

ROADMAP	
TITLE OF THE INITIATIVE	Proposals for EP and Council Regulations amending Regulation (EC) No 443/2009 (CO ₂ from cars) and Regulation (EU) No 510/2011 (CO ₂ from vans)
TYPE OF INITIATIVE	× CWP • Non-CWP • Implementing act/Delegated act
LEAD DG – RESPONSIBLE UNIT	DG CLIMATE ACTION
EXPECTED DATE OF ADOPTION	December 2012
VERSION OF ROADMAP	No: 2 Last modification: September 2011:

This indicative roadmap is provided for information purposes only and is subject to change. It does not prejudice the final decision of the Commission on whether this initiative will be pursued or on its final content and structure.

A. Context, problem definition
<p>(i) What is the political context of the initiative? (ii) How does it relate to past and possible future initiatives, and to other EU policies? (iii) What ex-post analysis of the existing policy has been carried out and what results are relevant for this initiative?</p> <p>(i) Regulation (EC) No 443/2009 entered into force in 2009. It sets out a short term target of 130g CO₂/km to be achieved by manufacturers of passenger cars by 2015 with a phase-in beginning in 2012. A long term target of 95gCO₂/km has been specified for 2020.</p> <p>In accordance with Article 13(5) of Regulation (EC) No 443/2009 the specific emissions targets and the derogations for low volume and niche manufacturers shall be reviewed with the aim of defining:</p> <ul style="list-style-type: none"> - the modalities for reaching, by the year 2020, a long-term target of 95gCO₂/km in a cost-effective manner, and - the aspects of the implementation of that target, including the excess emissions premium. <p>The review will also include an assessment of the suitability, for ensuring that the 2020 target is met, of using other utility parameters than vehicle mass for determining the specific emissions targets.</p> <p>The review shall be completed by 1 January 2013 and shall, according to Article 13(5), be accompanied by an assessment of the impact on the car industry and its dependent industries.</p> <p>Regulation (EU) No 510/2011 entered into force in June 2011. It sets out a short term target of 175g CO₂/km to be achieved by manufacturers of vans by 2017 with a phase-in beginning in 2014. A long term target of 147gCO₂/km has been specified for 2020 subject to confirmation of its feasibility.</p> <p>In accordance with Article 12(1) of Regulation (EU) No 510/2011 the specific emissions targets and the derogations for low volume manufacturers shall be reviewed with the aim of defining:</p> <ul style="list-style-type: none"> - the modalities for reaching, by the year 2020, the long-term target, in a cost-effective manner, and - the aspects of the implementation of that target, including the excess emissions premium. <p>The review will also include an assessment and, if appropriate, confirmation of the long term target of 147 g CO₂/km for 2020, and in accordance with Article 12(3) an analysis of the suitability, for ensuring that the 2020 target is met, of using other utility parameters than vehicle mass for determining the specific emissions targets.</p> <p>The review shall be completed by 1 January 2013 and shall, according to Article 12(1), be accompanied by an assessment of the impact on the car industry and its dependent industries.</p> <p>(ii) Both initiatives build on the 2007 Strategy for reducing CO₂ emissions from light duty vehicles and will contribute to meeting the EU 2020 targets for reduction of greenhouse gases. The reviews have to be closely coordinated.</p>
What are the main problems which this initiative will address?
Regulation (EC) No 443/2009 and Regulation (EU) No 510/2011 use certain specific parameters as a basis for calculating the specific average emissions and provide certain modalities to create incentives for car and van manufacturers to reach the specific emissions targets by 2015 or 2017 respectively. The subsequent 2020 targets are not accompanied by such modalities and it should also be investigated whether other parameters than vehicle mass

could create more efficient incentives to reduce CO₂ emissions in the longer term. It is necessary to understand the effort required by different manufacturers to reach the 2020 targets to determine whether there will be a need for maintaining existing parameters and modalities, for identifying new ones, or whether the targets are likely to be met without any supporting modalities. These options have to be assessed taking into account that the overall scheme must be as neutral as possible from the point of view of competition, as well as socially equitable and sustainable.

Who will be affected by it?

Manufacturers of passenger cars and vans and to some extent component suppliers.

- (i) Is EU action justified on grounds of subsidiarity?
- (ii) Why can Member States not achieve the objectives of the proposed action sufficiently by themselves? (Necessity Test)
- (iii) Can the EU achieve the objectives better? (Test of EU Value Added)

The EU action is aimed at maintaining the proper functioning of the CO₂ emissions performance requirements laid down in existing EU law so as to achieve the EU overall objective of reducing emissions of greenhouse gases and to ensure the proper functioning of the internal market. This cannot be sufficiently achieved by the Member States by reason of the scale and effects of the action and can therefore be better achieved at EU level.

B. Objectives of the initiative

What are the main policy objectives?

The main objective is to contribute to reducing emissions of greenhouse gases from light duty vehicles for the purpose of meeting the EU overall targets in this area.

Do the objectives imply developing EU policy in new areas?

No

C. Options

- (i) What are the policy options being considered?
- (ii) What legislative or 'soft law' instruments could be considered?
- (iii) How do the options respect the proportionality principle?

Through amendments of Regulation (EC) No 443/2009 and Regulation (EU) 510/2011,

(a) Prolongation of the existing schemes without re-introducing existing or new modalities for reaching the 2020 targets

(b) Prolongation of the existing schemes with minor adaptation of existing modalities

(c) Prolongation of the existing schemes with significant adaptation of existing modalities, including the introduction of new modalities and a change of utility parameters

D. Initial assessment of impacts

What are the benefits and costs of each of the policy options?

- Assessment of the environmental, economic and social impacts will be carried out as part of the upcoming Impact Assessment.

Could any or all of the options have significant impacts on (i) simplification, (ii) administrative burden and (iii) on relations with other countries, (iv) implementation arrangements? And (v) could any be difficult to transpose for certain Member States?

Impacts could be possible on trade relations with other countries

Based on experience with current monitoring schemes required by both regulations, the possibility of simplifying and improving the data collection on new cars and vans will be considered.

(i) Will an IA be carried out for this initiative and/or possible follow-up initiatives? (ii) When will the IA work start? (iii) When will you set up the IA Steering Group and how often will it meet? (iv) What DGs will be invited?

(i) An IA will be carried out (ii) IA work will start October 2011 (iii) July 2011, around 4 meetings are foreseen (iv) DG ENTR, MOVE, ENV, RTD, ENER, SG, SANCO, COMP, ECFIN and SJ

- (i) Is any of options likely to have impacts on the EU budget above €5m?
- (ii) If so, will this IA serve also as an ex-ante evaluation, as required by the Financial regulation? If not, provide information about the timing of the ex-ante evaluation.

No

E. Evidence base, planning of further work and consultation

- (i) What information and data are already available? Will existing impact assessment and evaluation work be used?
- (ii) What further information needs to be gathered, how will this be done (e.g. *internally or by an external contractor*), and by when?
- (iii) What is the timing for the procurement process & the contract for any external contracts that you are planning (e.g. for analytical studies, information gathering, etc.)?
- (iv) Is any particular communication or information activity foreseen? If so, what, and by when?

(i) An extensive study looking into technology pathways and costs for reaching the 2020 targets will be finalised in September 2011 for passenger cars and at the beginning of 2012 for light commercial vehicles. The analysis will mostly look into costs of meeting the targets differentiated according to alternative modalities (utility parameter, slope and shape of the limit value curve) analysed at the level of the industry and per manufacturer. In addition, the analysis regarding light commercial vehicles will focus on the confirmation of feasibility of the 2020 target of 147 gCO₂/km as required in Regulation (EU) 510/2011. In the first quarter of 2012 the modelling of the short-listed policy options will be performed in order to analyse the environmental, social and economic impacts.

(ii) It may be necessary to do further modelling work on the basis of up-dated CO₂ emissions data as well as an analysis of CO₂ emissions and reduction potentials for the period post 2020. This can to some extent be done internally, however, an external contract should also be foreseen. Results should be delivered at the latest second quarter 2012.

(iii) Two service requests under the existing framework contract.

(iv) Press release at the time of adoption

Which stakeholders & experts have been or will be consulted, how, and at what stage?

For the purposes of the on-going study, key stakeholders such as ACEA and CLEPA have been consulted. A stakeholder workshop to discuss the results of the underlying analyses and policy options considered will be organised in first quarter of 2012. Further contacts with these stakeholders (i.e. individual car/van manufacturers, manufacturers' associations, suppliers, NGOs, Member States) are also foreseen. The public consultation will follow the general principles and minimum standards for Commission's consultations.