



**COUNCIL OF
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From: General Secretariat of the Council
To: Permanent Representatives Committee/Council

Subject: Proposal for a Regulation of the European Parliament and of the Council amending Regulation (EC) No 443/2009 to define the modalities for reaching the 2020 target to reduce CO₂ emissions from new passenger cars (**first reading**)
- Adoption of the legislative act (**LA + S**)
= Statements

Statements by the Commission

1. Text of Commission Statement: 2025 target

In carrying out its impact assessment of a 2025 target the Commission will consider the appropriateness of a range of ambition levels/rates of reduction, coherent with the long term climate goals of the EU and the emission reduction trajectory referred to in recital 7 of Regulation (EU) No xxx/2013. This assessment will cover the range of ambition sought by the European Parliament for a 2025 target in the range of 68g to 78g CO₂/km, equivalent to 4-6% reduction per year in relation to the 2020 target. The impact assessment will also need to consider a wide range of issues among which will be long term climate policy goals, cost-effectiveness, competitiveness, technology

availability, social equity, neutrality with respect to competition. Any conclusion reached in the impact assessment on the appropriate level of ambition for a 2025 target would need to balance effects in the range of different areas assessed.

2. Text of Commission Statement: WLTP

The Commission strongly supports the ongoing work in the framework of the UNECE, with the aim of a target date for the WLTP to be operational for new vehicle types by 1 January 2017. The work at UNECE is well underway and subsequently the Commission would aim to implement the new test cycle and test procedures into EU law in 2014.

3. Text of Commission Statement on the procedure of adoption of implementing acts

The Commission underlines that it is contrary to the letter and to the spirit of Regulation 182/2011 (OJ L 55 of 28.2.2011, p. 13) to invoke Article 5 § 4, subparagraph 2, point b) in a systematic manner. Recourse to this provision must respond to a specific need to depart from the rule of principle which is that the Commission may adopt a draft implementing act when no opinion is delivered. Given that it is an exception to the general rule established by Article 5 § 4 recourse to subparagraph 2, point b), cannot be simply seen as a "discretionary power" of the Legislator, but must be interpreted in a restrictive manner and thus must be justified.

Joint statement by Belgium, Denmark and the Netherlands

As it is of the utmost importance to provide car manufacturers with predictability, Belgium, Denmark and the Netherlands support the adoption of the *“Regulation of the European Parliament and of the Council amending Regulation (EC) No 443/2009 to define the modalities for reaching the 2020 target to reduce CO2 emissions from new passenger cars”* while calling for an adaptation in due time of the level of ambition in line with the *“Roadmap for moving to a competitive low carbon economy in 2050” (COM (/2011) 0112 final)* and for the implementation as soon as possible of a revised test cycle and related test procedures in order to better reflect real life vehicle emissions.