Air pollution: scheme to monitor the average emissions of carbon dioxide CO_2 from new passenger cars

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The Commission presented its communication on the implementation of the Community Strategy to Reduce CO2 Emissions from Cars: Third annual report on the effectiveness of the strategy (Reporting year 2001). The document recalls that the Community's strategy to reduce CO2 emissions from passenger cars and improve fuel economy aims at achieving an average specific CO2 emission figure for new passenger cars registered in the Community of 120 g CO2/km by 2005, and by 2010 at the latest. The specific CO2/km value achieved in the calendar year 2001 is in the range of about 167 to 170 g CO2/km, compared to 186 g CO2/km in 1995, the reference year of the strategy. By any measure it is quite unlikely that the target set out in the Community Strategy would be met as early as 2005. However, it remains realistic that the objective will be met by 2010 if the necessary measures are taken and all efforts are made. It seems clear that to achieve the overall target the implementation of all three pillars of the strategy will be necessary. The recently published Communication of the Commission on passenger car taxation presents, inter alia, options for taxation schemes that can support the Community Strategy to reduce CO2 emission. In addition the results of the 2003 review of the potential for additional CO2 reductions by the manufacturers' associations with a view to moving further towards the Community's objective of 120 g CO2/km by 2012 will be of great importance. The implementation of the commitments by the car industry shows good progress. The "Joint Reports" show that ACEA and JAMA so far made significant progress while KAMA has to increase its efforts significantly. In order to meet the final target of 140 g CO2/km all three associations have to maintain or increase their efforts. Based on the Joint Reports the Commission has no particular reason to believe that ACEA and JAMA would not live up to its respective commitment. With regard to KAMA there is reason to be concerned about the progress made so far. Additional and significant efforts will be necessary by KAMA if it is to meet its target. It should be noted that the car manufacturers' associations have listed a number of issues with regard to their commitments. Having said this, the respective association has in the discussions reconfirmed its intention to live up to the commitment. A number of Member States are still lagging behind schedule with regard to the implementation of Directive 1999/94 and Decision 1753/2000. This hampers the implementation of the strategy and its monitoring. The Commission continued in the monitoring period its work on CO2 reduction measures for light commercial vehicles and started work on mobile air conditioning.