament and of the Council as regards the evolution of the mass of new passenger cars registered in 2014, 2015 and 2016.

The latter two Delegated Regulations aim to ensure a regular adaptation of the average mass value used for calculating the specific CO₂ emissions of new passenger cars, by taking into account the average mass of new vehicles registered in the Union in a preceding three year period.

The European Parliament and the Council raised no objections as a result of the scrutiny of those acts.