



**THE SENATE  
OF THE PARLIAMENT OF THE CZECH REPUBLIC  
8<sup>TH</sup> TERM**

**772<sup>ND</sup>**

**RESOLUTION OF THE SENATE**

Delivered on the 26<sup>th</sup> session held on 25 October 2012

**on the proposal to reduce CO<sub>2</sub> emissions from new passenger cars and new light commercial vehicles**

**(Senate Press no. N 176/08) and (Senate Press no. N 177/08)**

The Senate of the Parliament of the Czech Republic

**I.**

**1. Perceives**

that the volume of CO<sub>2</sub> emissions from road transport is a serious global problem, in solving of which the Czech Republic should participate, which the Senate already mentioned in its Resolution on the Communication on results of the review of the Community strategy to reduce CO<sub>2</sub> emissions from passenger cars and light commercial vehicles (Resolution No. 172 of 19th July 2007);

**2. Is aware**

that tightening of emission limits for new passenger cars may lead to further technological development, innovations, saving of natural resources and higher protection of the environment;

**II.**

**1. Considers**

95 g CO<sub>2</sub>/km target for passenger cars and 147 g CO<sub>2</sub>/km target for light commercial vehicles beginning in 2020 to be ambitious nevertheless feasible; however, substantial investment into development and subsequently into manufacturing is inevitable, which will be reflected in the end price for customer;

**2. Recommends**

preservation of the proposed limits for the whole term until 2020 and cautions against their additional tightening within the scope of subsequent negotiations on the proposal;

### **3. Appeals**

to the Commission to initiate sufficiently in advance a debate about long-term objectives for 2025 and 2030;

### **4. Emphasizes**

the necessity to adopt these measures progressively and with a long-term prospect so that the research sector together with key manufacturers could respond to them effectively; at the same time, it is inevitable, while projecting further steps, to take into consideration the production cycles of car producers, which the Senate mentioned in its Resolution on the Proposal for regulation setting emission performance standards for new passenger cars (Resolution No. 382 of 24th April 2008);

### **5. Points out**

that for the period after 2020, it is crucial to establish unambiguous methodology, on the basis of which the car emissions will be measured and verified in order to preclude disputes while recalculating between various testing methods;

### **6. Recommends**

to preserve the initially proposed emission limit of 50 g CO<sub>2</sub>/km for allocation of the so-called super-credits in order that this advantage to be employed for higher number of vehicles complying with the highly eco-friendly parameters put in place;

### **7. Disagrees**

with the modification of the regressive straight line inclination from 2020, which the Senate believes makes it less favourable to the producers of heavier (and thus safer) vehicles than to the producers of light vehicles from the markets within and outside Europe; hereby the Senate extends its appeal to the Commission expressed in the Resolution on Communication on strategy in field of clean and energy-efficient cars (Resolution No. 561 of 22nd September 2010), to concentrate, during the preparation of proposals leading to support of demand for eco-friendly cars, on their anti-discriminatory character towards particular producers;

### **8. Invites**

the Commission to elaborate in detail the issue of eco-innovations referred to in the Proposal for a regulation and provide to producers a more precise idea of utilisation of these innovative tools while reducing the emissions;

## **III.**

### **Authorises**

the President of the Senate to forward this Resolution to the European Commission.

Milan Štěch  
sign manual  
President of the Senate

Jaromír Štětina  
sign manual  
Senate Verifier