Basic information

1995/2331(COS) COS - Procedure on a strategy paper (historic) Air pollution: reduction of CO2 emissions from passengers cars, Community strategy **Subject** 3.20.05 Road transport: passengers and freight 3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles 3.70.02 Atmospheric pollution, motor vehicle pollution	Procedure completed

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
ENVI Environment, Public Health and Consumer Protection	GONZÁLEZ ÁLVAREZ Laura (GUE/NGL)	30/10/1996

Committee for opinion	Rapporteur for opinion	Appointed
ECON Economic and Monetary Affairs, Industrial Policy	BOWE David Robert (PSE)	19/03/1996
ENER Research, Technological Development and Energy	HOLM Ulf (V)	26/02/1996
TRAN Transport and Tourism	VAN DIJK Nel B.M. (V)	26/03/1996

Council of the European Union

Council configuration	Meetings	Date
Environment	1905	1996-03-04
Environment	2106	1998-06-16
Environment	1939	1996-06-26
Environment	2062	1997-12-16
Environment	1817	1994-12-16
Environment	1990	1997-03-03

Key events

Date	Event	Reference	Summary
15/12/1994	Additional information		Summary

16/12/1994	Debate in Council		
20/12/1995	Non-legislative basic document published	COM(1995)0689	Summary
19/01/1996	Committee referral announced in Parliament		
04/03/1996	Debate in Council		
26/06/1996	Resolution/conclusions adopted by Council		
03/03/1997	Debate in Council		
19/03/1997	Vote in committee		Summary
19/03/1997	Committee report tabled for plenary	A4-0117/1997	
09/04/1997	Debate in Parliament		
10/04/1997	End of procedure in Parliament		
28/04/1997	Final act published in Official Journal		
16/06/1998	Resolution/conclusions adopted by Council		

Technical information

Procedure reference	1995/2331(COS)
Procedure type	COS - Procedure on a strategy paper (historic)
Procedure subtype	Commission strategy paper
Legal basis	Rules of Procedure EP 148
Stage reached in procedure	Procedure completed
Committee dossier	ENVI/4/07438

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, single reading		A4-0117/1997 OJ C 132 28.04.1997, p. 0007	19/03/1997	
Text adopted by Parliament, single reading		T4-0166/1997 OJ C 132 28.04.1997, p. 0125-0210	10/04/1997	Summary

European Commission

Document type	Reference	Date	Summary
Non-legislative basic document	COM(1995)0689	20/12/1995	Summary
Document attached to the procedure	SEC(1997)0176	28/01/1997	
	COM(2000)0615		

Follow-up document		04/10/2000	Summary
Follow-up document	COM(2001)0643	08/11/2001	Summary

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES0098/1997 OJ C 089 19.03.1997, p. 0008	29/01/1997	Summary

Air pollution: reduction of CO_2 emissions from passengers cars, Community strategy

1995/2331(COS) - 20/12/1995 - Non-legislative basic document

OBJECTIVE: the Commission communication aims to define a global strategy for reducing CO2 emissions from cars. CONTENT: the Commission considers that the best way to implement Community action to reduce CO2 emissions from private cars by reducing fuel consumption is to combine four elements: - an agreement with the European automobile industry and importers of cars into the European Union in which they undertake to attain precise objectives for CO2 emissions from new cars sold after a certain date; this agreement would incorporate control arrangements; - tax incentives to encourage consumers to buy models which consume less fuel, with tax incentives to promote cars with particularly low fuel consumption to be incorporated in a future global Community initiative on vehicle taxes; - better information for consumers on CO2 emissions in the form of a suitable labeling system; - special RDT efforts to promote motor vehicles with low emissions and no CO2 emissions under the aegis of the ad hoc working party on the "car of tomorrow".

Air pollution: reduction of CO_2 emissions from passengers cars, Community strategy

1995/2331(COS) - 08/11/2001 - Follow-up document

The Community's strategy to reduce CO2 emissions from passenger cars and improve fuel economy was endorsed by the Council in 1996. It aims to achieve an average specific CO2 emissions figure for new passenger cars of 120 gCO2/km by 2005, and 2010 at the latest. The starting point for the monitoring of the strategy was 1995. The Commission invited the Commission to report about the effectiveness of the strategy regularly. The first report for the reporting period 1995-1999 mainly covered the progress made with regard to the commitments of the automobile industry. This second report also addresses the other parts of the strategy in more detail, including requirements laid down in Directive 1999/94/EC (the so-called "Labelling" Directive) and Decision 1753/2000/EC (the so-called "Monitoring" Decision) concerning reporting requirements. The Commission believes that consolidated reporting will allow all interested parties to follow the implementation of the Community strategy in the most efficient way. In the conclusion of this report, it is stated that the implementation of the Community's strategy to reduce CO2 emissions from passenger cars and improve fuel economy shows generally good progress. The commitments of the car industry are in the implementation phase. The report highlights that the ACEA and JAMA have made significant progress. In fact ACEA had already achieved the upper limit of the 2003 indicative intermediate target range by the year 2000. On the other hand, KAMA must increase its efforts significantly. For its part, KAMA has reported that it will step up efforts and that it is confident about meeting its commitments. In order to meet the final target of 140 gCO2/km all three associations have to maintain or increase their efforts, in particular KAMA. To achieve the Community strategy target of 120 gCO2/km it is important that the Community continues its work on fiscal measures. Commission's communication on vehicle taxation scheduled for February 2002 will present, inter alia, options for the design of fuel-efficiency related vehicle taxation schemes. A number of Member States are lagging behind schedule with regard to the implementation of Directive 1999/94 and Decision 1753/2000. It is imperative that Member States accelerate the implementation of these legal provisions in order to avoid negative repercussions on the implementation of the strategy and its monitoring.

Air pollution: reduction of CO_2 emissions from passengers cars, Community strategy

1995/2331(COS) - 10/04/1997 - Text adopted by Parliament, single reading

Adopting the report by Mrs GONZALEZ ALVAREZ (GUE/NGL, E), the European Parliament noted that the measures proposed by the Commission to reduce emissions of carbon dioxide from tourist vehicles and average fuel consumption were inadequate and rejected the idea of a voluntary agreement between the Community and the automobile industry. It recommended that, by 2005, the average CO2 emissions of all new motor vehicles

registered in the European Union should be no more than 120 g /km, which corresponded to fuel consumption of 5 l/100 km for petrol-driven vehicles and 4.5 l/100 km for diesel-driven vehicles. The next step would be to make provision for an additional reduction in average emissions of CO2 to 90 g /km by 2010. The European Parliament emphasized the need to increase the minimum rates of excise on petrol and diesel, although it was aware that fuel prices alone were not enough to encourage consumers to buy low-consumption vehicles. In order to promote the introduction of low-consumption, environmentally-friendly vehicles, the Commission should present a proposal for a directive on the general framework of taxes on new motor vehicles or annual vehicle taxes within the European Union. In order to reduce emissions and improve safety, the European Parliament recommended better application of speed limits and considered that the maximum speed of cars should be lowered by reducing the power/weight ratio.

Air pollution: reduction of CO_2 emissions from passengers cars, Community strategy

1995/2331(COS) - 04/10/2000

The Community's strategy to reduce CO2 emissions from passenger cars and improve fuel economy was endorsed by the Council in 1996. It aims at achieving an average CO2 emission figure for new passenger cars of 120g CO2/km by 2005, and 2010 at the latest. It is based on three main pillars: - commitments of the automobile industry on fuel economy improvements, aiming at achieving an average CO2 emission figure for new passenger cars of 140g CO2/km by 2008/9; - fuel-economy labelling of cars which aims at ensuring that information relating to the fuel economy and CO2 emissions of new passenger cars offered for sale or lease in the Community is made available to consumers in order to enable consumers to make an informed choice; - the promotion of car fuel efficiency by fiscal measures. In this respect, the Environment Council in October 1999 reiterated the need to study the possibility of establishing a reference framework for fiscal incentives. These pillars are supplemented by research activities. The Council invited the Commission to report about the effectiveness of the strategy regularly. In order to establish a detailed and fully transparent monitoring, the Commission intends to submit reports on an annual basis, meeting at the same time related reporting requests expressed by the Council. The European Parliament should be informed as well. The main findings for the reporting period 1995 to 1999 are: - all associations reduced the average specific CO2 emissions of their cars sold on the EU market; - the average CO2 emissions of new passenger cars decreased as well in all Member States; - all associations increased the diesel share of their fleets within the reporting period. In general, the implementation of the Community's strategy to reduce CO2 emissions from passenger cars and improve fuel economy shows significant progress. Two of the three main pillars (commitments of the car industry and fuel-economy labelling of cars) are in place, intensive work on the third (fiscal measures) is underway. The first set of "Joint Reports" shows that the European Automobile Manufacturers Association (ACEA) and the Japan Automobile Manufacturers Association (JAMA) are on the way to match the interim targets. The Korea Automobile Manufacturers Association (KAMA) has to increase it efforts significantly. In order to meet the final target of 140g CO2/km, all three associations have to increase their efforts, which is also foreseen in the commitments. To achieve the Community strategy target of 120g CO2/km, it is important that the Community continues to work in developing and implementing the two pillars for consumer information and fiscality.

Air pollution: reduction of CO_2 emissions from passengers cars, Community strategy

1995/2331(COS) - 29/01/1997 - Economic and Social Committee: opinion, report

The Committee welcomes the fact that the Commission focuses its strategy not only on the fiscal element but also on an effort to balance these measures with voluntary agreements and technological development. The Committee considers that the auto sector is highly taxed at the present time, but that it is still possible to restructure these taxes in such a way as to protect the environment. This strategy must encourage consumers freely to choose those vehicles with relatively lower CO2 emissions. Besides these fiscal measures, the Committee thinks that it would be wise to encourage a voluntary agreement with European industry and the importers to achieve these CO2 emission reductions through an increase in vehicle efficiency. This agreement should be based on the following elements: - account to be taken of technical feasibility and economic impact (availability of model, public acceptance, export opportunities). It should be possible to achieve the proposed reductions (some 25% on average) in all existing market segments taken together. - a precise timetable to be drawn up, to ensure that the consumption targets are met as soon as technically feasible. - an independent inspection system to be set up to monitor compliance with the voluntary agreements; - the industry to be involved more closely with the Task Force on the Car of Tomorrow; - the compatibility of this strategy with both EU and WTO competition rules to be assessed; - the important aspects of labelling to be included in these voluntary agreements so as to improve the process of choice by future users. If the level of compliance with the voluntary agreements is inadequate, the Commission should prepare a legislative framework to make the measures proposed in the present strategy mandatory.