



European Commission
Environment Directorate General

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Tackling CO₂-emissions from cars – European Commission's proposal for a revised strategy to reduce CO₂ from light vehicles

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http://ec.europa.eu/environment/co2/co2_home.htm



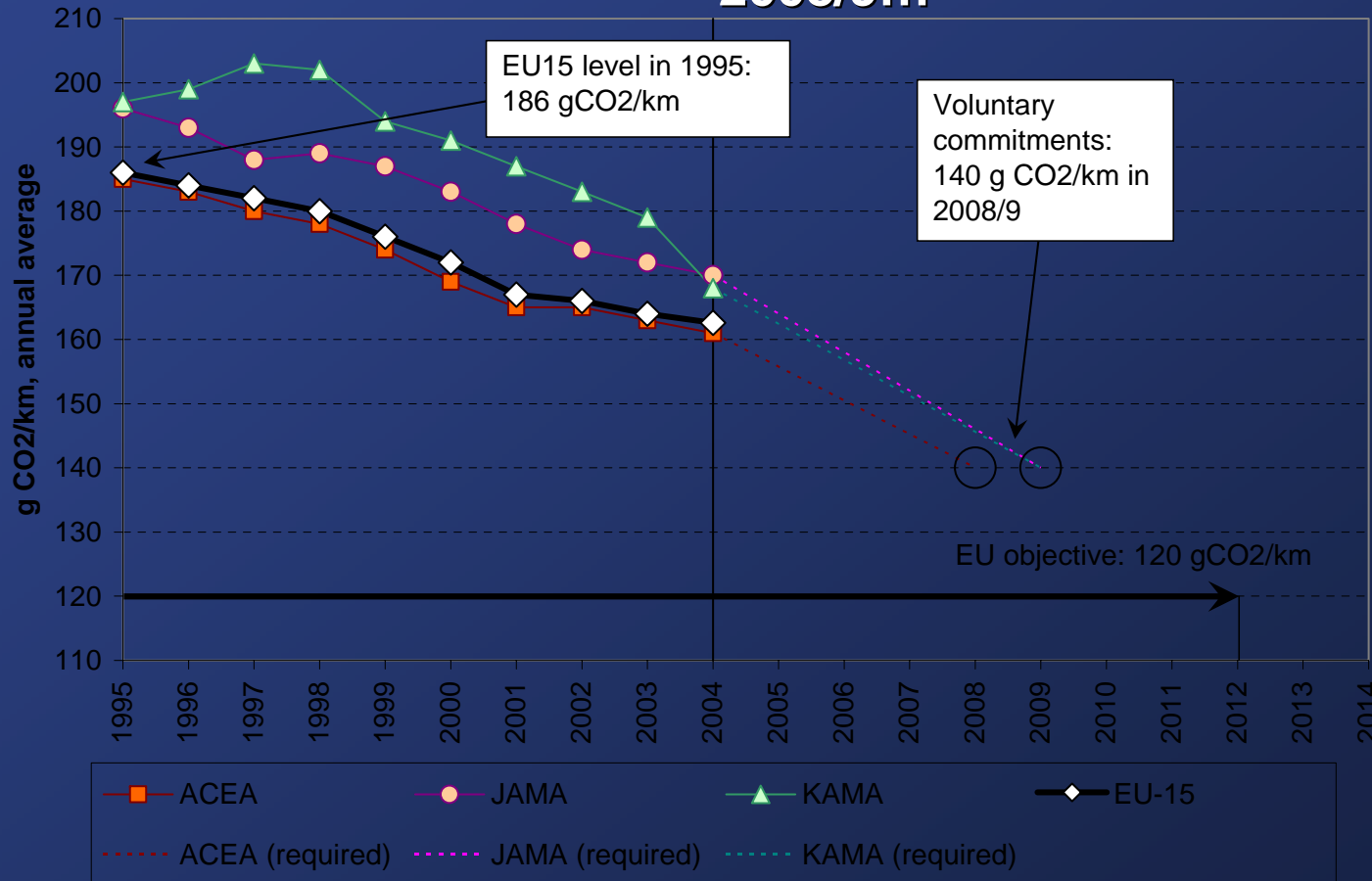
Current EU Strategy on CO₂ from passenger cars and light-commercial vehicles

- **Community objective:**
 - To achieve an average new passenger car fleet specific emission of 120 g CO₂/km by 2012
- **A three-pillar strategy:**
 - **Voluntary agreements** with car industry (target: 140 g CO₂/km by 2008/9)
 - **Consumer information** (i.e. labelling)
 - **Fiscal measures**



Progress until 2004 but...

12.4% reduction in 2004 compared to 1995, out of total 25% required by 2008/9...





Basis for the revised approach

- In January/ February 2007 the European Commission adopted:
 - Proposal to amend Directive 98/70/EC (**Fuel Quality Directive**)
 - Communication on the results of the review of the Community strategy to **reduce CO₂ emissions from cars and light-commercial vehicles**
 - Communication on a Competitive Automotive Regulatory Framework (**CARS 21 Communication**)



Revised strategy on CO₂ from passenger cars and light-commercial vehicles (1)

- General objective: **120 g/km CO₂** by 2012
- Instrument: **legislative framework implementing an integrated approach**
- Specific targets:
 - Average new car fleet of **130 g/km CO₂**
 - Additional **10 g/km** by other technological improvements and by an increased use of bio-fuels
- **Review in 2010** to explore longer term objectives and different approaches beyond 2012



Revised strategy on CO₂ from passenger cars and light-commercial vehicles (2)

- **The automotive value chain remains at the heart of the new strategy...**
 - **Vehicle technology improvements** (engine, transmission, hybridisation, vehicle body etc.)
 - Efficiency requirements for **air-conditioning systems**
 - **Tyre pressure** monitoring systems
 - **Low rolling resistance tyres**
 - **Gear shift indicators**
 - Mandatory **fuel efficiency targets** for light-commercial vehicles



Revised strategy on CO₂ from passenger cars and light-commercial vehicles (3)

- ...with increased involvement of other stakeholders
 - **Fuel suppliers** (low carbon content fuels – e.g. biofuels)
 - **Member States** (taxation, fiscal incentives, traffic management, infrastructure etc.)
 - **Consumer** awareness (e.g. amending the labelling directive, code of conduct for « sustainable » advertising)
 - **Drivers'** behaviour (e.g. eco-driving)
- **Accountability** and **monitorability** are needed for different elements to make a quantified contribution



Principles for future legislation

- **Technologically neutral**
- Competitively **neutral** targets
- Socially **equitable** and **sustainable**
- **Equitable to the diversity** of the European automobile manufacturer
- Avoidance of any **unjustified distortion of competition** between automobile manufacturers



CO₂ – Next Steps

- **Public consultation** in May/June 2007
- **Legislative framework** proposed by the Commission if possible in 2007, at latest by mid 2008, accompanied by impact assessment
- **Amending** proposal to improve the **labelling directive** to be adopted by the Commission in 2007
- **Review of the strategy** in 2010



THANK YOU
for your attention

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