

Air pollution: scheme to monitor the average emissions of carbon dioxide CO₂ from new passenger cars

1998/0202(COD) - 02/12/1999 - Text adopted by Parliament, 2nd reading

Under the codecision procedure, the Parliament adopted its second reading, subject to a few amendments, as follows: - a reference in the first recital to reduction of greenhouse gas concentrations to a level that would prevent dangerous anthropogenic interference with the climate system; - extending the coverage of the Directive to vehicles of category M1 (light commercial vehicles); - reference to the need to establish to monitor emissions of CO₂ on an objective basis; - the Commission is called upon to put forward as soon as possible a legal framework for the agreement entered into with the car manufacturers' organisations including measures to be taken in the event of the failure of the agreement to work; - in addition to Member States having to report to the Commission no later than 6 months after the entry into force of the Directive, provision is made for the Commission to seek further information or request, in consultation with Member States, that changes be made in the proposed method of implementation; - the Commission's report to the Council concerning the monitoring scheme would also be addressed to the Parliament and should be submitted by 31.12.2002 (instead of 31.12.2003); - the data collected under the monitoring system for the calendar year 2002 shall serve as the basis for monitoring voluntary obligations to reduce emissions of CO₂ from motor vehicles agreed between the Commission and the automobile industry and, where necessary, for their revision; - the report shall set out how CO₂ emissions have changed, as well as provide an indication as to whether reductions are due to technical measures taken by manufacturers or to other reasons, such as changes in consumer behaviour. Lastly, there is an indent added to Annex I, concerning length times breadth (i.e. body size of vehicle).