

Procedure file

Basic information		
COS - Procedure on a strategy paper (historic)		Procedure completed
1995/2331(COS)		
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		

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	ENVI Environment, Public Health and Consumer Protection		30/10/1996
		GUE/NGL GONZÁLEZ ÁLVAREZ Laura	
	Committee for opinion	Rapporteur for opinion	Appointed
	ECON Economic and Monetary Affairs, Industrial Policy		19/03/1996
		PSE BOWE David Robert	
	ENER Research, Technological Development and Energy		26/02/1996
		V HOLM Ulf	
Council of the European Union	TRAN Transport and Tourism		26/03/1996
		V VAN DIJK Nel B.M.	
	Council configuration	Meeting	Date
	Environment	2106	16/06/1998
	Environment	2062	16/12/1997
	Environment	1990	03/03/1997
	Environment	1939	26/06/1996
	Environment	1905	04/03/1996
	Environment	1817	16/12/1994

Key events			
15/12/1994	Additional information		Summary
16/12/1994	Debate in Council	1817	
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	1905	
26/06/1996	Resolution/conclusions adopted by Council		
03/03/1997	Debate in Council	1990	
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	Decision by Parliament	T4-0166/1997	Summary
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 142
Stage reached in procedure	Procedure completed
Committee dossier	ENVI/4/07438

Documentation gateway

Non-legislative basic document		COM(1995)0689	20/12/1995	EC	Summary
Document attached to the procedure		SEC(1997)0176	28/01/1997	EC	
Economic and Social Committee: opinion, report		CES0098/1997 OJ C 089 19.03.1997, p. 0008	29/01/1997	ESC	Summary
Committee report tabled for plenary, single reading		A4-0117/1997 OJ C 132 28.04.1997, p. 0007	19/03/1997	EP	
Text adopted by Parliament, single reading		T4-0166/1997 OJ C 132 28.04.1997, p. 0125-0210	10/04/1997	EP	Summary
Follow-up document		COM(2000)0615	04/10/2000	EC	Summary
Follow-up document		COM(2001)0643	08/11/2001	EC	Summary

Air pollution: reduction of CO2 emissions from passengers cars, Community strategy

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Air pollution: reduction of CO2 emissions from passengers cars, Community strategy

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 CO₂ emissions from passengers cars, Community strategy

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. ?

Air pollution: reduction of CO₂ emissions from passengers cars, Community strategy

The committee adopted a non-legislative report by Laura GONZÁLEZ ÁLVAREZ (GUE/NGL, E) on a Commission communication on a Community strategy to reduce CO₂ emissions from passenger cars and improve fuel economy. CO₂ emissions were not covered by the Auto/Oil Programme, but CO₂ is the main greenhouse gas responsible for global warming. The report said that in the light of the current increase in CO₂ "business as usual" was not an option. Rejecting the Commission's proposal for a voluntary agreement with the auto industry, the report calls on the Commission to ensure, through the establishment of graduated limits, that by 2005 the average CO₂ emission of all new motor vehicles (diesel and petrol) in the EU is 120g per km. The committee also raises the possibility of linking car purchase tax and/or annual road taxes to emission levels so as to give consumers an incentive to buy less polluting vehicles. Fuel economy labelling and the use of speed limiters and econometers are recommended and the committee calls for a reconsideration of out-of-town shopping centres.?

Air pollution: reduction of CO₂ emissions from passengers cars, Community strategy

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 CO₂ emissions from passengers cars, Community strategy

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. ?