

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

2012/0191(COD) - 14/01/2014 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 552 votes to 110 with 12 abstentions, a legislative resolution 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. Parliament adopted its position in first reading following the ordinary legislative procedure. The amendments adopted in plenary are the result of an agreement between Parliament and Council. They amend the proposal as follows:

2020 target: from 2020, the Regulation sets a target of 147 g CO₂ /km for the average emissions of new light commercial vehicles registered in the Union, as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures, and innovative technologies.

Manufacturers which are responsible for fewer than 1000 new light commercial vehicles registered in the Union in the previous calendar year will be excluded from the scope of the specific emissions target and the excess emissions premium.

Innovative technologies: the amended text stipulates that, upon application by a supplier or a manufacturer, CO₂ savings achieved through the use of innovative technologies or a combination of innovative technologies (innovative technology packages) shall be considered.

The total contribution of those technologies to reducing the specific emissions target of a manufacturer may be up to 7 g CO₂ /km.

The Commission shall adopt by means of implementing acts detailed provisions for a procedure to approve the innovative technologies or innovative technology packages.

Test procedures: a recital states that a new, more realistic and reliable test procedure should be agreed as soon as feasible. Parliament considers that work on a World Light Duty Test procedure (WLTP) in the framework of the United Nations Economic Commission for Europe should be applied at the earliest opportunity.

With a view to ensuring that real world emissions are adequately reflected, and measured CO₂ values are strictly comparable, the Commission should ensure that those elements in the testing procedure that have a significant influence on measured CO₂ emissions are strictly defined in order to prevent the utilisation of test cycle flexibilities by manufacturers.

Evaluation and reports: by 31 December 2015, the Commission shall review the specific emissions targets in order to establish the CO₂ emissions targets for new light commercial vehicles for the period beyond 2020. In that regard, the assessment of the necessary rate of reduction shall be in line with the Union's long-term climate goals and the implications for the development of cost effective CO₂ -reducing technology for light commercial vehicles. The Commission shall submit a report with the result of that review. That report shall include any appropriate proposals for amending the Regulation, including the possible setting of a realistic and achievable target, based on a comprehensive impact assessment that will consider the continued competitiveness of the light commercial vehicle industry and its dependent industries. When developing such proposals, the Commission shall ensure they are as neutral as possible from the point of view of competition and are socially equitable and sustainable.