

Basic information	
2019/2621(DEA) DEA - Delegated acts procedure Monitoring of CO2 emissions from new light commercial vehicles type-approved in a multi-stage process Supplementing 2009/0173(COD) Subject 3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles 3.70.02 Atmospheric pollution, motor vehicle pollution	Procedure completed - delegated act enters into force

Key players				
European Parliament	Committee responsible		Rapporteur	Appointed
	ENVI	Environment, Climate and Food Safety		
	Committee for opinion		Rapporteur for opinion	Appointed
	ITRE	Industry, Research and Energy (Associated committee)		

Key events			
Date	Event	Reference	Summary
07/03/2019	Non-legislative basic document published	C(2019)01710	
07/03/2019	Initial period for examining delegated act 2.0 month(s)		
13/03/2019	Committee referral announced in Parliament		
13/03/2019	Referral to associated committees announced in Parliament		
15/04/2019	Delegated act not objected by Council		
16/05/2019	Delegated act not objected by Parliament		

Technical information	
Procedure reference	2019/2621(DEA)
Procedure type	DEA - Delegated acts procedure
Procedure subtype	Examination of delegated act
	Supplementing 2009/0173(COD)
Stage reached in procedure	Procedure completed - delegated act enters into force
Committee dossier	ENVI/8/15742

Document type	Reference	Date	Summary
Non-legislative basic document	C(2019)01710	07/03/2019	

Monitoring of CO2 emissions from new light commercial vehicles type-approved in a multi-stage process

2019/2621(DEA) - 15/03/2010

The Council discussed the proposed regulation setting CO2 emission standards for light commercial vehicles. The draft regulation complements Regulation (EC) No 443/2009 on CO2 emission limits for new passenger cars. The proposal would provide for a limit for the average CO2 emissions from new light commercial vehicles at 175g CO2/km, phased in from 2014 to 2016. It would also set a long-term target of 135g CO2/km for 2020 and oblige manufacturers to pay penalties if their fleet fails to meet the objective.

Ministers were asked to comment on the following questions:

- Do you agree with the proposed long-term target of 135g CO2/km to be met in 2020 and subject to a review that will confirm its viability?

There was broad support for a long-term target subject to confirmation of its viability through an impact assessment, since this would give planning certainty and competitive advantages to industry as well as ensure lower emissions. In addition, a group of delegations highlighted its importance for reducing carbon dioxide emissions in sectors not covered by the EU emissions trading scheme and insisted on the ambition of the draft law. Some delegations asked to include minibuses and heavier vans in its scope. Others argued that an objective of 135g CO2/km was difficult to achieve by 2020 and asked for more time, given the length of investment cycles in the automotive sector.

- Do you consider that the flexibility mechanisms included in this proposal are appropriate to ensure the balance between the need to reduce CO2 emissions and the feasibility of the objectives of this legislation?

Several ministers asked for the phase-in of the target between 2014 and 2016 to be eliminated so as to cut emissions faster. Others requested that its introduction be extended until 2017 in order to take account of the industry's product development cycles. The derogation for low-volume manufacturers was in principle supported.

- Is the level of penalties of this proposal adequate to ensure the dissuasive objective of this regulation, maintaining the necessary level of ambition?

Some participants objected to the structure of the penalties, considering it too complicated and not sufficiently dissuasive. Another group of ministers felt that penalties are too high and should be aligned with the parallel legislation on carbon dioxide emissions from passenger cars.

Monitoring of CO2 emissions from new light commercial vehicles type-approved in a multi-stage process

2019/2621(DEA) - 20/12/2010

The Council discussed the proposed CO2 emission standards for light vans.

Ministers endorsed the outcome of informal negotiations between the presidency and the European Parliament for an agreement at first reading.

The agreed text introduces a limit of 175g CO2/km for the average CO2 emissions from new light vans registered in the EU. This target will apply to a small van of average mass while specific targets for individual vehicles would vary according to their weight. The objective will be phased in between 2014 and 2017.

In order to give planning certainty to industry, a long-term target for CO2 emissions of light commercial vehicles in 2020 has been included. Council and Parliament agreed on a target of **147g CO2/km**. The modalities for reaching the target are to be established in a revision of the regulation by **1 January 2013**.

To incentivise investment in new technologies, from 2014 producers have to pay a penalty if their fleet fails to meet the objective. As in the legislation for cars, the premium depends on how far manufacturers exceed the target. **A maximum penalty of EUR 95 per car for exceeding the target has been agreed.**

The agreed text will be confirmed by the European Parliament at an upcoming plenary session and adopted formally by the Council after legal-linguistic revision.

Monitoring of CO2 emissions from new light commercial vehicles type-approved in a multi-stage process

2019/2621(DEA) - 22/12/2009

The presidency reported to the Council on progress concerning a draft regulation setting emission performance standards for new light commercial vehicles.

The Working Party on the Environment examined the proposal. However, further detailed discussions within the Working Party will be necessary.

In general, most delegations welcomed the proposal to set CO₂ emission performance standards for new light commercial vehicles to complement the passenger cars Regulation and to contribute to the 5% emissions reduction target for activities falling outside the Emissions Trading Scheme. There is also considerable support for the initial target of 175g CO₂/km, but differing views about the timing of its introduction.

There are also some differences of view concerning the details of the proposal, such as the following:

Impact assessment: a number of delegations raised concerns regarding the data used, particularly since it was collected before the current economic difficulties affecting the sector. Long-term objective There is broad support for the setting of a long-term objective, but differing views on the proposed figure (with some expressing concerns about its feasibility and others supporting an even stricter target).

Scope and derogations: delegations welcomed the proposed initial scope followed by a review and the aim of avoiding loopholes. There was also broad support for the proposed derogations for low volume manufacturers whereby the producers would receive individual targets.

Utility parameter: most delegations have welcomed the use of mass in running order as the most appropriate utility parameter, but some are in favour of using alternative parameters.

Excess emissions premium: some delegations have expressed doubts about the proposed level of the premium, as it is higher than in the passenger cars regulation. Other delegations favour a simpler approach, without a phase-in of premiums on top of the phase-in of the short-term target itself.

Multi-stage vehicles: this a key concern for several delegations. The Commission has undertaken to provide additional information.

Monitoring of CO₂ emissions from new light commercial vehicles type-approved in a multi-stage process

2019/2621(DEA) - 11/06/2010

The presidency briefed the Council on **progress** with the draft regulation setting CO₂ emissions standards for light commercial vehicles.

In general, delegations welcomed the proposal to set CO₂ emission performance standards for new light commercial vehicles to complement the passenger cars Regulation and to contribute, by year 2020, to the 5% of the total EU reduction effort for activities falling outside the Emissions Trading Scheme.

Long-term target: almost all delegations recognised the importance of long term targets for the automobile industry. However, Member States have different views on the way this long term target should be integrated in legislation: some would like to inscribe the objective of 135 g CO₂/km in 2020 already in the text as proposed by the Commission, others consider this value to be too ambitious and not attainable in 2020, another group would like to determine this value only after the review. A couple of Member States would like to review the long term target only downwards and one delegation proposed to express this value in a percentage and not in grams.

Scope: some delegations have serious doubts about the possible inclusion of the vehicles of categories N2 and M2, while others consider more appropriate to thoroughly study this possibility.

Transitional period: some delegations asked for a longer transitional period for the entry into force of the regulation (one more year), others on the contrary would prefer to have a shorter period or no phase-in at all. One delegation asked for a stricter short term target (less than 175 g CO₂/km) and another one proposed that this target should be attained already in 2012.

Flexibility mechanism: on the flexibility mechanisms offered by the proposed legislation, some delegations are supportive of the provisions on eco-innovation and super-credits and others consider that they

are over generous and not necessary for light-commercial vehicles. One delegation would like to see in the text incentives to vehicles running on biofuels, similar to those given in Article 6 by the Regulation 443/2009.

Utility parameter: a couple of delegations suggested that transport capacity should be taken into account in the targets to avoid that a significant decrease in the carrying capacity of vans results in the use of more vehicles or heavier vehicles for the same transport performance.

Multistage vehicles: with regards to the inclusion of the multistage vehicles into the scope of the regulation, it seems that almost all delegations are in favour, nevertheless there are some key points that have to be solved, i.e., which is the best temporary solution until the development of the final method, whom is responsible for the emission of the completed vehicle, and how to define the most representative final value of CO₂ for these vehicles (taking into account the need to modify the framework type-approval Directive).

Penalties: the level of penalties was considered excessively high by some Member States that would prefer to align the excess emissions premium with the regulation on CO₂ emissions from passenger cars. Some Member States are in favour of the Commission's proposal and others have underlined the importance of an effective system that strikes an appropriate balance between a deterrent effect against non-compliance and competitiveness, based on the marginal CO₂ abatement costs through vehicle technology for light-commercial vehicles.

Monitoring of CO₂ emissions from new light commercial vehicles type-approved in a multi-stage process

2019/2621(DEA) - 25/11/2010

The Council took note of the progress made by the Commission (16961/10) in the implementation of the EU strategy on clean and energy-efficient vehicles adopted on 25 May 2010 ([Doc 10151/10](#)).

In this regard, the Council also took note of a joint declaration signed by the Belgian, Bulgarian, German, French, Irish, Lithuanian, Portuguese, Slovenian and Spanish delegations on the promotion of electric cars in Europe ([Doc 14028/10](#)).