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Subject : Communication from the Commission to the Council and the European  
Parliament on the results of the review of the Community Strategy to reduce CO2  
emissions from passenger cars and light-commercial vehicles  
– Policy debate at Council (Environment) on 20 February 2007  
= Written contributions

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In reply to questions from the Presidency (6189/07), delegations will find annexed written contributions from DK/CY/LV/HU/PT/SK.

**Denmark**

**Do Ministers believe that the existing self-regulation by industry to reduce CO<sub>2</sub> car emissions should be replaced by binding legislation on carmakers?**

Denmark believes that the three pillars of the Community strategy have proved not to be sufficient to tackle the increasingly obvious challenge of CO<sub>2</sub> emissions from cars.

Hence Denmark fully supports binding legislation on carmakers.

**Do you agree with the target of 120 g CO<sub>2</sub>/km by 2012, knowing that improvements in motor technology would have to reduce emissions to 130g CO<sub>2</sub>/km while complementary measures would contribute a further emissions cut of up to 10 g CO<sub>2</sub>/km?**

A target of 130 g CO<sub>2</sub>/km to be achieved by improvements in motor technology is by no means an ambitious target. The target for 2012 should be 120 g CO<sub>2</sub>/km achieved via improvements in motor technology. Further, Denmark believes that a long-term target of 100g CO<sub>2</sub>/km is both within reach and an adequate target, given the scale of the emissions from road transport.

By adopting an ambitious strategy the Community will provide an impetus for development of technology, thereby providing the industry with a unique opportunity to take the technological lead.

Therefore Denmark is reluctant to adopt the complementary measures approach . The target should be reached solely by means of technological improvements.

Moreover it is doubtful whether the complementary measures described in the revised strategy can deliver a reduction of 10 g CO<sub>2</sub>/km.

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## Cyprus

### **1. Do Ministers believe that the existing self-regulation by industry to reduce CO<sub>2</sub> cars emissions should be replaced by binding legislation on carmakers?**

Cyprus would first like to welcome the Communication of the Commission to reduce CO<sub>2</sub> emissions from cars, which is another important tool for combating climate change and reducing greenhouse gas emissions. Part of the Communication is the Commission's intention to propose an EU legislative framework to reduce CO<sub>2</sub> emissions with a view to reaching the EU objective of 120 gr CO<sub>2</sub>/km by 2012. Cyprus can initially support this binding legislation on carmakers since history has shown that in the absence of binding measures, there is a steady growth in emissions from cars. This current trend jeopardizes EU and Member States' efforts to meet Kyoto commitments and leaves the burden of competition to other sectors emitting CO<sub>2</sub>. In addition, voluntary agreements with car industries have shown little or no progress in emission reduction. The inclusion of car emissions in the existing EU ETS scheme will have high administrative burdens and implementation costs.

On the basis of the Commission Communication and the information provided, it is clear that the proposal to impose binding legislation on car makers is necessary for achieving the EU targets set. This binding legislation, together with the other measures proposed, i.e. voluntary agreements, consumer information and promotion of fuel-efficient cars via fiscal measures will provide the necessary framework for reducing CO<sub>2</sub> emissions and combating climate change.

### **2. Do you agree with the target of 120 gr CO<sub>2</sub> / km by 2012 knowing that improvements in motor technology would have to reduce emissions to 130 gr CO<sub>2</sub> / km while complementary measures would contribute a further emissions cut of up to 10 gr CO<sub>2</sub> / km?**

Since this Communication was submitted very recently during the first week of February, there has not been adequate analysis of the targets and measures proposed. In addition, there is a need for a full impact assessment of the Communication to provide the necessary information for evaluating the proposed target.

As an initial position, Cyprus is positive towards the target set at 120 gr CO<sub>2</sub> / km by 2012 provided that adequate justification is given. A number of additional measures are already included in the Communication that can contribute to further emission reduction. The measures proposed, such as minimum efficiency requirements for air conditioning systems, accurate tyre pressure monitoring systems and maximum yield rolling resistance limits are measurable, accountable and capable of being monitored, and seem to achieve the goals set. As previously stated, further analysis needs to be conducted for a complete position on this issue.

## Latvia

### **1. Do Ministers believe that the existing self-regulation by industry to reduce CO<sub>2</sub> cars emissions should be replaced by binding legislation on carmakers?**

Latvia welcomes the Commission's Communication, which deals with solving climate change problems in such a complicated sector as transport. Latvia agrees with the Commission's opinion that self-regulation mechanisms should be replaced by binding legislation on carmakers. While voluntary self-regulatory mechanisms have been in place since 1995 and are incorporated in the Community Strategy to reduce CO<sub>2</sub> emissions from passenger cars and light commercial vehicles, they have not produced the necessary results. Moreover, binding legal measures would secure continuous emission reduction on a competitively neutral and socially just basis, which would be equitable for all, not only European carmakers, and would make it possible to avoid unproven distortions.

### **2. Do you agree with the target of 120g CO<sub>2</sub>/km by 2012, knowing that improvements in motor technology would have to reduce emissions to 130g CO<sub>2</sub>/km while complementary measures would contribute a further emissions cut of up to 10g CO<sub>2</sub>/km?**

Latvia considers air pollution caused by transport—which is also a factor in climate change – to be a global problem which needs to be resolved urgently by using measures which are no less binding than those for other polluting sectors. Besides reducing greenhouse gases, additional gains would be achieved – for example less fuel consumption, which would make a positive contribution to consumers' expenses and improved air quality, especially in big cities all over Europe. Bearing that in mind, Latvia supports the proposed objective of reducing emissions from the new car fleet to 120g CO<sub>2</sub>/km by 2012, on the understanding that this can be reached both by improvements in motor technology and by complementary measures, including wider use of biofuels.

## Hungary

**1. Do Ministers believe that the existing self-regulation by industry to reduce CO<sub>2</sub> cars emissions should be replaced by binding legislation on carmakers?**

Hungary supports the intention of the Commission to regulate the CO<sub>2</sub> emissions from cars by binding legislation instead of the current voluntary agreements between carmakers.

**2. Do you agree with the target of 120g CO<sub>2</sub>/km by 2012, knowing that improvements in motor technology would have to reduce emissions to 130g CO<sub>2</sub>/km while complementary measures would contribute a further emissions cut of up to 10g CO<sub>2</sub>/km?**

Taking into account the statistics on current emissions, as well as the reduction target set by the industry itself in the existing voluntary agreements, Hungary agrees that the reduction of CO<sub>2</sub> emissions from cars to 130g CO<sub>2</sub>/km by 2012 by means of improvements in motor technology is a realistic and appropriate target to be set by a piece of Community legislation. This reduction target also constitutes a good basis to consider further possible reductions by other means. However, we believe that, in order to consider the precise extent of further cuts in emissions, a detailed impact assessment and analysis of different aspects (such as cost-effectiveness, road-worthiness) is necessary. Therefore the extent of further reductions should be a subject for discussion at a later stage.

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## Portugal

### **1. Do Ministers believe that the existing self-regulation by industry to reduce CO<sub>2</sub> car emissions should be replaced by binding legislation on carmakers?**

Portugal welcomes the ambitious work accomplished by the Commission in producing the communication on reducing CO<sub>2</sub> from cars, which constitutes another piece of the puzzle that the EU is in the process of preparing for post-Kyoto.

This proposal is thus a significant contribution to the effectiveness of the Community's efforts to reduce greenhouse-gas emissions. It is a proposal that seems to be based on a compromise that will certainly not have been easy to read within the Commission, but which seems to reflect a balance of the various interests involved.

This proposal is also based on experience of regulating CO<sub>2</sub> emissions from cars which, as we are all aware, has been voluntary until now.

Nevertheless, this experience shows, we believe, that a voluntary instrument has not been enough to achieve the desired aims.

We consider, however, that it is important to know in more detail what instruments will allow the objectives of the proposal to be successfully achieved and will result in the measures which need to be envisaged.

It is also important to analyse in detail the potential effects of such measures, for the other sectors involved as well. At this stage it is not possible to determine categorically what these measures represent for the Member States in terms, for example, of the resultant cost/benefit ratio. We are therefore looking forward to the presentation of the impact assessment on this matter.

Portugal therefore considers that objectives should be defined for 2012, but it should be made clear how the measures planned, or to be considered, will help to achieve those objectives.

**2. Do you agree with the target of 120g CO<sub>2</sub>/km by 2012, knowing that improvements in motor technology would have to reduce emissions to 130 g CO<sub>2</sub>/km while complementary measures would contribute a further emissions cut of up to 10 g CO<sub>2</sub>/km?**

As mentioned above, Portugal considers it extremely important that better results be achieved in terms of vehicle CO<sub>2</sub> emission reductions by 2012. The measures promoted hitherto have not allowed the desired levels to be achieved, so efforts in that direction must be increased, on the basis of knowledge acquired, with precise targets being set and balanced and sustainable measures to make them achievable.

We see the strategy presented by the Commission as positive, since it establishes an appropriate balance, leaving some flexibility for obtaining the desired values of 120 g CO<sub>2</sub>/km.

In envisaging complementary measures in addition to improvements in motor technology, we are giving a signal and an opportunity to other segments of the automobile industry to develop cleaner technologies and take their share of responsibility in this cross-cutting endeavour.

For example, Portugal is seriously engaged in promoting biofuels, as a consequence of which we are committed to the goal of incorporating 10 % of biofuels in petrol and diesel for road transport by 2010. That said, it is important for us to clarify what measures are envisaged for the achievement of the values proposed, particularly as regards biofuels, and to ensure that the discussion of these issues is linked up with other sectors directly concerned.

## Slovakia

### **1. Do Ministers believe that the existing self-regulation by industry to reduce CO<sub>2</sub> cars emissions should be replaced by binding legislation on carmakers?**

From current results, it is clear that self-regulation on the part of industrial manufacturers has not brought about the desirable reduction in emissions, whatever the reason for this situation. The method for reducing emissions proposed by the Commission appears to the regulator as the most effective technically and the simplest to inspect. On the other hand, we must be aware that every administrative burden placed upon manufacturers necessarily increases the price of the finished product. This effect will also be felt in the production of new "more ecological" vehicles.

### **2. Do you agree with the target of 120g CO<sub>2</sub>/km by 2012, knowing that improvements in motor technology would have to reduce emissions to 130g CO<sub>2</sub>/km while complementary measures would contribute a further emissions cut of up to 10g CO<sub>2</sub>/km?**

The Slovak Republic welcomes and supports the course that the Commission has chosen in gradually reducing emissions of greenhouse gases.

Consideration of additional measures should not focus only on technical measures, and more attention should be given to questions of the reduction of traffic congestion, improvements in infrastructure, support for wider use of public transport and changes in driving habits, which are measures that can also bring significant CO<sub>2</sub> savings.

The SR warns that it is necessary to remember the possible impact of stricter CO<sub>2</sub> limits on the behaviour of the motoring public, especially with regard to the purchasing power of the population. Increases in the price of motor vehicles in order to reduce CO<sub>2</sub> emissions will logically lead to the extended exploitation of existing motor vehicles and the aging of the fleet of vehicles in use, whose ecological level is several times lower than the emission limits currently in force. The Slovak Republic will support the Commission's strategy for reducing CO<sub>2</sub> emissions based on an integrated approach including not only technological issues relating to engines but also technological improvements (e.g. tyres, infrastructure) and increased use of bio-fuels.