



**COUNCIL OF
THE EUROPEAN UNION**



**Council Conclusions on
Results of the review of the Community
Strategy to reduce CO₂ emissions from
passenger cars and light-commercial vehicles**

*2812th ENVIRONMENT Council meeting
Luxembourg, 28 June 2007*

The Council adopted the following conclusions:

"The Council of the European Union

- 1) **RECALLS** the European Union's firm independent commitment to achieve at least a 20% reduction of greenhouse gas emissions by 2020 (compared to 1990 levels) and the EU's objective of a 30% reduction by 2020 (compared to 1990 levels) as its contribution to a global and comprehensive post-2012 agreement, provided that other developed countries commit themselves to comparable emission reductions and economically advanced developing countries contribute adequately according to their possibilities and respective capabilities, as agreed by the European Council in March 2007; **EMPHASIZES** that, with a view to meeting this objective, avoiding distortions and ensuring economic and social fairness, all sectors must contribute to this reduction effort.
- 2) Bearing in mind the Council Conclusions of October 1998 which invited the Commission to present immediately a proposal, including legislative proposals, should it become clear, on the basis of the monitoring and after consultation with the car manufacturer associations, that one or more of the associations would not honour the voluntary CO₂ commitments made, as well as the Renewed Sustainable Development Strategy of the European Union (RSDS) of June 2006 which confirmed as the target for the new EU car fleet an average of 120 g CO₂/km to be achieved in 2012.

P R E S S

- 3) Welcomes the Commission's communication "Results of the review of the Community Strategy to reduce CO₂ emissions from passenger cars and light-commercial vehicles"¹ in which the Commission presents a revision of the Community Strategy to reduce CO₂ emissions from cars, proposing, inter alia, to achieve by 2012 the target of 120 g CO₂/km, by a package of measures (the integrated approach), including legislation which should replace the voluntary commitment.

Accordingly, the Council:

- 4) RECONFIRMS its support to the EU objective of 120 g CO₂/km on average for the new cars sold in the EU by 2012. Subject to understanding how the targets will be implemented and subsequent impact assessment, 130 g CO₂/km should be reached by improvements in vehicle technology and 10 g CO₂/km by additional measures.
- 5) RECOGNISES that the European car industry can gain significant first mover advantage through research and development promoted by ambitious CO₂ reduction targets and new environmental technologies.
- 6) CALLS ON the Commission to configure the planned framework for attaining the target for average CO₂ emissions from the fleet of new cars sold in the EU on the basis of a thorough impact assessment in a way that is as neutral as possible from the point of view of competition, and which is socially equitable and sustainable. It should be framed in such a way as to ensure that all manufacturers intensify their efforts to make their whole vehicle production more environmentally friendly in a cost-effective way;
- 7) URGES the European Commission to come forward, as soon as possible and before the end of 2007, with a legislative framework to reduce the CO₂ emissions from cars and to present an impact assessment reflecting the criteria mentioned above; ENCOURAGES the Commission to ensure and open and transparent process, closely involving Member States and other key stakeholders.

¹ COM (2007)19 of 7 February 2007

P R E S S

- 8) INVITES the Commission to come forward, by the end of 2007, with proposals on the supply oriented measures identified in the above mentioned Communication, notably regarding air-conditioning systems, tyre pressure monitoring systems, standards for the rolling resistance of tyres, gear shift indicators, fuel-efficiency progress in light-commercial vehicles and sustainable biofuels, containing methodologies for verifying the CO₂ emission reductions delivered by these measures.
- 9) On the demand side, AGREES that improved consumer information and labelling on CO₂ emissions and fuel consumption are needed in order to enable consumers to make well-informed purchase decisions and URGES the Commission to adopt in 2007 a proposal to improve the effectiveness of the fuel efficiency labelling directive. CALLS on Member States to examine whether a CO₂ based vehicle tax and other fiscal measures can be given greater weight.
- 10) CONSIDERS that heavy-duty vehicles are subject to stronger market mechanisms than light-duty vehicles; INVITES the Commission to explore the possibilities to develop test procedures and cycles for measuring the fuel consumption and CO₂ emissions of complete heavy-duty vehicles and other appropriate options at EU level, and to seek active collaboration with manufacturers, the research community and other countries, to develop and implement policy instruments and measures to reduce greenhouse gas emissions from those vehicles.
- 11) REITERATES the central role of technology in reducing greenhouse gas emissions from road transport and, in view of the need for deeper emission reductions in the future, IS OF THE OPINION that a comprehensive, consistent and challenging long-term strategy is needed; in this context, INVITES the Commission to propose a long-term objective for 2020 for the average greenhouse gas emissions of road vehicles as part of the wider strategy to tackle Climate Change."

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