

# Reducing CO<sub>2</sub> emissions from new light commercial vehicles: modalities for reaching the 2020 target

2012/0191(COD) - 26/02/2014 - Final act

**PURPOSE:** to reduce by 2020 the CO<sub>2</sub> emissions from new light commercial vehicles.

**LEGISLATIVE ACT:** Regulation (EU) n° 253/2014 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 CO<sub>2</sub> emissions from new light commercial vehicles.

**CONTENT:** this Regulation amends [Regulation \(EC\) No 510/2011](#) in order to define the modalities for reaching the 2020 target to reduce CO<sub>2</sub> emissions from new light commercial vehicles. In view of the link between CO<sub>2</sub> emissions and fuel consumption, the objective is to contribute to reducing fuel consumption and related costs for owners of such vehicles in a cost-effective manner.

The main points of the Regulation are as follows:

**2020 objectives:** from 2020, a target of 147 g CO<sub>2</sub>/km is set for the average emissions of new light commercial vehicles registered in the Union. CO<sub>2</sub> emission will continue to be measured in accordance with Regulation (EC) No 715/2007 and its implementing measures, and innovative technologies.

The Regulation applies to manufacturers that are responsible for more than 1 000 new light commercial vehicles registered in the Union in the previous calendar year.

**Innovative technologies:** the Regulation provides that upon application by a supplier or a manufacturer, CO<sub>2</sub> 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 CO<sub>2</sub>/km.

The Commission shall adopt by means of implementing acts detailed provisions for a procedure to approve the innovative technologies or innovative technology packages, by 31 December 2012.

**Test procedure:** in a recital, it is stressed that a new, more realistic and reliable test procedure should be agreed as soon as feasible.

In order to ensure that specific CO<sub>2</sub> emissions quoted for new passenger cars and new light commercial vehicles are brought more closely into line with the emissions actually generated during normal conditions of use, the Worldwide harmonized Light vehicles Test Procedure (WLTP), in the framework of the United Nations Economic Commission for Europe, should be applied at the earliest opportunity.

**Review:** by 31 December 2015, the Commission shall review the Regulation in order to establish the CO<sub>2</sub> emissions targets for new light commercial vehicles for the period beyond 2020. It shall submit a report with the result of that review. That report shall include any appropriate proposals for amending this 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.

**ENTRY INTO FORCE:** 23/03/2014.