



# Procedure file

Basic information	
COD - Ordinary legislative procedure (ex-codecision procedure) Decision	1998/0202(COD) Procedure completed
Air pollution: scheme to monitor the average emissions of carbon dioxide CO2 from new passenger cars Repealed by <a href="#">2007/0297(COD)</a>	
Subject 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
	<b>DELE</b> EP Delegation to Conciliation Committee		31/01/2000
		GUE/NGL <a href="#">GONZÁLEZ ÁLVAREZ Laura</a>	
	Former committee responsible		
	<b>ENVI</b> Environment, Public Health, Consumer Policy		21/07/1998
	GUE/NGL <a href="#">GONZÁLEZ ÁLVAREZ Laura</a>		
	<b>ENVI</b> Environment, Public Health and Consumer Protection	PPE <a href="#">JACKSON Caroline</a>	01/05/1999
	<b>ENVI</b> Environment, Public Health and Consumer Protection	GUE/NGL <a href="#">GONZÁLEZ ÁLVAREZ Laura</a>	21/07/1998
Council of the European Union	Council configuration	Meeting	Date
	<a href="#">Agriculture and Fisheries</a>	<a href="#">2260</a>	16/05/2000
	<a href="#">Economic and Financial Affairs ECOFIN</a>	<a href="#">2241</a>	31/01/2000
	<a href="#">Agriculture and Fisheries</a>	<a href="#">2162</a>	22/02/1999
	<a href="#">Environment</a>	<a href="#">2153</a>	20/12/1998
	<a href="#">Environment</a>	<a href="#">2121</a>	06/10/1998

Key events			
12/06/1998	Legislative proposal published	COM(1998)0348	Summary
15/07/1998	Committee referral announced in Parliament, 1st reading		
06/10/1998	Debate in Council	<a href="#">2121</a>	

08/12/1998	Vote in committee, 1st reading		Summary
08/12/1998	Committee report tabled for plenary, 1st reading	<a href="#">A4-0492/1998</a>	
16/12/1998	Debate in Parliament		
17/12/1998	Decision by Parliament, 1st reading	T4-0754/1998	Summary
12/02/1999	Modified legislative proposal published	COM(1999)0058	Summary
23/02/1999	Council position published	<a href="#">05621/2/1999</a>	Summary
26/07/1999	Vote in committee, 1st reading		
26/07/1999	Committee report tabled for plenary confirming Parliament's position	<a href="#">A5-0004/1999</a>	
16/09/1999	Decision by Parliament, 1st reading	<a href="#">T5-0013/1999</a>	Summary
16/09/1999	Committee referral announced in Parliament, 2nd reading		
16/11/1999	Vote in committee, 2nd reading		Summary
16/11/1999	Committee recommendation tabled for plenary, 2nd reading	<a href="#">A5-0064/1999</a>	
01/12/1999	Debate in Parliament		
02/12/1999	Decision by Parliament, 2nd reading	<a href="#">T5-0129/1999</a>	Summary
31/01/2000	Parliament's amendments rejected by Council		
09/03/2000	Formal meeting of Conciliation Committee		Summary
09/03/2000	Final decision by Conciliation Committee		
04/04/2000	Joint text approved by Conciliation Committee co-chairs	<a href="#">3608/2000</a>	
13/04/2000	Report tabled for plenary, 3rd reading	<a href="#">A5-0128/2000</a>	
16/05/2000	Debate in Parliament		
16/05/2000	Decision by Council, 3rd reading		
17/05/2000	Decision by Parliament, 3rd reading	<a href="#">T5-0217/2000</a>	Summary
22/06/2000	Final act signed		
22/06/2000	End of procedure in Parliament		
10/08/2000	Final act published in Official Journal		

### Technical information

Procedure reference	1998/0202(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Decision

	Repealed by <a href="#">2007/0297(COD)</a>
Legal basis	EC Treaty (after Amsterdam) EC 175-p1
Stage reached in procedure	Procedure completed
Committee dossier	CODE/5/12487

## Documentation gateway

Legislative proposal	<a href="#">COM(1998)0348</a> <a href="#">OJ C 231 23.07.1998, p. 0006</a>	12/06/1998	EC	Summary
Economic and Social Committee: opinion, report	<a href="#">CES1437/1998</a> <a href="#">OJ C 040 15.02.1999, p. 0009</a>	03/12/1998	ESC	
Committee report tabled for plenary, 1st reading/single reading	<a href="#">A4-0492/1998</a> <a href="#">OJ C 098 09.04.1999, p. 0006</a>	08/12/1998	EP	
Text adopted by Parliament, 1st reading/single reading	T4-0754/1998 <a href="#">OJ C 098 09.04.1999, p. 0198-0251</a>	17/12/1998	EP	Summary
Modified legislative proposal	<a href="#">COM(1999)0058</a> <a href="#">OJ C 083 25.03.1999, p. 0009</a>	12/02/1999	EC	Summary
Council position	<a href="#">05621/2/1999</a> <a href="#">OJ C 123 04.05.1999, p. 0013</a>	23/02/1999	CSL	Summary
Commission communication on Council's position	<a href="#">SEC(1998)0281</a>	24/02/1999	EC	Summary
Reconsultation	<a href="#">SEC(1999)0581</a>	28/04/1999	EC	
Committee final report tabled for plenary, 1st reading/single reading	<a href="#">A5-0004/1999</a> <a href="#">OJ C 054 25.02.2000, p. 0010</a>	26/07/1999	EP	
Text adopted by Parliament confirming position adopted at 1st reading	<a href="#">T5-0013/1999</a> <a href="#">OJ C 054 25.02.2000, p. 0055-0076</a>	16/09/1999	EP	Summary
Committee recommendation tabled for plenary, 2nd reading	<a href="#">A5-0064/1999</a> <a href="#">OJ C 194 11.07.2000, p. 0005</a>	16/11/1999	EP	
Text adopted by Parliament, 2nd reading	<a href="#">T5-0129/1999</a> <a href="#">OJ C 194 11.07.2000, p. 0014-0046</a>	02/12/1999	EP	Summary
Commission opinion on Parliament's position at 2nd reading	<a href="#">COM(2000)0044</a>	01/02/2000	EC	Summary
Joint text approved by Conciliation Committee co-chairs	<a href="#">3608/2000</a>	04/04/2000	CSL/EP	
Report tabled for plenary by Parliament delegation to Conciliation Committee, 3rd reading	<a href="#">A5-0128/2000</a> <a href="#">OJ C 059 23.02.2001, p. 0006</a>	13/04/2000	EP	
Text adopted by Parliament, 3rd reading	<a href="#">T5-0217/2000</a> <a href="#">OJ C 059 23.02.2001, p. 0069-0092</a>	17/05/2000	EP	Summary
Follow-up document	<a href="#">COM(2002)0693</a>	09/12/2002	EC	Summary
Follow-up document	<a href="#">COM(2004)0078</a>	11/02/2004	EC	Summary
Follow-up document	<a href="#">COM(2005)0269</a>	22/06/2005	EC	Summary
Document attached to the procedure	<a href="#">SEC(2006)1078</a>	24/08/2006	EC	

Follow-up document		<a href="#">COM(2006)0463</a>	24/08/2006	EC	Summary
Follow-up document		<a href="#">COM(2009)0713</a>	12/01/2010	EC	Summary
Follow-up document		<a href="#">COM(2010)0655</a>	10/11/2010	EC	Summary

#### Additional information

European Commission

[EUR-Lex](#)

#### Final act

[Decision 2000/1753](#)

[OJ L 202 10.08.2000, p. 0001](#) Summary

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

**OBJECTIVE:** to establish a scheme to monitor the average specific emissions of carbon dioxide from new passenger cars, with the aim of measuring the effectiveness of the Community strategy. **SUBSTANCE:** the Community's strategy to reduce carbon dioxide emissions includes an objective for new passenger cars sold in the Community to attain an average specific emission of carbon dioxide of 120 g/km by 2005 (or 2010 at the latest). At present there is no Community-wide scheme to monitor with precision carbon dioxide emissions from new passenger cars. The objectives of the Commission proposal are therefore: - to assess the effectiveness of the Community's strategy for reducing carbon dioxide emissions from cars; - to provide information on changes in the passenger car fleet due to the implementation of the strategy which may affect other Community policy objectives such as air quality, ground level ozone, regional acidification and road safety; - to assess the impact on the new car market of the Community's strategy for reducing carbon dioxide emissions from cars. The proposal for a decision provides for the establishment of a monitoring programme to collect information relating to the specific emissions of carbon dioxide, manufacturer, fuel type, mass, engine power and engine capacity of each newly registered passenger car. Member States will be responsible for collecting, storing and forwarding the relevant data. The proposal provides only for aggregating them at Community level. ?

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

The Committee adopted the report by Mrs Laura GONZÁLEZ ÁLVAREZ (EUL/NGL, E), concerning a proposal for a Council Decision designed to monitor emissions of CO2 from new passenger cars. Amendments adopted by the committee seek to include light commercial vehicles (a significant source of CO2 emissions in urban areas) within the remit of the proposal, to bring forward various deadlines, to add vehicle body size to the information to be collected, and to require data to be grouped by manufacturer.?

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

In adopting the report of Ms. Laura GONZALEZ ALVAREZ (GUE/NL, E), on the proposal to establish a scheme to monitor the average specific emissions of carbon dioxide from new passenger cars, the Parliament amended the Commission's proposal. The amendments adopted seek to include within the scope of the monitoring system light commercial vehicles since they also contribute to emissions of CO2, especially in urban areas.?

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The amended proposal accepts, in total or partially, 14 out of the 48 amendments adopted by the European Parliament in its first reading. With regards to the preamble, the Commission accepted the amendments that aim to: - make more explicit the commitments made in order to reduce the concentrations of greenhouse gases; - make reference to the link between the surveillance programme and the environmental agreement between the Commission and the Association of European Car Manufacturers (AECM); - recall the objective of the CO2/car strategy and the elements that comprise it; - indicate that the Commission has the intention to study the possibility to extend the emission measures of CO2 to motor vehicles other than the specified vehicles. Concerning the provisions of the proposal, the amendments accepted by the Commission: - specify that data must be supplied for each manufacturer and each grouping of manufacturers; - specify that the Member States must designate competent authorities to be responsible for the collection and communication of information; - confirm that the annual report based on the information relating to the surveillance must also be transmitted to the European Parliament, as well as the Council. With regard to the annexes, the Commission accepted the amendments that have the effect of increasing the differentiation of vehicles for upper category vehicles.?

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The Council's common position takes up, in full or in part, and occasionally in principle, eleven of the European Parliament's amendments. These include the obligation for Member States to calculate data by each manufacturer as well as for all manufacturers, and that the annual report from the Commission shall be submitted to the European Parliament, as well as to the Council. Further categories have been added to the different parameters to be monitored so as to increase the precision of the exercise and consequently make it possible to draw more precise conclusions from the analysis. Apart from streamlining definitions, improving the consistency of references to relevant Community legislation and introducing various cross-references between Art. 4 and Annex III, the following changes were made to the proposal by the Council: - the addition of the category of alternatively powered vehicles to the scope of the Decision, as this category of vehicles was considered to be of increasing performance on the passenger car market and with respect to CO2 emissions; - the scheme would only apply to passenger cars being registered in the Community for the first time; - the clarification of the respective tasks of the Member States and Commission and limit the transmission of information on the quality of data to what is really necessary for an effective functioning of the scheme; - the various dates mentioned in the proposal have been modified with the main objective to ensure that the corresponding provisions could actually be implemented given the probable date of entry into force of this Decision.?

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The common position is very close to that of the Commission and the European Parliament. The original proposal has been improved in technical terms and the requirement to determine the number of alternatively powered vehicles registered in each Member State is a beneficial addition to the original proposal. In addition, many of the proposals made by the Parliament have been taken on board and there is very little divergence between the respective positions of the different institutions.?

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The committee adopted the recommendation for second reading (codecision procedure) by Mrs Laura GONZÁLEZ ÁLVAREZ (EUL/NGL, E) amending the Council's common position. The report welcomed the fact that a number of Parliament's amendments tabled at first reading had been taken up by the Council but regretted that the common position had failed to take account of other points introduced by Parliament, in particular the amendments calling for light commercial vehicles (LCVs) to be covered by the monitoring scheme. The committee therefore adopted an amendment calling for the Community strategy for reducing CO2 emissions and the monitoring systems to be extended to cover all motor vehicles. It also addressed the issue of voluntary agreements with the automobile industry, adopting an amendment urging the Commission to put forward as soon as possible a legal framework for the agreement entered into with car manufacturers' organisations, including measures to be taken should the agreement fail to work.

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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).?

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The Commission accepts 2 amendments entirely, 1 in part and 3 in principle. The amendments that the Commission accepted aim to : - bring forward the date of the report to be presented by the Commission on the implementation of the programme (the dates indicated in the decision could be reviewed as a function of the adoption date) from the 31/12/2003 to the 31/12/2002; - add the length and the width of the vehicles to the list of technical control characteristics to be checked; - describe the surveillance procedures; - put the accent on the second and the third pillar of Community strategy on the rates of CO2 and particular cars, such as consumer information and the use of tax incentive measures. The Commission accepts in principle the proposed amendment that concerns vehicles in the N1 category. However, it must be reformulated in

such a way as to make it conform with the interinstitutional agreement and to take account of the current state of progress of work that is being carried out for different categories of vehicles. The Commission believes that N1 category vehicles constitute a priority target for the new voluntary agreements. It for this reason that the Commission is currently taking the first measures with a view to including fuel consumption and the measure of CO2 emissions of light utility vehicles (N1 category vehicles) in the legislation relating to the type-approval of vehicles. The inclusion of types of vehicles, other than NI category, is not foreseen for the time being, the main reason being that these vehicles are reputed for being efficient on a consumption level (trucks), or because their share in overall CO2 emissions is too low. In addition, the Commission accepts, in principle, the amendment that aims to add a new article which clarifies the nature of the report. This should also analyse whether the changes in the volume of CO2 emissions are resulting from the efforts agreed to by the manufacturers or if they are attributable to other elements of the strategy which aim to reduce the CO2 emissions of specific vehicles. On the other hand, the Commission did not accept the amendments that seek to: - clarify the text by underlining that the obligation to stabilise CO2 emissions contracted by the Community could necessitate a reduction in greenhouse gas concentrations; - oblige the Commission to present a legal framework for the agreements concluded with the car manufacturers' organisations with respect to the environment; - strengthen the Commission's powers with respect to the Member States. Although the Commission cannot accept these last amendments, the common position represents an adequate solution from this point of view.?

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The Conciliation Committee reached agreement on a joint text on the Council's common position incorporating, with slight changes, Parliament's amendments concerning the reference to a reduction in the level of greenhouse gas concentrations, studies on the measuring of emissions from motor vehicles and trailers and the possible need for a legal framework for the agreements to be entered into in the future with car manufacturers' organisations, including the measures to be taken in the event that such agreements failed to work. The text finally agreed on also laid down that the data collected under the monitoring scheme from 2003 would serve as the basis for monitoring voluntary obligations to reduce emissions of CO2 from motor vehicles agreed between the Commission and the automobile industry. The only amendment which the Council did not agree to include in the joint text concerned vehicle dimensions among the data to be collected and transmitted by the Member States under Annex I to the decision. However, that annex included numerous other data representing a significant body of information, and vehicle size was not therefore a determining factor. Parliament's delegation to the Conciliation Committee therefore felt that the final outcome of conciliation was highly satisfactory, as the vast majority of its amendments had been incorporated in the joint text. It therefore recommended that the joint text be approved at third reading.?

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

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At its third reading, the European Parliament approved the joint text decided upon by the Conciliation Committee on carbon dioxide emissions from new passenger cars.?

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

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**PURPOSE** : to establish a scheme to monitor the average specific emissions of carbon dioxide from new passenger cars, with the aim of measuring the effectiveness of the Community strategy. **COMMUNITY MEASURE** : Decision 1753/2000/EC of the European Parliament and of the Council establishing a scheme to monitor the average specific emissions of CO2 from new passenger cars. **CONTENT** : the Decision establishes a monitoring scheme to collect information relating to specific CO2 emissions, the manufacturer, make, maximum net power of new passenger cars, mass, engine capacity, fuel type etc. This Decision also refers to reducing greenhouse gases, studies aiming to draw up appropriate proposals on harmonised procedures for measuring the specific CO2 emissions from vehicles and their trailers and the eventual need for a legal framework for agreements to be entered into the future with the car manufacturers' organisations. Finally, the Commission shall report to the European Parliament and to the Council by 31.12.2002 at the latest on the operation of the monitoring scheme. The data collected under the monitoring system from the year 2003 onwards shall serve as the basis for monitoring voluntary obligations to reduce emissions of CO2 from motor vehicles. ?

## Air pollution: scheme to monitor the average emissions of carbon dioxide CO2 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 CO<sub>2</sub>/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 CO<sub>2</sub> reduction measures for light commercial vehicles and started work on mobile air conditioning.?

## Air pollution: scheme to monitor the average emissions of carbon dioxide CO<sub>2</sub> from new passenger cars

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The European Union's strategy to reduce CO<sub>2</sub> emission is based on a three-pronged approach: - The commitment of the automobile industry to achieve an average specific CO<sub>2</sub> emission figure for new passenger cars of 140g CO<sub>2</sub>/km by 2008/09. - Fuel-economy labelling of cars in a bid to give consumers a more informed choice. - Fiscal measures in order to promote car fuel efficiency. Under provisions encapsulated in EU Decisions (1753/2000/EC) relating to the reduction of CO<sub>2</sub> emissions from cars, the European Commission is expected to provide an annual Report on the overall effectiveness of the strategy. This is the fourth annual Report prepared. Yet, it is the first year in which the Commission relies on its own figures (presented by the Member States) as opposed to relying on figures presented to it by the automotive industry. In total, and all things considered, the average CO<sub>2</sub> emission from passenger cars in the EU decreased from 186g CO<sub>2</sub>/km in 1995 to 166 g CO<sub>2</sub>/km in 2002 - a reduction of 10.8%, (well short of the 35% expected). The Community's stated aim is to reduce CO<sub>2</sub> emissions from passenger cars by achieving an average specific CO<sub>2</sub> emission figure of 120 g CO<sub>2</sub>/km by 2005 and by 2010 at the latest. The Commission, however, considers it unlikely that the preferred aim of 120g CO<sub>2</sub>/ km by 2005 will be achieved. To meet this target would require an average annual reduction of 3.5% - significantly higher than what has been achieved annually so far. Nevertheless, the Commission reports that as far as the European Automobile Manufacturers Association (ACEA) and the Japanese Automobile Manufacturers Association (JAMA) are concerned good progress has been made in that they have met the intermediate target. On the other hand progress from the Korean Automobile Manufacturers Association (KAMA) remains unsatisfactory and the Commission urges a greater effort on their behalf in order to meet their Commitments to CO<sub>2</sub> reduction targets. The Commission Report also notes that both ACEA and JAMA have introduced passenger cars emitting 120 g CO<sub>2</sub>/km or less. ACEA reached over 580 000 and JAMA around 44 000 registrations of such cars in 2002. KAMA is still to introduce such models on to the market. On the question of labelling the Report notes that by the end of 2003 all of the EU Member States, bar Germany had implemented the Directive. The Commission is now awaiting Member States' reports before it can study what future need or need not to be taken. Concerning work on fiscal measures the Report notes that the European Parliament responded positively to Commission proposals focusing on registration and annual circulation taxes. The Commission concluded that fiscal measures are an important complementary instrument as a means to achieving the EU-target of 120 g CO<sub>2</sub>/km for new cars by 2005 and 2010 at the latest and that national vehicle taxes should establish a more direct relation between tax level and the CO<sub>2</sub> performance of each new passenger car. Council has been debating these issues since May 2003. Other related measures being used in the EU strategy to reduce CO<sub>2</sub> emission from cars include measures to minimise CO<sub>2</sub> levels from light commercial vehicles (LCV). The Commission has recently carried out an initial study on options for CO<sub>2</sub> emission and policy developments for LCVs covering the period 2005-2015. The final results of the study will be known by the end of 2004. Similarly, the Commission has begun work on mobile air conditioning in cars given the growing evidence that it contributes significantly to the emission of CO<sub>2</sub> gases.?

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The Commission presented its communication on the implementation of the Community Strategy to Reduce CO<sub>2</sub> Emissions from Cars: Fifth annual report on the effectiveness of the strategy (Reporting year 2003).

To recall, the Community's strategy to reduce CO<sub>2</sub> emissions from passenger cars and improve fuel economy aims at achieving an average specific CO<sub>2</sub> emission figure for passenger cars newly registered in the Community of 120 g CO<sub>2</sub>/km by 2010 at the latest. The specific CO<sub>2</sub>/km value achieved in the calendar year 2003 was 164 g CO<sub>2</sub>/km, compared to 186 g CO<sub>2</sub>/km in 1995, the reference year of the Community strategy ? a reduction of about 12 %. The assessments carried out under the ?Major Review? and under Article 10 of Decision 1753/2000/EC show that ACEA and JAMA have, during the period 1998 to 2003, met all the obligations stated in their respective Commitments. The car industry has, in doing so, delivered a sizeable contribution to the EU's strategy for reducing greenhouse gas emissions and to its Kyoto reduction objectives.

In order to meet the final target of the Commitments (140 g CO<sub>2</sub>/km) all three associations have to increase their efforts. Based on the Joint Reports, the Commission has no reason to believe that JAMA would not live up to its commitment. ACEA has met its interim target for 2003 in 2000 and expressed its firm determination to make the best possible efforts to live up to its CO<sub>2</sub> Commitment, but could no longer confirm the concluding statement given in the previous reports. The Commission underlines the importance of meeting the target, which is achievable. With regard to KAMA there is a real concern. This has been emphasised to KAMA which, however, has reiterated its determination to achieve the targets to which it has committed.

While the legal transposition of Directive 1999/94 is now completed, work on its effectiveness signals significant shortcomings. It is obvious that measures have to be taken in order to strengthen this pillar, as well as the pillar on fiscal measures, if the Community target of 120 g/km is to be met in 2010.

The position papers presented by ACEA and JAMA in 2003 as the results of their respective reviews on the potential to moving further towards the Community's objective of 120 g CO<sub>2</sub>/km by 2012 signals that the associations see no possibility to achieve this target in a cost efficient manner by technical measures. The Commission will carry out its own assessment and present to Council and Parliament a proposal in the second half of 2005.

The Commission is continuing its work concerning CO<sub>2</sub> emissions from light commercial vehicles and on CO<sub>2</sub> emissions due to the use of mobile air conditioning.

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The Commission has presented sixth annual report on the implementation of the Community strategy to reduce CO<sub>2</sub> emissions from cars. This report addresses the 2004 monitoring and the reviews that were launched during that year.

The Community's strategy to reduce CO<sub>2</sub> emissions from passenger cars and improve fuel economy aims at achieving an average specific CO<sub>2</sub> emission figure for passenger cars newly registered in the Community of 120 g CO<sub>2</sub>/km. The EU 15 average value achieved in 2004 was 163 g CO<sub>2</sub>/km<sup>23</sup>, compared to 186 g CO<sub>2</sub>/km in 1995, the reference year of the Community strategy ? a reduction of about 12.4 %.

The assessments carried out show that ACEA (European Automobile Manufacturers Association), JAMA (Japanese Automobile Manufacturers Association) and KAMA (Korean Automobile Manufacturers Association) have, during the period 1998 to 2004, met all the obligations stated in their Commitments. The car industry has, in doing so, delivered a sizeable contribution to the EU strategy for reducing greenhouse gas emissions and to its Kyoto reduction objectives.

In order to meet the final target of the Commitments (140 g CO<sub>2</sub>/km) all three associations have to substantially increase their efforts. The Commission acknowledges that all three associations have reconfirmed their firm determination to make the best possible efforts to live up to their commitments.

The Commission underlines the importance for the car industry of meeting the 140 g CO<sub>2</sub>/km target which the Commission considers achievable and to which the industry has committed. It also stresses the need for continued efforts towards technical research, development and demonstration on more efficient propulsion and auxiliary systems (including mobile air conditioning) for passenger cars and light commercial vehicles, with a view to achieving lower costs and improved performance, including overall efficiency and durability.

The Commission has decided to carry out in 2005-2006 a review of the Community's strategy to reduce CO<sub>2</sub> emissions from passenger cars and light commercial vehicles. This review will be carried out under the framework of the European Climate Change and the Commission intends to present a Communication on a revised strategy to the European Parliament and Council in the second half of 2006.

## Air pollution: scheme to monitor the average emissions of carbon dioxide CO<sub>2</sub> from new passenger cars

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The Commission presents its 2008 report on monitoring data for the CO<sub>2</sub> emissions from new passenger cars in the EU in accordance with Decision (EC) 1753/2000. The report notes that, in comparison to the reports in previous years, the CO<sub>2</sub> emissions figures are not corrected by 0.7%. This correction by 0.7% had been applied in assessing the progress made by the manufacturing associations ACEA, JAMA and KAMA, in order to compensate for a change in the test procedure that took place after their voluntary commitments were made.

Average CO<sub>2</sub> emissions from new passenger cars: the average specific CO<sub>2</sub> emissions in the year 2008 were 153.5g CO<sub>2</sub>/km. This is a decrease by 3.3% or 5.2 grams per kilometre from the previous year (158.7g CO<sub>2</sub>/km in 2007) which is the largest relative drop in specific emissions since the beginning of the monitoring scheme. While some of this reduction may have been due to the onset of the economic crisis, the data indicate that there has not been any substantial downsizing of the car fleet as the average power stayed the same and mass fell only slightly to its 2006 level. Both petrol and diesel vehicles improved by more than 5 grams per kilometre in comparison to the year 2007. Since the year 2000, petrol vehicles improved by 11% while diesel vehicles only by 6%. On the other hand, alternative fuel vehicles (AFV) improved by 34% since year 2000. In 2008 the share of AFV almost doubled since the previous year and AFV are now accounting for 1.3% of new passenger car registrations.

In 2008 the EU15 Member States accounted for the vast majority of new passenger car registrations. The difference between the EU15 and EU10 in CO<sub>2</sub> emissions of petrol vehicles decreased from almost 10 grams per kilometre in 2005 to less than 1 gram per kilometre in 2008 ? new cars in the EU10 having lower CO<sub>2</sub> emissions per kilometre. On the other hand, the average CO<sub>2</sub> emissions of the new diesel passenger cars sold in EU15 are lower than those of the new diesel car fleet sold in EU10. While in 2005-2006 new diesel passenger cars in the EU15 were emitting on average 1-2 grams per kilometre more than the EU10, in 2008 new diesel passenger cars in the EU15 were emitting on average more than 4 grams less CO<sub>2</sub> per kilometre than new vehicles in the EU10. In total, new passenger cars registered in the EU15 in the year 2008 have lower CO<sub>2</sub> emissions than new passenger cars in the EU10 for the first time since the beginning of monitoring the CO<sub>2</sub> emissions of new passenger cars.

Engine power and mass: while the average engine power of new passenger cars had been increasing in previous years, it remained constant between the years 2007 and 2008. The average engine power of petrol powered vehicles is seen to increase over time much more slowly than that of diesel vehicles. The 2008 data for the average engine power of AFV are confirming the decreasing trend of previous years. The average mass of new passenger cars decreased for the first time, going back to the level of 2006, after it had been continuously increasing in previous years. The mass decreased only slightly for petrol and diesel vehicles. On the other hand, AFV became lighter on average by 34 kg and their average mass is now very close to that of petrol vehicles.

Monitoring data by association: in year 2008, CO<sub>2</sub> emissions from new passenger cars decreased for each association. In comparison to 2007, ACEA decreased its average emissions by 4.7 grams, JAMA by 5.8 grams and KAMA by 10.5 grams. The effect of the current financial crisis and economic downturn can be seen in the lower number of new passenger car registrations for each association in the year 2008. When compared to year 2007, we observe a decrease by 8%. This amount of new passenger car registrations corresponds roughly to the amount of registrations observed 4-5 years ago.

## Air pollution: scheme to monitor the average emissions of carbon dioxide CO<sub>2</sub> from new passenger cars

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In accordance with Decision (EC) 1753/2000, the Commission shall submit annual reports based on the monitoring of the CO<sub>2</sub> emissions from new passenger cars in the EU. This report concerns the monitoring data for 2009.

All Member States have submitted data for new passenger car registrations for 2009. In comparison to the reports in previous years, the aggregated data in this report refer to all fuels (previously only figures with respect to petrol and diesel were reported) and, in contrast to earlier reports, the CO<sub>2</sub> emissions figures are not corrected by 0.7%.

The main observations made in the report are the following:

Average CO<sub>2</sub> emissions from new passenger cars (2009):

the average specific CO<sub>2</sub> emissions of new passenger cars registered in the European Union in 2009 were 145.7 gCO<sub>2</sub>/km. This represents a decrease by 5.1%, or 7.9 gCO<sub>2</sub>/km, from the previous year (153.6 gCO<sub>2</sub>/km in 2008) which is the largest relative drop in specific emissions since the beginning of the monitoring scheme. Some of this reduction may be due to the financial and economic crisis as well as to the design of the scrappage schemes implemented in several Member States;

- the data also indicate that there has been some downsizing of the car fleet, as the average engine power, vehicle mass and engine capacity slightly decreased in 2009;
- diesel powered vehicles improved by nearly 6 grams, petrol powered vehicles improved by almost 9 grams and AFV vehicles by slightly more than 11 grams in 2009. The difference among new diesel and petrol vehicles decreased to around 2.3 grams. It is worth noting that, 10 years ago, there was more than 17 grams difference between new gasoline and diesel vehicles;
- the proportion of new petrol cars surpassed that of diesel vehicles in 2009. In 2009, the share of AFV increased significantly. This is mostly due to the increase of petrol-LPG vehicles registered in Italy, which itself accounts for 92.8% of all new petrol-LPG passenger cars registered in EU27;
- the EU15 accounts for the vast majority of new passenger car registrations (94.6% in 2009). New cars in the EU15 are on average emitting 9 gCO<sub>2</sub>/km less than new cars in the EU12 (Cyprus, Czech Republic, Estonia, Hungary, Latvia, Lithuania, Malta, Poland, Slovakia, Slovenia, Bulgaria and Romania). However, it is not clear at this stage if this can be attributed to a permanent behavioural change of citizens in the EU15, or if this is one of the effects of the financial and economic crisis which started in 2008.

Other car characteristics: engine power, engine capacity and mass:

- the average engine power of new diesel and petrol powered passenger cars had been increasing until 2007, it remained constant in 2008 and decreased in 2009. The average engine power of petrol powered vehicles decreased by 4 kW and offset the observed growth during last 7 years. Diesel powered vehicles decreased only by 2 kW to the levels of 2006. The 2009 data for the average engine power of AFV confirm the decreasing trend of previous years. The huge influence of petrol-LPG vehicles in Italy is the main driving factor for determining the average engine power of AFV;
- the average engine capacity of new passenger cars in 2009 has seen a significant drop in 2009 by 83 cm<sup>3</sup>. Petrol powered vehicles observed the highest decrease (by 5% or by 77 cm<sup>3</sup>). The decrease in engine capacity of diesel powered vehicles is continuing and amounts to 37 cm<sup>3</sup> in 2009 (-2%). The engine size difference between petrol and diesel powered vehicles was decreasing until 2005 when it reached 313 cm<sup>3</sup> and since then it is widening again, and in 2009 the difference reached 378 cm<sup>3</sup>;
- the average mass of new passenger cars registered in the EU in 2009 decreased by 36 kg. The difference between petrol and diesel vehicles has been increasing slowly but constantly since 2004 (226 kg) and in 2009 it reached 292 kg. The average mass decreased by 10 kg for diesel vehicles in 2009. On the other hand, new petrol powered vehicles became on average lighter by 22 kg and alternative fuel vehicles by 68 kg. The observed decreases are mainly due to a consumer shift to smaller segments of vehicles (known as A and B segment).

Monitoring data by automobile manufacturers' associations: in 2009, CO<sub>2</sub> emissions from new passenger cars decreased for each association. In comparison to 2008, ACEA decreased its average emissions by 7.3 grams, JAMA by 11.2 grams, KAMA by 9.7 grams and other manufacturers on average by 18.4 grams. Both, KAMA and JAMA, had lower average emissions from new passenger cars in 2009 than ACEA while the situation was the reverse in 2007.

When comparing 2009 to 2008, there was an increase of 9.8% in registrations of KAMA, while at the same time the registrations of ACEA and JAMA fell by 2.2% and 7.4% respectively. ACEA is still, by far, the major player on the European market, keeping its share at around 81% of all new registrations for the last 5 years.