



EUROPEAN COMMISSION

*Brussels, 2.8.2018
C(2018)5303 final*

Dear President,

The Commission would like to thank the Senát for its Opinion on the proposal for a Regulation of the European Parliament and of the Council on setting emission performance standards for new passenger cars and for 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 {COM(2017) 676 final}.

The Commission welcomes the analysis of the Senát and its views that road transport emissions need to be reduced as quickly as possible in an efficient and economically viable manner.

The Commission has taken good note of the Senát's views on the level of ambition of the proposed targets, on the definition of zero- and low-emission vehicles and on the monitoring of real-world CO₂ emissions, as well as of its recommendations as regards complementary and supportive measures. The Commission is pleased to provide some clarifications on these issues.

The proposal sets ambitious and realistic CO₂ emission standards for new cars and vans, both for 2025 and 2030, which have been based on a sound analysis and broad stakeholder involvement, as set out in the accompanying impact assessment.

The proposed target levels set a clear direction of travel towards achieving the European Union's commitments under the Paris Agreement. They will help Member States reach their binding targets under the Effort Sharing Regulation.

While manufacturing costs may slightly increase due to the uptake of new technologies, the fuel cost savings for vehicle owners will be significantly higher, and this both for the first and second users. Consumers across Europe will thus on balance save money.

The proposed targets will also have an overall positive impact on employment as they cater for a smooth transition to low- and zero-emission vehicles, allowing a gradual shift in manufacturing processes and the automotive supply chain.

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President of the Senát
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CZ – 118 01 PRAGUE 1*

In preparing the new emission standards, the Commission has taken account of the transition from the New European Driving Cycle to the test cycle under the Worldwide Harmonised Light Vehicle Test Procedure as explained in the impact assessment accompanying the proposal. The proposed 2025 and 2030 targets are set as relative reductions, using the 2021 target levels as reference. The 2021 target levels will be based on the Worldwide Harmonised Light Vehicle Test Procedure, in line with the correlation and target translation legislation, which was adopted by the Commission in 2017 and which ensures an equivalent stringency as compared to the New European Driving Cycle based targets.

The proposed credit system for zero- and low-emission vehicles is intended to create additional incentives for the uptake of vehicles with emissions well below the fleet-wide average in a technology neutral manner. The proposed definition covers the same types of vehicles as is the case for the super-credits scheme under the current Regulations, but the new mechanism provides a greater incentive for the lowest emitting vehicles.

As regards the super-credits scheme set out in Article 5 of the proposal, the Commission would like to highlight that this is only related to the 2021 target of 95 g CO₂/km for cars. These provisions were not modified as part of the Recast of the existing Regulations and are thus not open for negotiation during the legislative procedure.

Concerning the real-world monitoring of the CO₂ emissions and fuel consumption of new vehicles, the Commission is of the view that this is essential in order to ensure that the gap between the emissions measured during the test cycle and those occurring on the road does not grow in the future. Implementing these provisions will indeed require additional legislative action. As a first step, the Commission has proposed legislation requiring that all new vehicles are equipped with standardised fuel consumption monitoring devices. Furthermore, the practicalities of the data reporting have to be elaborated and this will be done in the form of an implementing act. Member States will be extensively involved in the preparation of this legislation.

As regards the Sénat's recommendation to adopt supporting measures, the Commission would like to recall its 2016 Communication on a European Strategy for Low-Emission Mobility. This set out an integrated approach for reducing CO₂ emission standards from road transport, of which the post-2020 CO₂ standards for cars and vans is one element. In 2017, two 'Europe on the Move' packages were adopted, which contain complementary and supporting measures and policies. A third Mobility Package was adopted on 17 May 2018, including a proposal for the first-ever CO₂ standards for new heavy duty vehicles.

Following the Commission's adoption of the proposal on emission performance standards for new passenger cars and new light commercial vehicles, discussions are ongoing in the Council Working Party on Environment under the Bulgarian Presidency. The Commission is hopeful that an agreement will be reached between the co-legislators during the current legislative term.

The Commission hopes that the above clarifications address the issues raised by the Senát and looks forward to continuing the political dialogue in the future.

Yours faithfully,

Elzbieta Bieńkowska

Member of the Commission