



EUROPEAN PARLIAMENT

2009 - 2014

Committee on Transport and Tourism

2009/0173(COD)

26.3.2010

DRAFT OPINION

of the Committee on Transport and Tourism

for the Committee on the Environment, Public Health and Food Safety

on the proposal for a regulation of the European Parliament and of the Council setting emission performance standards for new light commercial vehicles as part of the Community's integrated approach to reduce CO₂ emissions from light-duty vehicles

(COM(2009)0593 – C7-0271/2009 – 2009/0173(COD))

Rapporteur: Oldřich Vlasák

PA_Legam

Chyba! Neznámý název vlastnosti dokumentu.

SHORT JUSTIFICATION

1. The draft Regulation is based upon the premise that lowering the fuel consumption of light-commercial vehicles (LCVs) will reduce the overall level of CO₂ emissions from transport thus mitigating "climate change";
2. The proposal sets CO₂ emission limits for new LCVs in the EU. Each manufacturer or importer that does not meet the requirements within the specified timescale will face fines;
3. The motivation of the European Commission is to ensure manufacturers place new vehicles with improved CO₂ emissions performance on the market. This will enable users to upgrade their fleets and lower their contribution to transport's "CO₂ footprint";
4. Nevertheless, it is questionable whether this proposal will accomplish this aim:
 - i) The relation between the trends described as "climate change" and human activities (transport included) is widely accepted but has not yet been proven conclusively,
 - ii) The quantity of CO₂ emissions depends to a large extent on vehicle fuel consumption and is therefore not just related to engine technology but also to other characteristics (tyres, fuel quality) and the conditions in which the vehicle is operated (infrastructure quality, speed, congestion, load weight, etc.),
 - iii) Therefore focusing on technology alone will not necessarily achieve the desired results,
 - iv) The proposal, which is modelled on the Regulation on passenger cars (Regulation (EC) No 443/2009), fails to take sufficient account of the basic differences between passenger cars and LCVs and is, in fact, even more ambitious: the timescale is shorter and the penalties are higher (120 EUR vs. 95 EUR);
 - v) The measures proposed are focused on the offer-side of the economic chain but do not induce the demand for improved light-commercial vehicles (incentives for the operators/buyers) and do not tackle other important fuel consumption aspects;
 - vi) Achieving the targets of 175 (2016) and 135 (2020)g CO₂/km will require greater investment by the automotive industry in the development of new technologies,
 - vii) Not only will these investments impact on the price of the vehicles (up to 10% price increase), lowering their affordability and hence discouraging operators from their purchase, (this will force them to use their current fleet with lower performance in terms of fuel consumption and CO₂ emissions and in some countries it may result even in an increased second-hand-cars import),

- viii) but the automotive industry is also facing problems as demand for new cars has rapidly decreased due to the economic crisis; potential obligatory investments into new technologies are therefore difficult to achieve and will worsen the profitability of the industry (especially with regard to the 135 g CO₂/km target in 2020),
 - ix) Furthermore, the automotive industry is already obliged to devote a large share of R&D spending to meet the Euro 5 and Euro 6 targets,
5. There are significant concerns as to whether the measures will meet the original goal of preventing "climate-change" and whether the targets and time-table proposed are realistic and feasible;
6. Taking into account:
- i) Regulations no. 2007/46, 715/2007 and 443/2009;
 - ii) This sector's relatively low share of overall CO₂ emissions;
 - iii) The need to improve fuel consumption effectiveness and hence CO₂ emission performance in the transport sector to increase air quality;
 - iv) Industry's existing voluntary commitments (e.g. the International Road Transport Union's Resolution on a voluntary commitment to reduce CO₂ emissions by 30% by 2030);
 - v) Overall trends of improving fuel consumption efficiency resulting from demand from operators in this highly competitive industry;
 - vi) The existing optimisation of LCVs' fuel consumption and hence a reduced potential for further improvement;
 - vii) The specific production cycle of LCVs (approximately ten years): longer than that of passenger cars;
 - viii) The risk of LCV classes which cannot meet the targets disappearing as users purchase several lower emitting vehicles rather than a larger vehicle type that has been withdrawn because it could not meet the targets;
 - ix) That specific kinds of LCV used e.g. by police, rescue forces or for other special purposes of general interest may not be able to meet the targets;
 - x) The economic downturn and its severe impact on car manufacturers and users;
 - xi) The need to support industry (manufacturers) rather than disadvantaging it with onerous measures (or even fines);
 - xii) The need to support business (users) rather than inducing additional costs via questionable political measures;
 - xiii) The need for further incentives to support the demand for and use of vehicles with improved fuel efficiency;
 - xiv) The danger of imposing practical burdens on industry and related sectors via innovative but impractical policies;
 - xv) TRAN's role as a promoter of the mobility in EU.

The main points of the Rapporteur's proposal are therefore:

- to postpone the entry into force of the Regulation (by 3 years for the 175 g CO₂/km target);
- to lower the 2020 target from 135 to 162g CO₂/km;
- to use the revenues from the Excess Emissions Premium to finance projects aimed at lowering the impact of transport on the environment;
- and to improve super-credits measures, harmonise the LCV and passenger car penalties in addition to other amendments.

AMENDMENTS

The Committee on Transport and Tourism calls on the Committee on the Environment, Public Health and Food Safety, as the committee responsible, to incorporate the following amendments in its report:

Amendment 1

Proposal for a regulation

Recital 20

Text proposed by the Commission

(20) Manufacturers' compliance with the targets under this Regulation should be assessed at the Community level. Manufacturers whose average specific emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium with respect to each calendar year from **1 January 2014**. The premium should be modulated as a function of the extent to which manufacturers fail to comply with their target. In order to ensure consistency, the premium mechanism should be similar to the one set in Regulation (EC) No 443/2009. The amounts of the excess emissions premium should be considered as revenue in the General Budget of the European Union.

Amendment

(20) Manufacturers' compliance with the targets under this Regulation should be assessed at the Community level. Manufacturers whose average specific emissions of CO₂ exceed those permitted under this Regulation should pay an excess emissions premium with respect to each calendar year from **1 January 2017**. The premium should be modulated as a function of the extent to which manufacturers fail to comply with their target. In order to ensure consistency, the premium mechanism should be similar to the one set in Regulation (EC) No 443/2009. The amounts of the excess emissions premium should be considered as revenue in the General Budget of the European Union.

Or. en

Justification

The Regulation's entry into force should be postponed by three years as this sector requires more time to adapt its vehicles to future requirements.

Amendment 2

Proposal for a regulation Recital 21 a new

Text proposed by the Commission

Amendment

(21a) In order to ensure that the values of CO₂ emissions and fuel efficiency of completed vehicles are representative, the Commission should consider, where appropriate, reviewing the type approval legislation.

Or. en

Justification

In order to account for the specific conditions of "multi-stage vehicles", vehicles which are first built in an incomplete state and must then undergo at least one further stage of completion by a different manufacturer, the European Commission has put forward recommended amendments to the original proposal. This amendment reflects those recommendations.

Amendment 3

Proposal for a regulation Article 1 – paragraph 2

Text proposed by the Commission

Amendment

2. From 2020, this Regulation sets a target of **135 g** CO₂/km for the average emissions of new light commercial vehicles registered in the Community.

2. From 2020, this Regulation sets a target of **162 g** CO₂/km for the average emissions of new light commercial vehicles registered in the Community.

Or. en

Justification

The target of 135g CO₂/km is not an attainable one and should therefore be amended. It is better to adopt a target which industry has a good chance of reaching rather than one it cannot.

Amendment 4

Proposal for a regulation

Article 3 – paragraph 1 – point f

Text proposed by the Commission

(f) 'specific emissions of CO₂' means the emissions of a light commercial vehicle measured in accordance with Regulation (EC) No 715/2007 and specified as the CO₂ mass emission (combined) in the certificate of conformity;

Amendment

(f) 'specific emissions of CO₂' means the emissions of a light commercial vehicle measured in accordance with Regulation (EC) No 715/2007 and specified as the CO₂ mass emission (combined) in the certificate of conformity ***of the complete or completed vehicle;***

Or. en

Justification

In order to account for the specific conditions of "multi-stage vehicles", the European Commission has put forward recommended amendments to the original proposal. This amendment reflects those recommendations.

Amendment 5

Proposal for a regulation

Article 4 – subparagraph 1

Text proposed by the Commission

For the calendar year commencing ***1 January 2014*** and each subsequent calendar year, each manufacturer of light commercial vehicles shall ensure that its average specific emissions of CO₂ do not exceed its specific emissions target determined in accordance with Annex I or, where a manufacturer is granted a derogation under Article 10, in accordance

Amendment

For the calendar year commencing ***1 January 2017*** and each subsequent calendar year, each manufacturer of light commercial vehicles shall ensure that its average specific emissions of CO₂ do not exceed its specific emissions target determined in accordance with Annex I or, where a manufacturer is granted a derogation under Article 10, in accordance

with that derogation.

with that derogation.

Where the specific emissions of the completed vehicle are not available, the manufacturer of the base vehicle shall use the specific emissions of the base vehicle for determining its average specific emissions of CO₂.

Or. en

Justification

The Regulation's entry into force should be postponed by three years as this sector requires more time to adapt its vehicles to future requirements. In order to account for the specific conditions of "multi-stage vehicles", the European Commission has put forward recommended amendments to the original proposal. This amendment reflects those recommendations.

Amendment 6

Proposal for a regulation

Article 4 – subparagraph 2 – indents 1, 2 and 3

Text proposed by the Commission

-75% in **2014**,
-80% in **2015**,
-100% from **2016** onwards.

Amendment

-75% in **2017**,
-80% in **2018**,
-100% from **2019** onwards.

Or. en

Justification

The Regulation's entry into force should be postponed by three years as this sector requires more time to adapt its vehicles to future requirements.

Amendment 7

Proposal for a regulation

Article 5 – introductory part – indents 1, 2 and 3

Text proposed by the Commission

- 2,5 light commercial vehicles in **2014**,
- 1,5 light commercial vehicles in **2015**,
- 1 light commercial vehicle from **2016**.

Amendment

- 3,5 light commercial vehicles in **2017**,
- 1,5 light commercial vehicles in **2018**,
- 1 light commercial vehicle from **2019**.

Or. en

Justification

The supercredits should be consistent with the provisions of the Regulation (EC) no. 443/2009 (CO2 from passenger cars) and the Regulation's entry into force should be postponed by three years as this sector requires more time to adapt its vehicles to future requirements.

Amendment 8

Proposal for a regulation

Article 7 – paragraph 1

Text proposed by the Commission

1. For the calendar year commencing **1 January 2012** and each subsequent calendar year, each Member State shall record information for each new light commercial vehicle registered in its territory in accordance with Part A of Annex II. This information shall be made available to the manufacturers and their designated importers or representatives in each Member State. Member States shall make every effort to ensure that reporting bodies operate in a transparent manner.

Amendment

1. For the calendar year commencing **1 January 2015** and each subsequent calendar year, each Member State shall record information for each new light commercial vehicle registered in its territory in accordance with Part A of Annex II. This information shall be made available to the manufacturers and their designated importers or representatives in each Member State. Member States shall make every effort to ensure that reporting bodies operate in a transparent manner.

Or. en

Justification

The Regulation's entry into force should be postponed by three years as this sector requires more time to adapt its vehicles to future requirements.

Amendment 9

**Proposal for a regulation
Article 7 – paragraph 2**

Text proposed by the Commission

2. By 28 February of each year, commencing in **2013**, each Member State shall determine and transmit to the Commission the information listed in Part B of Annex II in respect of the preceding calendar year. The data shall be transmitted in accordance with the format specified in Part C of Annex II.

Amendment

2. By 28 February of each year, commencing in **2016**, each Member State shall determine and transmit to the Commission the information listed in Part B of Annex II in respect of the preceding calendar year. The data shall be transmitted in accordance with the format specified in Part C of Annex II.

Or. en

Justification

The Regulation's entry into force should be postponed by three years as this sector requires more time to adapt its vehicles to future requirements.

Amendment 10

**Proposal for a regulation
Article 7 – paragraph 4 – introductory part**

Text proposed by the Commission

The Commission shall keep a central register of the data reported by Member States under this Article and this register shall be publicly available. By **30 June 2013** and each subsequent year, the Commission shall provisionally calculate for each manufacturer:

Amendment

The Commission shall keep a central register of the data reported by Member States under this Article and this register shall be publicly available. By **30 June 2016** and each subsequent year, the Commission shall provisionally calculate for each manufacturer:

Or. en

Justification

The Regulation's entry into force should be postponed by three years as this sector requires more time to adapt its vehicles to future requirements.

Amendment 11

**Proposal for a regulation
Article 7 – paragraph 7**

Text proposed by the Commission

7. In relation to the calendar year **2012** and **2013** and on the basis of the calculations performed pursuant to paragraph 5, the Commission shall notify a manufacturer where it appears to the Commission that the manufacturer's average specific emissions of CO₂ exceed its specific emissions target

Amendment

7. In relation to the calendar year **2015** and **2016** and on the basis of the calculations performed pursuant to paragraph 5, the Commission shall notify a manufacturer where it appears to the Commission that the manufacturer's average specific emissions of CO₂ exceed its specific emissions target.

Or. en

Justification

The Regulation's entry into force should be postponed by three years as this sector requires more time to adapt its vehicles to future requirements.

Amendment 12

**Proposal for a regulation
Article 8 – paragraph 1**

Text proposed by the Commission

1. In respect of the period **1 January 2014** and every calendar year thereafter, the Commission shall impose an excess emissions premium on a manufacturer or pool manager, as appropriate, where a manufacturer's average specific emissions of CO₂ exceed its specific emissions target

Amendment

1. In respect of the period **1 January 2017** and every calendar year thereafter, the Commission shall impose an excess emissions premium on a manufacturer or pool manager, as appropriate, where a manufacturer's average specific emissions of CO₂ exceed its specific emissions target

Or. en

Justification

The Regulation's entry into force should be postponed by three years as this sector requires more time to adapt its vehicles to future requirements.

Amendment 13

Proposal for a regulation

Article 8 – paragraph 2 – subparagraph 1 – point a – point i

Text proposed by the Commission

- (a) From **2014** until **2018**
- (i) For excess emissions of more than 3 g CO₂/km:
- ((Excess emissions – 3) × **€120** + 45 €) × number of new light commercial vehicles.

Amendment

- (a) From **2017** until **2021**
- (i) For excess emissions of more than 3 g CO₂/km:
- ((Excess emissions - 3) x **€95** + 45 €) x number of new light commercial vehicles.

Or. en

Justification

The Regulation's entry into force should be postponed by three years as this sector requires more time to adapt its vehicles to future requirements and the excess emissions premium should be consistent with that in Regulation (EC) No 443/2009 (CO₂ from cars).

Amendment 14

Proposal for a regulation

Article 8 – paragraph 4

Text proposed by the Commission

4. The amounts of the excess emissions premium shall be considered as revenue for the general budget of the European Union

Amendment

4. The amounts of the excess emissions premium shall be considered as revenue for the general budget of the European Union, **and shall be used solely to finance projects in areas such as infrastructure development and innovation of engine technologies aimed at lowering the negative impacts of transport on the environment.**

Or. en

Justification

The revenue from the excess emissions premium should be earmarked for research into further improving the environmental performance of the sector.

Amendment 15

Proposal for a regulation

Article 9 – paragraph 1 – introductory part

Text proposed by the Commission

By **31 October 2013** and 31 October each subsequent year, the Commission shall publish a list indicating for each manufacturer:

Amendment

By **31 October 2016** and 31 October each subsequent year, the Commission shall publish a list indicating for each manufacturer:

Or. en

Justification

The Regulation's entry into force should be postponed by three years as this sector requires more time to adapt its vehicles to future requirements.

Amendment 16

Proposal for a regulation

Article 9 – paragraph 2

Text proposed by the Commission

2. From the **31 October 2014**, the list published under paragraph 1 shall also indicate whether the manufacturer has complied with the requirements of Article 4 with respect to the preceding calendar year.

Amendment

2. From the **31 October 2017**, the list published under paragraph 1 shall also indicate whether the manufacturer has complied with the requirements of Article 4 with respect to the preceding calendar year.

Or. en

Justification

The Regulation's entry into force should be postponed by three years as this sector requires more time to adapt its vehicles to future requirements.

Amendment 17

Proposal for a regulation

Article 10 – paragraph 1 – introductory part

Text proposed by the Commission

An application for a derogation from the specific emissions target calculated in accordance with Annex I may be made by a manufacturer of fewer than **22 000** new light commercial vehicles registered in the Community per calendar year and:

Amendment

An application for a derogation from the specific emissions target calculated in accordance with Annex I may be made by a manufacturer of fewer than **25 000** new light commercial vehicles registered in the Community per calendar year and:

Or. en

Justification

Taking into account that the small manufacturers' total share on the LCV market is only 5%, the Rapporteur suggests extending the limit of 22,000 vehicles registered (1% of total EU LCV sales) to 25,000 (approx. 1.4%). This would still be less than the figure (equivalent to 2% of total sales) adopted in Regulation (EC) No 443/2009 on the reduction of CO2 from new passenger cars. This would permit greater flexibility for small manufacturers when exiting the economic crisis.

Amendment 18

Proposal for a regulation

Article 10 – paragraph 1 – introductory part – point b

Text proposed by the Commission

(b) is part of a group of connected manufacturers that is responsible in total for fewer than **22 000** new light commercial vehicles registered in the Community per calendar year; or

Amendment

(b) is part of a group of connected manufacturers that is responsible in total for fewer than **25 000** new light commercial vehicles registered in the Community per calendar year; or

Or. en

Justification

Taking into account that the small manufacturers' total share on the LCV market is only 5%, the Rapporteur suggests extending the limit of 22,000 vehicles registered (1% of total EU LCV sales) to 25,000 (approx. 1.4%). This would still be less than the figure (equivalent to 2% of total sales) adopted in Regulation (EC) No 443/2009 on the reduction of CO2 from new

passenger cars. This would permit greater flexibility for small manufacturers when exiting the economic crisis.

Amendment 19

Proposal for a regulation

Article 10 – paragraph 2 – point d

Text proposed by the Commission

(d) a specific emissions target consistent with its reduction potential, including the economic and technological potential to reduce its specific emissions of CO₂ and taking into account the characteristics of the market for the type of light commercial vehicle manufactured.

Amendment

(d) a specific emissions target consistent with its reduction potential **and the industry average**, including the economic and technological potential to reduce its specific emissions of CO₂ and taking into account the characteristics of the market for the type of light commercial vehicle manufactured

Or. en

Justification

While the industry average CO₂ emission reduction to reach the target of 175 g CO₂/km is a reduction of 14%, certain small manufacturers would have to deal with reductions of more than double that. So as not to discriminate against them, the industry average should be among the criteria taken into account during the approval of the derogation.

Amendment 20

Proposal for a regulation

Article 11 – paragraph 1

Text proposed by the Commission

1. Upon application by a supplier or a manufacturer, CO₂ savings achieved through the use of innovative technologies 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**.

Amendment

1. Upon application by a supplier or a manufacturer, CO₂ savings achieved through the use of innovative technologies shall be considered. The total contribution of those technologies to reducing the specific emissions target of a manufacturer may be up to **9 g CO₂/km**.

Or. en

Justification

This incentive should be consistent with the provisions of Regulation (EC) No 443/2009 (CO2 from passenger cars).

Amendment 21

Proposal for a regulation

Article 11 – paragraph 2 – introductory part

Text proposed by the Commission

2. The Commission shall by **31 December 2012**, adopt detailed provisions for a procedure to approve such innovative technologies in accordance with the regulatory procedure referred to in Article 13(2). Those detailed provisions shall be based on the following criteria for innovative technologies:

Amendment

2. The Commission shall by **31 December 2015**, adopt detailed provisions for a procedure to approve such innovative technologies in accordance with the regulatory procedure referred to in Article 13(2). Those detailed provisions shall be based on the following criteria for innovative technologies:

Or. en

Justification

The Regulation's entry into force should be postponed by three years as this sector requires more time to adapt its vehicles to future requirements.

Amendment 22

Proposal for a regulation

Article 12 – paragraph 1 – subparagraphs 1 and 2

Text proposed by the Commission

By **31 October 2016**, and every three years thereafter, measures shall be adopted to amend Annex I to adjust the figure M0, referred to therein, to the average mass of new light commercial vehicles in the previous three calendar years.

Those measures shall take effect for the first time on **1 January 2018** and every three years thereafter.

Amendment

By **31 October 2019**, and every three years thereafter, measures shall be adopted to amend Annex I to adjust the figure M0, referred to therein, to the average mass of new light commercial vehicles in the previous three calendar years.

Those measures shall take effect for the first time on **1 January 2021** and every three years thereafter.

Justification

The Regulation's entry into force should be postponed by three years as this sector requires more time to adapt its vehicles to future requirements.

Amendment 23

Proposal for a regulation

Article 12 – paragraph 4 – subparagraph 1 and indent 1

Text proposed by the Commission

By **1 January 2013**, the Commission shall complete a review of the specific emissions targets in Annex I and of the derogations in Article 10, with the aim of defining:

subject to confirmation of its feasibility on the basis of updated impact assessment results, the modalities for reaching, by the year 2020, a long-term target of **135 g CO₂/km** in a cost-effective manner; and

Amendment

By **1 January 2016**, the Commission shall complete a review of the specific emissions targets in Annex I and of the derogations in Article 10, with the aim of defining:

subject to confirmation of its feasibility on the basis of updated impact assessment results, the modalities for reaching, by the year 2020, a long-term target of **162 g CO₂/km** in a cost-effective manner; and

Justification

The Regulation's entry into force should be postponed by three years as this sector requires more time to adapt its vehicles to future requirements.

Amendment 24

Proposal for a regulation

Article 12 – paragraph 4 – subparagraph 2 – indents 1 and 2

Text proposed by the Commission

- **make a proposal** 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,

Amendment

- **submit a proposal to the European Parliament and to 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,

- **confirm the inclusion in this Regulation** of vehicles in category N2 and M2 as defined in Annex II to Directive 2007/46/EC with a reference mass not exceeding 2 610 kg and to vehicles to which type-approval is extended in accordance with Article 2(2) of Regulation (EC) No 715/2007.

- **submit a proposal to the European Parliament and to the Council to include in this Regulation** vehicles in category N2 and M2 as defined in Annex II to Directive 2007/46/EC with a reference mass not exceeding 2 610 kg and to vehicles to which type-approval is extended in accordance with Article 2(2) of Regulation (EC) No 715/2007,

Or. en

Justification

Changing the scope of the regulation should be a subject of ordinary legislative procedure.

Amendment 25

**Proposal for a regulation
Article 12 – paragraph 5**

Text proposed by the Commission

5. The Commission shall by **2014**, following an impact assessment, publish a report on the availability of data on footprint and payload and their use as utility parameters for determining specific emissions targets and, if appropriate, submit a proposal to the European Parliament and to the Council to amend Annex I.

Amendment

5. The Commission shall by **2017**, following an impact assessment, publish a report on the availability of data on footprint and payload and their use as utility parameters for determining specific emissions targets and, if appropriate, submit a proposal to the European Parliament and to the Council to amend Annex I.

Or. en

Justification

The Regulation's entry into force should be postponed by three years as this sector requires more time to adapt its vehicles to future requirements.

Amendment 26

Proposal for a regulation Article 12 – paragraph 7

Text proposed by the Commission

7. The Commission shall by 2015 review the method of determining the specific emissions of CO₂ of completed vehicles in paragraph 7 of Part B of Annex II and, if appropriate, submit a proposal to the European Parliament and to the Council to amend Annex II.

Amendment

7. By 2017 the Commission shall, where appropriate, set up a procedure to obtain representative values of CO₂ emissions and fuel efficiency of completed vehicles.

Or. en

Justification

In order to account for the specific conditions of "multi-stage vehicles", the European Commission has put forward recommended amendments to the original proposal. This amendment reflects those recommendations.

Amendment 27

Proposal for a regulation Annex 1 – paragraph 1 – introductory part – point a – line 1

Text proposed by the Commission

From **2014** to **2017**:

Amendment

From **2017** to **2020**:

Or. en

Justification

The Regulation's entry into force should be postponed by three years as this sector requires more time to adapt its vehicles to future requirements.

Amendment 28

Proposal for a regulation

Annex 1 – paragraph 1 – point b – line 1

Text proposed by the Commission

Amendment

From **2018**:

From **2021**:

Or. en

Justification

The Regulation's entry into force should be postponed by three years as this sector requires more time to adapt its vehicles to future requirements.

Amendment 29

Proposal for a regulation

Annex II – part A – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

For the year beginning **1 January 2011** and each subsequent year, Member States shall record the following details for each new light commercial vehicle registered in its territory:

For the year beginning **1 January 2014** and each subsequent year, Member States shall record the following details for each new light commercial vehicle registered in its territory:

Or. en

Justification

The Regulation's entry into force should be postponed by three years as this sector requires more time to adapt its vehicles to future requirements.

Amendment 30

Proposal for a regulation

Annex II – part A – paragraph 3 – introductory part

Text proposed by the Commission

Amendment

For the calendar year commencing **1 January 2011** and each subsequent

For the calendar year commencing **1 January 2014** and each subsequent

calendar year, each Member State shall determine, in accordance with the methods set out in Part B, for each manufacturer:

calendar year, each Member State shall determine, in accordance with the methods set out in Part B, for each manufacturer:

Or. en

Justification

The Regulation's entry into force should be postponed by three years as this sector requires more time to adapt its vehicles to future requirements.

Amendment 31

Proposal for a regulation Annex II – part B – paragraph 7

Text proposed by the Commission

Amendment

7. Specific emissions of completed vehicles. The specific emissions of completed vehicles shall be determined in accordance with Directive 2004/3/EC. Where that value is not available, the specific emissions of a completed vehicle shall be set equal to the highest value of the specific emissions of all complete vehicles that are of the same type of vehicle as the incomplete vehicle on which the completed vehicle is based, and that have been registered in the EU in the same monitoring year, where 'type of vehicle' is defined in accordance with Article 3 of Directive 2007/46/EC. If there are more than three different values of specific emissions of all complete vehicles, the second-highest specific emissions shall be used.

deleted

Or. en *Justification*

In order to account for the specific conditions of "multi-stage vehicles", the European Commission has put forward recommended amendments to the original proposal. This amendment reflects those recommendations.

Chyba! Neznámý název vlastnosti dokumentu.