

## 【欧州】【自動車】

# New legal instruments on environment for vehicles: New CO2 emission standards for cars and vans: Council and ENVI Committee confirm agreement

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### 【概要 : Summary】

Since the transport sector is responsible for almost 25% of the EU's total GHG emissions and has not experienced any gradual decline in its GHG emissions, the EU needs to accelerate also the decarbonisation of the transport sector. In the road transport sector, there exist CO2 emission targets for passenger vehicles and light-duty vehicles in the EU since 2015. Although stricter CO2 emission reduction targets will come into force in 2021, a further reduction in the transport sector is necessary in order to meet the Paris agreement's target. On 8 November 2017, in its second Clean Mobility package, the European Commission proposed new targets for the CO2 limits of new passenger cars and light-duty vehicles for the post-2020 period. In the following legislative process, the Council of the European Union had aimed for less strict targets than the EU Parliament. Therefore, the trilogue negotiations on the final law were difficult. Finally, the compromise text on COM (2017) 676 final/2 was approved and endorsed by the EU Member States and also the European Parliament's ENVI Committee. While the formal adoption of the new legislation is expected before summer 2019, it will define the future targets of necessary CO2 emission reduction for passenger cars and light-duty vehicles for the year 2025. Regarding the 2030 targets, they are temporary, pending a possible revision based on the legislation's review clause.

### 【記事 : Article】

The European Commission proposed new emission standards for new passenger cars and light-duty vehicles in the proposal for a Regulation on setting emission performance standards for new passenger cars and for new light commercial vehicles (COM (2017) 676 final/2). The proposal contains new CO2 emission reduction targets of 15% by 2025 for new passenger cars and vans and a further reduction of 30% by 2030 based on 2021 targets of 95g CO2/km for passenger cars and 147g CO2/km for vans, among others. While the European Automobile Manufacturers Association (ACEA) criticised the Commission's targets for being too strict, the European Parliament's plenary voted in favour of even stricter CO2 emission reductions of 20% by 2025 and 40% by 2030, based on 2021 levels. After the vote in Plenary, the Council agreed on its own final negotiation position for the trilogue negotiations with the Commission and the EU Parliament. The Council supported a CO2 emission reduction of 35% for passenger cars and 30% for vans by 2030. However, regarding the reduction target for 2025, the ministers maintained the Commission's proposal levels of a 15% reduction compared to 2021 targets. In this context, the opposition of some EU Member States against stricter CO2 emission reduction targets, in particular Germany, threatened a successful conclusion of the negotiations. While the proposal has been criticised by the automobile industry for being biased towards electric and zero

emission vehicles, the EU legislation contains no specific quotas for electric or hydrogen cars, nor does it contain any technology specific quotas or mandates. It intends to be technology neutral in order to meet the specific emissions targets.

The trilogue negotiations on the final law were difficult, although even some Member States with large automobile industry including France, Spain and Sweden argued in favour of stricter rules in order to help the industry to maintain its global competitiveness. Instead, Germany, the Member State with the EU's biggest automobile manufacturing sector, and the group of central and eastern European Member States (Visegrad group of Member States) opposed stricter targets. Nevertheless, the negotiations finally ended with a compromise on 17 December 2018.

After this provisional agreement was reached by the Presidency and Parliament representatives, the final compromise text on COM (2017) 676 final/2 was approved and endorsed by the EU Member States at the COREPER meeting on 16 January 2019. The specific elements of the new standards for CO2 emission targets for passenger cars and light-duty vehicles set the average CO2 emissions of new cars registered in the EU to be 15% lower in 2025 and 37.5% lower in 2030, compared to the 2021 targets. The CO2 emissions of new vans will need to be 15% lower in 2025 and 31% lower in 2030. The CO2 reduction effort will be distributed among manufacturers on the basis of the average mass of their vehicle fleet.

Furthermore, a review clause provides for a possible revision of the 2030 targets and for the introduction of binding reduction targets for 2035 and 2040 onwards. The Parliament and the Council also agreed on a mechanism to encourage the sale of more zero- and low-emission vehicles such as fully electric cars or plug-in hybrid vehicles based on the approach proposed by the Commission in its original proposal. Furthermore, stricter rules have been agreed for the transition from the old test procedure under the *New European Driving Cycle (NEDC)* to the more accurate Worldwide Harmonised Light Vehicle Test

Procedure (WLTP) test procedure, as the basis for calculating the specific emission targets for manufacturers, among others.

On the European Parliament's side, the ENVI Committee finally endorsed the provisional agreement with the Council on 21 January 2019 with 41 votes in favour, 2 against and 1 abstention. The strict CO2 emission targets imply that manufacturers will have to sell many zero and low-emission vehicles in order to achieve their overall averages. The formal adoption of the new legislation is expected for finalisation before summer 2019, thereby confirming the future targets of necessary CO2 emission reduction targets for passenger cars and light-duty vehicles for the years 2025 and 2030, pending the possible revision of the 2030 targets, based on the review clause.

#### References:

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