



EUROPEAN COMMISSION

Brussels, 9/03/2009
C(2009)1280

Dott Antonio Maraschini
Segretario Generale
Senato della Repubblica
Piazza Madama
00186 Roma

Mr. Secretary General,

The Commission thanks the Italian Senate for its comments on the proposal for a European Parliament and Council Regulation establishing performance standards on emissions for new passenger cars under the integrated approach of the Community to reduce CO₂ emissions from light vehicles¹. A political agreement on this proposal between the Council and the European Parliament was reached in December 2008².

The Commission notes that the Italian Senate considers the principle of subsidiarity and proportionality is respected by the proposal.

Regarding the argument that manufacturers of large volumes of low-emitting vehicles are penalised by the sanction mechanism, the Commission recalls that under the mechanism in the Regulation for differentiating targets between cars (the limit value curve) vehicles which are heavier than the average mass must make greater emission reductions (in both absolute and relative terms) than those whose weight is below average. In this context, producers of light cars are in a better position for meeting their target compared to the producers of heavy cars. This is demonstrated by the impact assessment.³

As the emissions target of each manufacturer is calculated by averaging over its whole fleet, including both the vehicles above and below the target, if the fleet average emissions exceed the target the penalties have to apply to the whole fleet as well. However, the political agreement reached between the Council and the European Parliament provides for lower penalties to apply for the first 3 grams by which a manufacturer exceeds its target until 2018.

¹ COM (2007) 856 final

² The text is available at <http://www.europarl.europa.eu/sides/getDoc.do?pubRef=-//EP//TEXT+TA+P6-TA-2008-0614+0+DOC+XML+V0//EN&language=EN#top>

³ SEC (2007) 1723

The Italian Senate calls for the revenue from the penalties to be specified in the legislation and to include investments in low emission vehicles (e.g. hybrids) The Commission did not include such "earmarking" of funds in its proposal because it expects that the target set by the proposal will in general be met, thus generating insubstantial revenues. Furthermore, the amount of revenue is not predictable, hence no effective and realistic planning would be possible on the basis of such earmarking. This approach was accepted by the Council and the European Parliament.

Finally, as regards the need to regulate the environmental impact of heavy duty vehicles, the Commission is aware of this issue and is currently considering the best strategies to address it.

Yours sincerely

Margot WALLSTRÖM
Vice-President of the European Commission