



Procedure file

Basic information	
COD - Ordinary legislative procedure (ex-codecision procedure) Directive	1998/0272(COD) Procedure completed
Consumers and environment: availability of information on fuel economy of new passengers cars	
Subject 3.70.02 Atmospheric pollution, motor vehicle pollution 4.60.02 Consumer information, advertising, labelling	

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	ENVI Environment, Public Health, Consumer Policy	ELDR STERCKX Dirk	27/07/1999
	Former committee responsible		
	ENVI Environment, Public Health and Consumer Protection		
	ENVI Environment, Public Health and Consumer Protection	ELDR KESTELIJN-SIERENS Marie-Paule (Mimi)	13/10/1998
	Former committee for opinion		
	ECON Economic and Monetary Affairs, Industrial Policy	The committee decided not to give an opinion.	
Council of the European Union	Council configuration	Meeting	Date
	Agriculture and Fisheries	2162	22/02/1999
	Environment	2153	20/12/1998
	Environment	2121	06/10/1998

Key events			
03/09/1998	Legislative proposal published	COM(1998)0489	Summary
06/10/1998	Debate in Council	2121	
23/10/1998	Committee referral announced in Parliament, 1st reading		
08/12/1998	Vote in committee, 1st reading		Summary
08/12/1998	Committee report tabled for plenary, 1st reading	A4-0489/1998	
16/12/1998	Debate in Parliament		

17/12/1998	Decision by Parliament, 1st reading	T4-0755/1998	Summary
11/02/1999	Modified legislative proposal published	COM(1999)0066	Summary
23/02/1999	Council position published	05617/2/1999	Summary
05/05/1999	Vote in committee, 1st reading		
06/05/1999	Decision by Parliament, 1st reading	T4-0420/1999	Summary
23/07/1999	Committee referral announced in Parliament, 2nd reading		
19/10/1999	Vote in committee, 2nd reading		Summary
19/10/1999	Committee recommendation tabled for plenary, 2nd reading	A5-0040/1999	
03/11/1999	Debate in Parliament		
04/11/1999	Decision by Parliament, 2nd reading	T5-0090/1999	Summary
13/12/1999	Final act signed		
13/12/1999	End of procedure in Parliament		
18/01/2000	Final act published in Official Journal		

Technical information

Procedure reference	1998/0272(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Directive
Legal basis	Rules of Procedure EP 52-p1; EC Treaty (after Amsterdam) EC 175-p1
Stage reached in procedure	Procedure completed
Committee dossier	ENVI/4/10795

Documentation gateway

Legislative proposal	COM(1998)0489 OJ C 305 03.10.1998, p. 0002	03/09/1998	EC	Summary
Economic and Social Committee: opinion, report	CES1448/1998 OJ C 040 15.02.1999, p. 0045	02/12/1998	ESC	
Committee report tabled for plenary, 1st reading/single reading	A4-0489/1998 OJ C 098 09.04.1999, p. 0006	08/12/1998	EP	
Text adopted by Parliament, 1st reading/single reading	T4-0755/1998 OJ C 098 09.04.1999, p. 0198-0260	17/12/1998	EP	Summary
Modified legislative proposal	COM(1999)0066 OJ C 083 25.03.1999, p. 0001	11/02/1999	EC	Summary
Council position	05617/2/1999 OJ C 123 04.05.1999, p. 0001	23/02/1999	CSL	Summary
Commission communication on Council's position	SEC(1999)0280	24/02/1999	EC	Summary

Reconsultation		SEC(1999)0581	28/04/1999	EC	
Text adopted by Parliament confirming position adopted at 1st reading		T4-0420/1999 OJ C 279 01.10.1999, p. 0253-0273	06/05/1999	EP	Summary
Committee recommendation tabled for plenary, 2nd reading		A5-0040/1999 OJ C 158 07.06.2000, p. 0009	19/10/1999	EP	
Text adopted by Parliament, 2nd reading		T5-0090/1999 OJ C 158 07.06.2000, p. 0011-0033	04/11/1999	EP	Summary
Follow-up document		COM(2000)0615	04/10/2000	EC	Summary
Implementing legislative act		32003L0073 OJ L 186 25.07.2003, p. 0034-0035	24/07/2003	EU	

Additional information

European Commission

[EUR-Lex](#)

Final act

[Directive 1999/94](#)
[OJ L 012 18.01.2000, p. 0016](#) Summary

Consumers and environment: availability of information on fuel economy of new passengers cars

OBJECTIVE: The proposed directive aims to provide potential purchasers of new cars with the relevant information on fuel consumption in an effort to guide their choice to more fuel efficient models. **SUBSTANCE:** The Commission hopes to influence the market to create a demand for cars which are more economical on fuel and thus to oblige manufacturers to adapt to this demand. The proposed directive aims to make information available to purchasers of new cars in four ways: (1) a label indicating the fuel consumption and average CO2 emissions of the vehicle; (2) dissemination of a compact guide listing the fuel consumption characteristics of all new vehicles on the market; (3) an information poster to be displayed in showrooms; (4) data on fuel consumption to be included in all promotional material produced and used by manufacturers and dealers to market new vehicles. This proposal forms part of the general Community strategy to reduce CO2 emissions and should be considered as a means of achieving the Kyoto objectives for reducing greenhouse gas emissions. ?

Consumers and environment: availability of information on fuel economy of new passengers cars

The committee adopted the report by Mrs Marie-Paule KESTELIJN-SIERENS (ELDR, B) on a proposal for a Council Directive on the availability of consumer information on fuel economy in respect of the marketing of new passenger cars. The proposal provides for: a fuel economy label attached to new passenger cars; the drawing up of a guide containing fuel economy data for new cars and a list of the ten best cars for fuel economy; posters at the point of sale giving fuel consumption data for the cars on display and the inclusion of fuel consumption data in all printed promotional material used by manufacturers. The amendments adopted in committee seek to: guarantee the provision of specific information on CO2 emissions; delete the requirement to provide information on estimated fuel costs (which could wrongly favour diesel); simplify the information on fuel consumption by making the distinction between consumption in and outside urban areas; remind the consumer that certain additional equipment such as air conditioning, may increase fuel consumption substantially. ?

Consumers and environment: availability of information on fuel economy of new passengers cars

In adopting the report of Ms. Marie-Paule KESTILIJN-SIERENS (ELDR, B) on a proposal for a Directive relating to the availability of consumer information on fuel economy in respect of the marketing of new passenger cars, the Parliament adopted a series of amendments aimed at : - guaranteeing that specific information on CO2 emissions would be made available; - developing a fuel economy label for all new passenger cars, vehicles registered for the day, as well as new cars that may not be resold within one year. This should be displayed at the point of sale; - dispensing with the obligation to provide information concerning the cost of fuel consumption (as this could encourage the use of diesel); - simplifying the data concerning fuel consumption by making a distinction between journeys in and outside urban areas; - reminding the consumer that certain additional equipment, such as air conditioning and pre-heating systems, can give rise to substantially higher fuel consumption.?

Consumers and environment: availability of information on fuel economy of new passengers cars

The Commission's amended proposal retains, partially or in total, 15 out of the 29 amendments approved by the European Parliament in its first reading. These amendments aim at : - mentioning that one of the objectives of the scheme is to provide information on CO2 emissions, as well as on fuel consumption; - extending the definition of the point of sale; - giving the role to the Commission, with the assistance of the Committee, to look into how to classify categories of cars (e.g. small, medium, large) and how a list of the top 10 most fuel-efficient cars in each category should be drawn up; - clarifying that the Commission, with the help of the Committee, should seek to further harmonise the scheme, in the future, if such a harmonisation is felt to be appropriate; - adding an explanation of the effects of additional options, such as air conditioning, on fuel consumption on the label and the in guide; - ensuring that there is a reference to the Internet guide in the paper guide; - including both the urban and extra-urban drive cycles in the scope of the label, guide and poster; - clarifying that the electronic guide will be kept up-to-date with the changes in the new car market.?

Consumers and environment: availability of information on fuel economy of new passenger cars

The Council in reaching its common position adopted in full or in part 14 amendments put forward by the European Parliament. Of these, a cluster of amendments regarding the deletion of the requirement to indicate average fuel costs, as well as amendments regarding the requirement to indicate CO2 emissions data alongside fuel economy data in promotional literature, had been rejected by the Commission. The main innovations introduced by the Council concern: - when reviewing the Directive, an enlargement of its scope to used cars should be considered; - clarifications of certain definitions to ensure full consistency with relevant existing Community legislation and to ease implementation; - the establishment of an Internet guide at Community level, on which the Commission has undertaken to work by the end of 1999, and to keep updated thereafter; - the text of Annex II relating to information to be given in the guide was detailed and clarified to ease implementation; a requirement to refer to the Community's target for average CO2 emissions was added; - Member States shall, as appropriate, provide for data on fuel economy and CO2 emissions to be indicated also in promotional material other than promotional literature; - explicit mention of measures to be taken according to the committee procedure, i.e. on the format of the label, the classification of car models in the guide, and the application to other media of the principles established for national literature. The Council proposes the establishment of a specific management committee (IIIa).?

Consumers and environment: availability of information on fuel economy of new passenger cars

The Commission supports the Council's common position which is very much in line with the position of the Commission and that of the European Parliament. In addition, the common position in some ways strengthens the obligations created by the original proposal. Concerning the two most controversial issues, that of fuel costs and of creating categories, the common position reflects the position taken by the Parliament. On the question of fuel cost, the Council's position reflects the Parliament's concern that fuel costs may promote diesel penetration and therefore fuel costs no longer appear; the Commission however continues to feel that such figures would provide an incentive for consumers to shift to fuel efficient cars. On the question of categories, the common position reflects Parliament's desire to see the inclusion of categories of cars, into the Directive, during any revision.?

Consumers and environment: availability of information on fuel economy of new passenger cars

Following the entry into force of the Treaty of Amsterdam on 01/05/99, the European Parliament confirmed as its first reading under codecision procedure its vote of 17/12/98 on the proposal for a European Parliament and Council directive relating to the availability of consumer information on fuel economy in respect of the marketing of new passenger cars.?

Consumers and environment: availability of information on fuel economy of new passenger cars

The committee unanimously adopted the recommendation for second reading (codecision procedure) by Dirk STERCKX (ELDR, B) approving the Council's common position. As the common position incorporated 14 of Parliament's 29 amendments at first reading and as MEPs considered it important to make the relevant information available to consumers as soon as possible, they decided not to adopt any further amendments. If no amendments were adopted by Parliament at its forthcoming part-session, conciliation could be avoided and the directive could come into force in the Member States by the end of the year 2000.

Consumers and environment: availability of information on fuel economy of new passenger cars

In adopting the recommendation for the second reading drafted by Mr. Dirk STERCKX (ELDR, B), the European Parliament approved the Council's common position. The Council, in fact, incorporated within the common position most of the important European Parliament amendments adopted at first reading.?

Consumers and environment: availability of information on fuel economy of new passenger cars

OBJECTIVE : To provide potential purchasers of new cars with the relevant information on fuel consumption and CO2 emissions in an effort to guide their choice to more fuel-efficient models. COMMUNITY MEASURE : Directive 1999/94/EC of the European Parliament and of the Council relating to the availability of consumer information on fuel economy and CO2 emissions in respect of the marketing of new passenger cars. SUBSTANCE : This measure forms part of the Community's strategy to reduce greenhouse gases in accordance with its international obligations. It provides that: - a label on fuel economy and CO2 emissions must be displayed near each new passenger car model at the point of sale; - a free guide on fuel economy must be available to consumers both at the point of sale and also from a designated body within each

Member State; - for each make of car, a poster in a prescribed form shall be exhibited with a list of the official fuel consumption data and the official specific CO₂ emissions data of all new passenger car models at the point of sale; - All promotional literature must contain the official fuel consumption and the official specific CO₂ emission data of the passenger car models to which it refers; other promotional material will contain this information on the specific car model to which it refers. Information on labels, etc on fuel consumption and CO₂ emissions, which does not conform to the requirements of the Directive, is prohibited. - Information on the ten most economic cars will also be provided, to be ranked in order of increasing specific CO₂ emissions for each fuel type; - On the first review of the Directive, the Commission will consider enlarging the scope to used cars; ENTRY INTO FORCE: 18/01/2001.?

Consumers and environment: availability of information on fuel economy of new passenger cars

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 its 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 fiscal policy.?