



THE SENATE
OF THE PARLIAMENT OF THE CZECH REPUBLIC

11TH TERM

400TH

RESOLUTION OF THE SENATE

Delivered on the 14th session held on 25th April 2018

on the Proposal for a Regulation of the European Parliament and of the Council setting emission performance standards for new passenger cars and new light commercial vehicles as part of the Union's integrated approach to reduce CO₂ emissions from light-duty vehicles and amending Regulation (EC) No 715/2007 (recast) /Senate Print no. N 084/11, COM(2017) 676/

The Senate

- I.**
- 1. Agrees**
with the need of continuous reduction of road transport emissions and therefore supports efficient and economically enduring activities leading to their reduction as quickly as possible;
 - 2. Realizes**
that the proposal should help to meet the international commitments of the EU in the area of environment and climate; points out, however, that this proposal must be also assessed in terms of its impact on competitiveness and employment of automotive sector;
- II.**
- 1. Supports**
the Position of the Government;
 - 2. Therefore does not agree**
with the proposed binding targets for the reduction of CO₂ emissions from new passenger cars and new light commercial vehicles and proposes either to set for the year 2025 a reduction target of 10 %, or to make the target proposed by the Commission non-binding, and, further, to set for the year 2030 a reduction target ranging from 20 % to 25 % compared to 2021;
 - 3. Points out**
that the change from NEDC to WLTP methodology will lead to nominal increase of reported values of emissions; however, no recalculated values of car emissions are currently available;

4. Proposes

therefore to increase the limit in the definition of zero and low-emission vehicle to 65 g CO₂/km according to WLTP, so that this definition also covers other alternative fuel vehicles (e.g. CNG) and maintains technological neutrality;

5. Agrees

- a) with the benefits for car manufacturers in case of higher share of zero and low-emission vehicles;
- b) with the use of mass as the parameter for calculation of specific emissions of CO₂;
- c) with the preservation of benefits in form of so called super credits for low-emission vehicles; alternatively recommends to consider the extension of their period of validity by one or two years or the increase of the value of coefficients to maximum level of 3.5 as in the case of Regulation (EC) 443/2009;
- d) with the inclusion of air-conditioning system in the category of ecological innovation and with the limit of 7 g CO₂/km by which the average specific emissions can be reduced when these systems are used;

6. Agrees also

with the monitoring of CO₂ emissions and energy consumption in the real world; observes, however, that the proposal does not clearly indicate how this monitoring will be carried out and what will be the related cost borne by the Member States or manufacturers;

7. Emphasizes

the need to adopt supporting and motivational measures focused also on the renewal of car fleet which would reduce road transport emissions more effectively;

8. Recommends

also to link the requirement for reduction of CO₂ emissions from the road transport with the necessary supporting measures, e.g. promotion of infrastructure development, research and development;

III.

1. Requests

the Government to inform the Senate about the way this resolution was taken into account and about further development of negotiations once the political agreement of the required number of Member States on the main elements of the proposal is reached, or at an earlier time, should the results of negotiations in the Council begin to depart considerably from the position of the Czech Republic expressed in the General Position of the Government;

2. Authorises

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

Milan Štěch
sign manual
President of the Senate

Jaromír Strnad
sign manual
Senate Verifier