



**COUNCIL OF  
THE EUROPEAN UNION**

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#### **"I/A" ITEM NOTE**

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

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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 CO<sub>2</sub> emissions from new passenger cars (**first reading**)  
- Adoption of the legislative act (**LA + S**)  
= Statements

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#### **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 CO<sub>2</sub>/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.