

**Seminar "Setting fuel efficiency standards  
and labeling of transport vehicles"**

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# European goals for vehicle GHG standards

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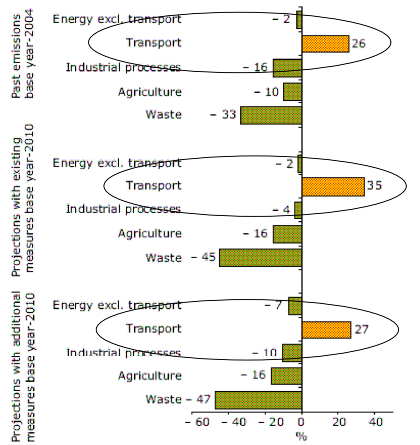
## Sectoral trends

- EU GHG emissions from **transport** keep growing while other sectors' contributions are going down

Sector evolution 1990 – 2004 by sector:

Sector projections 1990 – 2010 with existing measures:

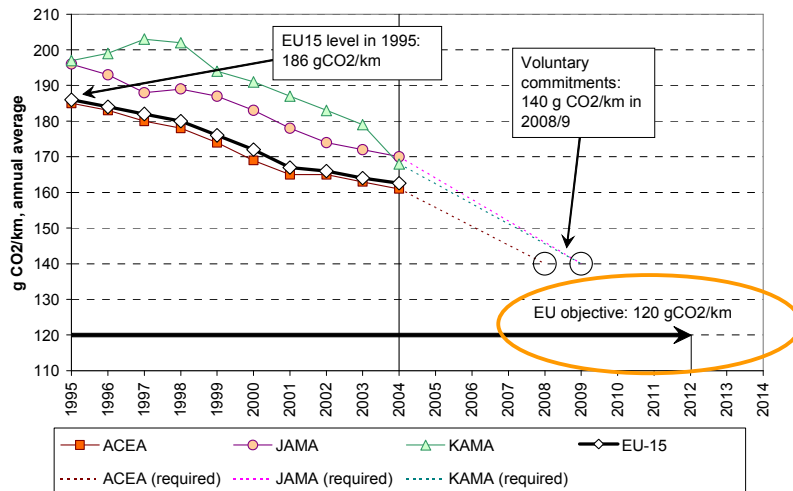
Sector projections 1990 - 2010 with additional measures:



Source: EEA 2006

## Progress so far in the CO<sub>2</sub> and cars strategy...

- 12.4% reduction in 2004 compared to 1995



## EU car market

- Major global new car market (27 countries + Norway, Iceland and Liechtenstein)
- Circa 15 Million new cars sold a year
- Diesel share close to 50%
- Average new car CO<sub>2</sub> emissions (2006): 160 g CO<sub>2</sub>/km (equivalent to 37.7 mpg)

## Revised CO<sub>2</sub> and cars strategy

- Proposed in February 2007
- 120 g delivered in 2012 through an “integrated approach”.
  - a) 130 g on the vehicle side (equiv. to 46.4 mpg);
  - b) 10 g through additional measures on car components (tyres, airco etc.) and increased use of biofuels.
- Elements of strategy are measurable, monitorable and accountable
- Legislative framework
- Review in 2010 to assess potential for progress beyond 120g/2012
- Estimated cumulated savings 2010-2020: > 800 Mt CO<sub>2</sub>eq

## Revised strategy on CO<sub>2</sub> and cars strategy (2)

- The automotive value chain remains at the heart of the new strategy...
  - **Vehicle technology improvements** (engine, transmission, hybridisation, vehicle body etc.)
  - Efficiency requirements for **air-conditioning systems**
  - **Tyre pressure** monitoring systems
  - **Low rolling resistance tyres**
  - **Gear shift indicators**
  - Mandatory **fuel efficiency targets** for light-commercial vehicles

### Revised strategy on CO<sub>2</sub> and cars strategy (3)

- ...with increased involvement of other stakeholders
  - **Fuel suppliers** (low carbon content fuels – e.g. biofuels)
  - **Member States** (taxation, fiscal incentives, traffic management, infrastructure etc.)
  - **Consumer awareness** (e.g. amending the labelling directive, code of conduct for « sustainable » advertising)
- **Accountability** and **monitorability** are needed for different elements to make a quantified contribution

### Revised strategy on CO<sub>2</sub> and cars strategy (4)

- **Review in 2010 to assess potential for progress beyond 120g/2012**
- **Long-term vision**
  - R&D further promoted towards advanced CO<sub>2</sub> reduction technologies, with a view to analysing the possibility of setting **more ambitious objectives beyond 120 g CO<sub>2</sub>/km at a later stage**
  - The Commission will support research efforts towards reaching the ERTRAC research target of “*Improvements in vehicle efficiency [that] will deliver as much as a 40% reduction in CO<sub>2</sub> emissions for passenger cars for the new vehicle fleet in 2020*”.

This would correspond to a new car fleet average of **95 g/km**.

## Preparing the legislation...

- Legislation will be designed:
  - To ensure competitively neutral, socially equitable and sustainable reduction targets
  - Equitable to the diversity of European car manufacturers
  - Avoid any unjustified distortion of competition
  - Compatible with the achievement of Kyoto

## Labelling (1)

- The revised strategy includes a **revision of the labelling Directive 1999/94/EC**.
- The purpose of the Directive is *"to ensure that information relating to the fuel economy and CO2 emissions of new passenger cars offered for sale or lease in the Community is made available to consumers in order to enable consumers to make an informed choice."*
- The Directive contains four different provisions.
  1. A label displayed near each passenger car model at the point of sale
  2. A guide on fuel economy and CO2 emissions
  3. A poster or display, showing the fuel consumption data and CO2 emissions of all car models displayed at a point of sale
  4. All promotional literature has to contain fuel consumption and specific CO2 emissions data of the car models to which it refers
    - **all printed matter including technical manuals, brochures, advertisements in newspapers, magazines and trade press and posters**

## Labelling (2)

- The Directive is not effective enough, hence the revision
- The strategy announced:
  - extending the scope to light-commercial vehicles (N1)
  - harmonising the design of the label
  - introducing energy efficiency classes
  - Attention will also be paid to the definition of the Light-duty Enhanced Environmentally-friendly Vehicle (LEEV) and to indicating annual running costs and where appropriate vehicle tax levels
- [http://ec.europa.eu/environment/co2/co2\\_cars\\_labelling\\_revision.htm](http://ec.europa.eu/environment/co2/co2_cars_labelling_revision.htm)

## Example of label: Netherlands

Energie	Personenauto
Fabrikant Model	Renault Renault Laguna 1.6 16V handschakeling Benzine
Brandstof	
<b>Brandstofverbruik</b> <small>gemeten volgens de test van de typegoedkeuring</small>	<b>7,3 liter / 100 km</b> = 1 liter op 13,7 km
<b>Zuinig</b> 	<b>B</b>
<b>Onzuinig</b>	
<b>CO<sub>2</sub>-uitstoot</b> <small>CO<sub>2</sub> is het broeikasgas dat bij de wereldwijde klimaatverandering de belangrijkste rol speelt</small>	<b>175 gram / km</b>
<small>Jaar van toepassing</small>	2002

Een gelijk beschrevene het brandstofverbruik en de CO<sub>2</sub>-uitstoot met gegevens voor alle nieuwe modellen personenauto's is gratis verkrijgbaar in elk verkooppunt. Naast de brandstofverbruik van een auto zijn ook het rijgedrag en andere, niet-technische factoren bepalend voor het brandstofverbruik en de CO<sub>2</sub>-uitstoot van een auto.  
Bron: 1999/84/EG: Richtlijn personenauto's

## Advertising

- The Labelling Directive is about consumer information, not advertising
- The Commission has no intention of regulating the style and content of advertising
- But the strategy recognises that “*In addition to consumer information, the way in which cars are marketed may also need to be adapted, so as to focus less on the dynamic performances of vehicles.*”
- The strategy **invites manufacturers to sign up to a voluntary code of good practice** regarding car marketing and advertising aimed at the promotion of sustainable consumption patterns

## State-of-play

- Internet public consultation ran between early May and mid-July 2007
- Public hearing held on 11 July (presentations available on EC SG Website)
- Supporting study for impact assessment ongoing
- Legislative proposal accompanied by impact assessment planned for adoption for 19 December 2007. Other elements of the “integrated approach”, including labelling, will follow in the first half of 2008

## Heavy-duty vehicles

- Study on options to reduce greenhouse gases from heavy-duty vehicles ongoing
- Delivery by end 2007

## Thank you

### SecGen

[http://ec.europa.eu/reducing\\_co2\\_emissions\\_from\\_cars/index\\_en.htm](http://ec.europa.eu/reducing_co2_emissions_from_cars/index_en.htm)

### DG ENTR

<http://ec.europa.eu/enterprise/automotive/pagesbackground/competitiveness/cars21.htm>

### DG ENV

[http://ec.europa.eu/environment/co2/co2\\_home.htm](http://ec.europa.eu/environment/co2/co2_home.htm)