



COMMISSION OF THE EUROPEAN COMMUNITIES

Brussels, 11.02.1999
COM(1999) 58 final

98/0202 (SYN)

Amended proposal for a

COUNCIL DECISION

establishing a scheme to monitor the average specific emissions
of carbon dioxide from new passenger cars

(presented by the Commission pursuant to Article 189 a (2)
of the EC-Treaty)

Explanatory Memorandum

1. The Commission on 12 June 1998 adopted the proposal for a Decision relating to a monitoring scheme on CO₂ emissions from passenger cars. This proposal is an integral element of the Community's CO₂/cars strategy. The aim of the Decision is to create a monitoring scheme that should provide objective data not only on CO₂ emissions but also on a range of vehicle characteristics (e.g. mass, engine capacity, etc.). By basing the monitoring on data collected as part of the national motor vehicle registration systems, the proposal ensures that the information will also be independent of the automobile manufacturers.

2. The Economic and Social Committee adopted its opinion on the 3 December 1998. It welcomed and supported the Commission's proposal.

3. At its plenary session on 17 December 1998, the European Parliament approved the proposal with a total of 48 amendments.

Of the 48 amendments approved by the Parliament, the Commission accepted 4 in their entirety (1, 2, 33, 35), 6 in part (6, 29, 42, 43, 44, 45), and 4 in principle (7, 8, 27, 46).

Concerning the recitals, amendments 1 and 2 (recitals 1 and 3a (new)) lead to a clarification of our commitment to reducing greenhouse gas concentrations. Amendments 6 and 8 (recitals 5a (new) and 7) both refer to the link between the monitoring scheme and the environmental agreement entered into between the Commission and the European Automobile Manufacturers Association (ACEA). Amendment 7 (recital 5b (new)) restates the objective and the elements of the CO₂/cars strategy. Finally amendment 46 (recital 6a (new)) sets out that the Commission intends to examine the possibility of extending the measurement of CO₂ emissions to motor vehicles other than passenger cars.

Turning to the amendments to the main body of the proposal, amendment 27 (article 4(1)) clarifies that the data should be given by manufacturer as well as for all manufacturers. Amendment 29 (article 5) specifies that Member States should designate a competent authority to be responsible for the collection and communication of the data. Finally, amendment 33 (Article 8) confirms that the annual report on the monitoring data should be sent to the European Parliament in addition to the Council.

Concerning the annexes, amendment 35 (annex I) adds length x width as a vehicle characteristic to be collected under the scheme. Whereas amendments 42, 43, 44 and 45 (annexe III (4), (5), (6), (7)) all deal with the level of differentiation of the categories within each vehicle characteristic to be measured. With regard to the original proposal the amendments increase the differentiation of the categories at the upper end of the ranges.

There are 35 complete amendments that cannot be accepted (3, 4, 5, 9-26, 28, 30, 31, 32, 34, 36-41, 38, 47, 48) and 6 parts of amendments that cannot be accepted (6, 29, 42-45).

The Commission is of the opinion that the agreement reached with the European Automobile Manufacturers Association (ACEA), concerning CO₂ emissions from passenger cars, is a good agreement; amendments 3, 4 and 5 are therefore not acceptable.

Due to the fact that there does not exist at present a European type-approval method for measuring CO₂ emissions from vehicles other than passenger cars, it is not possible to extend the monitoring scheme, at the moment, to include light commercial vehicles. It is therefore not possible to accept amendments 9-26, 36-41 and the parts of amendments 42-45 which deal with the extension of the scope of the Decision to light commercial vehicles.

As it would be inappropriate to start work on legislation in the field of CO₂ from passenger cars, so soon after reaching a voluntary agreement with industry, the part of amendment 6 which deals with the creation of a legal framework cannot be accepted.

The parts of amendments 12, 14 and 38, which deal with including vehicles previously registered in the Community or elsewhere for a period not exceeding 6 months cannot be accepted. This is because it would lead to a distorted view of the trends in new car purchasing.

Changing the dates of entry into force of the different elements of the proposal would not allow Member States nor the Commission adequate time, considering the expected date of adoption of the Decision. Amendments 30, 31 and those parts of 28 and 29 that deal with the question of dates cannot therefore be accepted.

Setting the year 2002 as the base year for monitoring the progress of the agreement with industry would not be appropriate. As the agreement is based on a fixed CO₂ emissions target for the year 2008, rather than a percentage reduction, it serves no purpose to specify 2002 as a base year. For this reason amendment 32 cannot be accepted.

Analysing, on an annual basis, the amount of CO₂ reduction which is due to the efforts of industry and the amount due to the other elements of the strategy would not only create a significant workload but would have little added value since trends will only become apparent after several years. For this reason an analysis timed to coincide with the review of the agreement with ACEA is the most appropriate and therefore amendment 34 cannot be accepted.

The exact format for the transmission of data under the monitoring scheme is defined in Annex IV, it is therefore unnecessary to specify it at a later stage. The parts of amendments 28 and 38 that request the Commission to specify the exact format at a later stage cannot therefore be accepted.

It is very important that the data provided by the Member States under this scheme is of the highest quality. However, the present text already strikes the right balance between ensuring an effective role for the Commission whilst maintaining the right of

Member States to have their own systems. Amendments 47 and 48 therefore cannot be accepted.

Amended Proposal for a Council Decision establishing a scheme to monitor the average specific emissions of carbon dioxide from new passenger cars

Original Proposal

Whereas the Community recognises that greenhouse gas concentrations in the atmosphere should be stabilised at such a level that would prevent dangerous anthropogenic interference with the climate system;

Amended proposal

Recital 1

Whereas the Community recognises that greenhouse gas concentrations in the atmosphere should be stabilised at or reduced to such a level that would prevent dangerous anthropogenic interference with the climate system;

**Recital 3a
(new)**

Whereas the Kyoto Protocol requires Annex I parties to have made demonstrable progress in achieving their commitments by 2005 ;

**Recital 5a
(new)**

Whereas any agreement entered into with the automobile industry will need to be closely monitored on a neutral basis;

**Recital 5b
(new)**

Whereas the European Parliament, in its September 1998 resolution, recalled that Parliament and the Council had jointly formulated an objective of 120g/km (5 litres/100 km for petrol engines and 4-5 litres/100 km for diesel engines) as a mean value for carbon dioxide emissions in 2005 (2010 at the latest) and that this objective could only be attained if action is also taken on instruments to provide tax incentives and on provisions concerning uniform description of the mean consumption of new vehicles;

Recital 6a
(new)

Whereas only the specific CO2 emissions of vehicles of category M1 are measured in accordance with Directive 80/1268/EEC; whereas the Commission will examine how other vehicle categories could be included under Directive 80/1268/EEC;

Recital 7

Whereas it is necessary to establish procedures to monitor the specific emissions of CO₂ from new passenger cars sold throughout the Community in order to monitor the effectiveness of the Community strategy, as referred to in the Commission Communication of 20 December 1995;

Whereas it is necessary to establish procedures to monitor the specific emissions of CO₂ from new passenger cars sold throughout the Community in order to monitor the effectiveness of the Community strategy, as referred to in the Commission Communication of 20 December 1995; whereas the data collected will also serve to monitor the voluntary obligation to reduce emissions of CO₂ from passenger cars, agreed between the European Automobile Manufacturers Association and the European Commission;

Article 4(1)

In each calendar year Member States shall calculate the following according to the methods described in Annex III.

In each calendar year Member States shall calculate the following according to the methods described in Annex III, both by manufacturer and for the total of all manufacturers.

Article 5

Member States shall designate a body responsible for the collection and communication of the monitoring information and shall inform the Commission thereof by 31 July 2000.

Member States shall designate the competent authorities as the body responsible for the collection and communication of the monitoring information and shall inform the Commission thereof by 31 July 2000.

Article 8

For each calendar year, the Commission shall submit to the Council a report based upon the monitoring data it receives from the Member States.

For each calendar year, the Commission shall submit to the Council and to the European Parliament a report based upon the monitoring data it receives from the Member States.

Annex I

With regard to the operation of a Community-wide scheme to monitor the specific emissions of CO₂ from new passenger cars, Member States shall collect a minimum amount of information for each new passenger car that is registered in the Community for the first time. Only petrol and diesel are to be considered, as these are the only fuels included in the European type-approval legislation.

1. The following data shall be collected and stored by the Member States when a new passenger car is registered for the first time in the Community.

- specific emissions of CO₂ (g/km)
- fuel type (e.g. petrol, diesel)
- manufacturer
- mass (kg)
- maximum net power (kW)
- engine capacity (cm³)

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- specific emissions of CO₂ (g/km)
- fuel type (e.g. petrol, diesel)
- manufacturer
- mass (kg)
- length times width (i.e. body size of vehicle)
- maximum net power (kW)
- engine capacity (cm³)

Annex III (4)

4. The distribution of CO₂ emissions from new passenger cars

The number of newly registered passenger cars of each fuel type which fall into each of the following CO₂ emission categories is to be recorded. The CO₂ emission categories are <60, 60-80, 81-100, 101-120, 121-140, 141-160, 161-180, 181-200, 201-250, 251-300, >300 g/km.

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Annex III

(5)

The mass distribution of new passenger cars

For each of the following mass categories, <650, 650-750, 751-850, 851-950, 951-1050, 1051-1150, 1151-1250, 1251-1350, 1351-1550, 1551-1750, and >1750 kg the number of newly registered passenger cars of a given fuel type, the average mass of these vehicles and also their average specific emissions of CO₂ are to be recorded.

The mass distribution of new passenger cars

For each of the following mass categories, <650, 650-750, 751-850, 851-950, 951-1050, 1051-1150, 1151-1250, 1251-1350, 1351-1550, 1551-1750, 1751-2000, 2001-2250, 2251-2500 2501-2800 and >2800 kg the number of newly registered passenger cars of a given fuel type, the average mass of these vehicles and also their average specific emissions of CO₂ are to be recorded.

Annex III(6)

The distribution of maximum net power of newly registered passenger cars

For each of the following maximum net power categories, <30, 30-40, 41-50, 51-60, 61-70, 71-80, 81-90, 91-100, 101-110, 111-120, 121-130, 131-140, 141-150, 151-160, 161-170, and >180 kW the number of newly registered passenger cars of a given fuel type, the average maximum net power of these vehicles and also their average specific emissions of CO₂ are to be recorded.

The distribution of maximum net power of newly registered passenger cars

For each of the following maximum net power categories, <30, 30-40, 41-50, 51-60, 61-70, 71-80, 81-90, 91-100, 101-110, 111-120, 121-130, 131-140, 141-150, 151-160, 161-170, 171-180, 181-200, 201-250, 251-300 and >300 kW the number of newly registered passenger cars of a given fuel type, the average maximum net power of these vehicles and also their average specific emissions of CO₂ are to be recorded.

Annex III

(7)

The distribution of engine capacity of newly registered passenger cars

For each of the following engine capacity categories, <700, 700-800, 801-900, 901-1000, 1001-1100, 1101-1200, 1201-1300, 1301-1400, 1401-1500, 1501-1600, 1601-1700, 1701-1800, 1801-1900, 1901-2000, 2001-2100, 2101-2200, 2201-2400, 2401-2600, 2601-2800, 2801-3000, >3000 cm³ the number of newly registered passenger cars of a given fuel type, the average engine capacity of these vehicles and also their average specific emissions of CO₂ are to be recorded.

The distribution of engine capacity of newly registered passenger cars

For each of the following engine capacity categories, <700, 700-800, 801-900, 901-1000, 1001-1100, 1101-1200, 1201-1300, 1301-1400, 1401-1500, 1501-1600, 1601-1700, 1701-1800, 1801-1900, 1901-2000, 2001-2100, 2101-2200, 2201-2400, 2401-2600, 2601-2800, 2801-3000, 3001-3500, 3501-4500 and >4500 cm³ the number of newly registered passenger cars of a given fuel type, the average engine capacity of these vehicles and also their average specific emissions of CO₂ are to be recorded.

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9

1