

Reducing CO₂ emissions from new light commercial vehicles: modalities for reaching the 2020 target

2012/0191(COD) - 13/05/2013 - Committee report tabled for plenary, 1st reading/single reading

The Committee on the Environment, Public Health and Food Safety adopted the report by Holger KRAHMER (ADLE, DE) on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) No 510/2011 to define the modalities for reaching the 2020 target to reduce CO₂ emissions from new light commercial vehicles.

The Committee on Industry, Research and Energy, in exercising its prerogatives as an associated committee in accordance with [Article 50 of Parliaments Rules of Procedure](#), was also consulted for an opinion on this report.

The committee recommended that the European Parliaments position adopted at first reading under the ordinary legislative procedure should amend the Commissions proposal as follows:

2025 target: Members called for the target in this Regulation from 2025 onwards to be set within an indicative range of 105g CO₂/km to 120 g CO₂/km as average fleet emissions of new light commercial vehicles and for the Commission to complete a review on the modalities for reaching such a target in a cost-effective manner.

CO₂ emissions: in order to ensure that this Regulation delivers the anticipated reduction in emissions, the report suggested a new World Light Duty Test procedure (WLTP) in the framework of the United Nations Economic Commission for Europe. The test procedure should if feasible be changed not later than 1 January 2017 to the WLTP and incorporated into Union law.

Super-credits: given that super-credits are an important tool for manufacturers in generating technological change and in providing an incentive to invest in innovative low emission technologies, Members stated that they were in favour of this scheme to be extended beyond 2018.

Speed limit devices: as of 1 January 2014 and each subsequent calendar year, each manufacturer of light commercial vehicles shall equip their light commercial vehicles with speed limitation devices with a maximum speed of 120 km/h.

Monitoring emissions: the Commission should monitor real reported CO₂ emission values by vehicle type and manufacturer on the basis of the best available sources of information and publish in its annual monitoring reports how those values compare with type approval values.

Procedure to approve the innovative technologies: the Commission should, by 31 December 2013, submit revised implementing provisions for eco-innovation approval so as to facilitate application procedures for the deployment of innovative technologies and subsequently issue a manual setting out the correct application procedures.

Evaluation and reports: by 1 January 2017, the Commission should complete a review of the specific emissions targets and of the derogations. On the basis of such a review and an accompanying impact assessment which includes an overall assessment of the impact on the car industry and its dependent industries, the Commission should, if appropriate and in accordance with the ordinary legislative procedure, submit a proposal to the European Parliament and the Council to amend this Regulation in a way which is as neutral as possible from the point of view of competition and which is socially equitable and sustainable.