

Thursday 17 December 1998

**6. Carbon dioxide emissions from new passenger cars \*\*I**

A4-0492/98

**Proposal for a Council Decision establishing a scheme to monitor the average specific emissions of carbon dioxide from new passenger cars (COM(98)0348 – C4-0425/98 – 98/0202(SYN))**

**The proposal was approved with the following amendments:**

TEXT PROPOSED  
BY THE COMMISSION (\*)

AMENDMENTS  
BY PARLIAMENT

(Amendment 1)

*Recital 1*

(1) Whereas the Community recognizes that greenhouse gas concentrations in the atmosphere should be stabilised at such a level that would prevent dangerous anthropogenic interference with the climate system;

(1) Whereas the Community recognizes that greenhouse gas concentrations in the atmosphere should be stabilised at **or reduced to** such a level that would prevent dangerous anthropogenic interference with the climate system;

(Amendment 2)

*Recital 3a (new)*

(3a) Whereas the Kyoto Protocol requires Annex I parties to have made demonstrable progress in achieving their commitments by 2005;

(Amendment 3)

*Recital 5a (new)*

**(5a) Whereas the European Parliament, in its opinion on the communication <sup>(1)</sup>, expressed its long-held reservations about the effectiveness of voluntary environmental agreements;**

<sup>(1)</sup> OJ C 132, 28.4.1997, p. 210.

(Amendment 4)

*Recital 5b (new)*

**(5b) Whereas the Commission Communication on a commitment to be entered into by the European Automobile Manufacturers Association (ACEA) with regard to reducing carbon dioxide emissions from passenger cars (COM(98)0495) and the ACEA commitment itself leave open a number of questions which will have to be addressed if successful implementation is to be achieved;**

(\*) OJ C 231, 23.7.1998, p. 6.

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(Amendment 5)

*Recital 5c (new)*

**(5c) Whereas the European Parliament, in its resolution of 17 September 1998 <sup>(1)</sup> on climate change in the run-up to Buenos Aires made reference to the ACEA commitment and stated that only once the above open questions have been satisfactorily resolved in further negotiations with ACEA and the other relevant associations, will it be able to accept the procedure announced by the Commission in its Communication;**

<sup>(1)</sup> OJ C 313, 12.10.1998, p. 169.

(Amendment 6)

*Recital 5d (new)*

**(5d) Whereas, notwithstanding the above, any agreement entered into with the automobile industry will need to be closely monitored on a neutral basis; whereas this Decision will provide such a scheme; whereas the Commission should put forward as soon as possible a legal framework for the agreement, including measures to be taken in the event of the failure of the agreement to work;**

(Amendment 7)

*Recital 5e (new)*

**(5e) Whereas the European Parliament, in its abovementioned resolution of 17 September 1998, recalled that it had formulated, jointly with the Council, an objective of 120g/km (5 litres/100 km for petrol engines and 4-5 litres/100 km for diesel engines) as a mean value for carbon dioxide emissions in 2005 and that this objective could only be attained if action is also taken on instruments to provide tax incentives and on provisions concerning uniform description of the mean consumption of new vehicles;**

(Amendment 46)

*Recital 6a (new)*

**(6a) Whereas there is a Community basis for the measurement of the specific emissions of CO<sub>2</sub> from vehicles only for vehicles of category M<sub>1</sub> pursuant to Annex II of Directive 70/156/EEC; whereas the Commission shall also propose, as soon as possible, harmonised procedures for measuring the specific emissions of CO<sub>2</sub> from other categories of vehicles;**

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(Amendment 8)

*Recital 7*

(7) Whereas it is necessary to establish procedures to monitor the specific emissions of CO<sub>2</sub> from new passenger cars sold throughout the Community in order to monitor the effectiveness of the Community strategy, as referred to in the Commission Communication of 20 December 1995;

(7) Whereas it is necessary to establish procedures to monitor the specific emissions of CO<sub>2</sub> from new passenger cars sold throughout the Community in order to monitor the effectiveness of the Community strategy, as referred to in the Commission Communication of 20 December 1995; **whereas the data collected will also serve to monitor the voluntary commitment to reduce emissions of CO<sub>2</sub> from passenger cars in 2003 agreed between the European Automobile Manufacturers Association and the Commission;**

(Amendment 9)

*Recital 7a (new)*

**(7a) Whereas light commercial vehicles in Category N<sub>1</sub> as defined in Annex I to Directive 70/156/EEC should be covered by the monitoring system since they also contribute to emissions of CO<sub>2</sub>, especially in urban areas;**

(Amendment 10)

*Recital 10*

(10) Whereas it is not the intention of this Decision to harmonise national vehicle registration systems but to build upon them in order to ensure the compilation of a minimum data set required to allow the proper functioning of a Community scheme to monitor the average specific emissions of CO<sub>2</sub> from new passenger cars;

(10) Whereas it is not the intention of this Decision to harmonise national vehicle registration systems but to build upon them in order to ensure the compilation of a minimum data set required to allow the proper functioning of a Community scheme to monitor the average specific emissions of CO<sub>2</sub> from new passenger cars **and light commercial vehicles;**

(Amendment 11)

*Recital 11*

(11) Whereas such a monitoring scheme should only apply to those passenger cars which are to be registered for the first time in the Community *and* have not been registered previously elsewhere;

(11) Whereas such a monitoring scheme should apply only to those passenger cars **and light commercial vehicles** which are to be registered for the first time in the Community **or** have not been registered previously elsewhere **for a period exceeding six months;**

(Amendment 12)

*Article 1*

This Decision establishes a scheme to monitor the average specific emissions of CO<sub>2</sub> from new passenger cars registered in the Community. It only applies to those passenger cars which are being registered in the Community for the first time, have not been registered previously elsewhere *and have been subject to EC type-approval under Directive 70/156/EEC.*

This Decision establishes a scheme to monitor the average specific emissions of CO<sub>2</sub> from new passenger cars **and light commercial vehicles** registered in the Community. It applies only to those passenger cars **and light commercial vehicles** which **have been subject to EC type-approval under Directive 70/156/EEC, are being registered in a Member State of the Community for the first time or have been registered previously in another Member State or elsewhere for a period not exceeding six months.**

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(Amendment 13)

*Article 2(1a) (new)*

**1a. Light commercial vehicle means a motor vehicle of Category N<sub>1</sub>, as defined in Annex I to Directive 70/156/EEC, i.e. a motor vehicle used for the carriage of goods and having a maximum weight not exceeding 3,5 metric tons.**

(Amendment 14)

*Article 2(2)*

2. 'Newly registered car' means a passenger car registered for the first time in the Community. *It specifically excludes those vehicles which are re-registered in a second Member State or have been registered previously outside the Community.*

2. 'Newly registered car' means a passenger car **or a light commercial vehicle** registered for the first time in a **Member State of the Community or previously registered in another Member State or elsewhere for a period not exceeding six months.**

(Amendment 15)

*Article 2(3)*

3. 'Certificate of conformity' means the certificate, referred to in Article 6 of Directive 70/156/EEC, which must accompany each new passenger car before it can be registered or allowed entry into service.

3. 'Certificate of conformity' means the certificate, referred to in Article 6 of Directive 70/156/EEC, which must accompany each new passenger car **and each new light commercial vehicle** before it can be registered or allowed entry into service.

(Amendment 16)

*Article 2(4)*

4. 'Specific emission for CO<sub>2</sub>' for a given passenger car means that measured in accordance with Directive 80/1268/EEC.

4. 'Specific emission for CO<sub>2</sub>' for a given passenger car **or a given light commercial vehicle** means that measured in accordance with Directive 80/1268/EEC.

(Amendment 17)

*Article 2(6)*

6. 'Maximum net power' of new passenger cars means the maximum engine power stated on the Certificate of Conformity and measured in accordance with Directive 80/1269/EEC.

6. 'Maximum net power' of new passenger cars **or new light commercial vehicles** means the maximum engine power stated on the Certificate of Conformity and measured in accordance with Directive 80/1269/EEC.

(Amendment 18)

*Article 2(9)*

9. 'Fuel type' means the fuel for which the car was originally type-approved and is that which appears on the Certificate of Conformity.

9. 'Fuel type' means the fuel for which the car **or the light commercial vehicle** was originally type-approved and is that which appears on the Certificate of Conformity.

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(Amendment 19)

*Article 2(10)*

10. 'Registration file' means an electronic file containing information relating to the registration of an individual passenger car.

10. 'Registration file' means an electronic file containing information relating to the registration of an individual passenger car **or an individual light commercial vehicle.**

(Amendment 20)

*Article 3(1)*

1. For the purposes of establishing the scheme referred to in Article 1, Member States shall collect the information described in Annex I for each car referred to in that Article which is registered in their territory.

1. For the purposes of establishing the scheme referred to in Article 1, Member States shall collect the information described in Annex I for each car **and for each light commercial vehicle** referred to in that Article which is registered in their territory.

(Amendment 47)

*Article 3(4)*

4. In the light of the assessment referred to in paragraph 3, the Commission *may ask Member States to give details of the procedures which they have implemented in order to ensure data quality and, if it is not satisfied as to the effectiveness of such procedures, it may, in consultation with the Member States, ask for further measures to be implemented.*

4. In the light of the assessment referred to in paragraph 3, the Commission **will assess the quality of the data provided by each Member State. In the event that the Commission is not satisfied with the quality of data, it shall ask the Member State concerned to give details of its procedures for ensuring data quality and, on the basis of this information, assess these procedures.**

(Amendment 48)

*Article 3(4a) (new)*

**4a. In the light of the assessment referred to in paragraph 4, the Commission shall request the Member State concerned to implement measures to improve the quality of data within an appropriate deadline, and to inform the Commission of these measures and their effectiveness. The Member State concerned shall implement further measures and report to the Commission on these measures until the Commission is satisfied that the measures implemented ensure the necessary quality of data.**

(Amendment 21)

*Article 4(1)(a)*

- (a) For each separate fuel type,
- (i) the total number of newly registered passenger cars;
  - (ii) the average specific emissions of CO<sub>2</sub> for newly registered passenger cars;

- (a) For each separate fuel type,
- (i) the total number of newly registered passenger cars;
  - (ia) **the total number of newly registered light commercial vehicles;**
  - (ii) the average specific emissions of CO<sub>2</sub> for newly registered passenger cars;

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(iia) **the average specific emissions of CO<sub>2</sub> for newly registered light commercial vehicles;**

(Amendment 22)

*Article 4(1)(b)*

(b) for each separate manufacturer and fuel type, the number of newly registered passenger cars and average specific emissions of CO<sub>2</sub>;

(b) for each separate manufacturer and fuel type, the number of newly registered passenger cars, **the number of newly registered light commercial vehicles and, in each case, the average specific emissions of CO<sub>2</sub>;**

(Amendment 23)

*Article 4(1)(c)*

(c) for each fuel type and distinct CO<sub>2</sub> emission category specified in Annex III(4), the number of newly registered passenger cars;

(c) for each fuel type and distinct CO<sub>2</sub> emission category specified in Annex III(4), the number of newly registered passenger cars **and the number of newly registered light commercial vehicles;**

(Amendment 24)

*Article 4(1)(d)*

(d) for each fuel type and distinct mass category specified in Annex III(5),

(d) for each fuel type and distinct mass category specified in Annex III(5),

(i) the number of newly registered passenger cars;

(i) the number of newly registered passenger cars;

**(ia) the number of newly registered light commercial vehicles;**

(ii) the average specific emissions of CO<sub>2</sub>;

(ii) **in each case,** the average specific emissions of CO<sub>2</sub>;

(iii) the average mass;

(iii) **in each case,** the average mass;

(Amendment 25)

*Article 4(1)(e)*

(e) for each fuel type and distinct engine net power category specified in Annex III(6),

(e) for each fuel type and distinct engine net power category specified in Annex III(6),

(i) the number of newly registered passenger cars;

(i) the number of newly registered passenger cars;

**(ia) the number of newly registered light commercial vehicles;**

(ii) the average specific emissions of CO<sub>2</sub>;

(ii) **in each case,** the average specific emissions of CO<sub>2</sub>;

(iii) the average net engine power;

(iii) **in each case,** the average net engine power;

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(Amendment 26)

*Article 4(1)(f)*

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| <p>(f) for each fuel type and distinct engine capacity category specified in Annex III(7),</p> <p>(i) the number of newly registered passenger cars;</p> <p>(ii) the average specific emissions of CO<sub>2</sub>;</p> <p>(iii) the average engine capacity.</p> | <p>(f) for each fuel type and distinct engine capacity category specified in Annex III(7),</p> <p>(i) the number of newly registered passenger cars;</p> <p><b>(ia) the number of newly registered light commercial vehicles;</b></p> <p>(ii) <b>in each case</b>, the average specific emissions of CO<sub>2</sub>;</p> <p>(iii) <b>in each case</b>, the average engine capacity.</p> |
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(Amendment 27)

*Article 4(1a) (new)*

**1a. The data concerning all newly registered passenger cars are to be grouped by manufacturer.**

(Amendment 28)

*Article 4(2)*

2. The information referred to in paragraph 1 shall be transmitted annually to the Commission by the Member States. The first transmission shall take place no later than 1 July 2001. Subsequent transmissions shall be completed by 1 April for the monitoring data collected in the preceding calendar year. The data shall be transmitted in accordance with the format specified in Annex IV.

2. The information referred to in paragraph 1 shall be transmitted annually to the Commission by the Member States. The first transmission shall take place no later than 1 July 2000. Subsequent transmissions shall be completed by 1 April for the monitoring data collected in the preceding calendar year. **The European Commission shall publish, no later than 31 July 1999, the exact format in which the data is to be transmitted to it.**

(Amendment 29)

*Article 5*

Member States shall designate *a* body responsible for the collection and communication of the monitoring information and shall inform the Commission thereof by 31 July 2000.

Member States shall designate **the competent authorities as the** body responsible for the collection and communication of the monitoring information and shall inform the Commission thereof by 31 July 1999.

(Amendment 30)

*Article 6*

Member States shall report to the Commission by 31 July 2000 at the latest on how they intend to implement the provisions of this Decision. On the basis of those reports the Commission may seek further information or request, in consultation with Member States, that changes be made in the proposed method of implementation.

Member States shall report to the Commission by 31 July 1999 at the latest on how they intend to implement the provisions of this Decision. On the basis of those reports the Commission may seek further information or request, in consultation with Member States, that changes be made in the proposed method of implementation.

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(Amendment 31)

*Article 7*

The Commission shall report to the Council by *31 December 2003* at the latest on the operation of the monitoring scheme established by this Decision.

The Commission shall report to the Council **and to the European Parliament** by **30 June 2002** at the latest on the operation of the monitoring scheme established by this Decision.

(Amendment 32)

*Article 7a (new)***Article 7a**

**The data collected under the monitoring system for the calendar year 2002 shall serve as the basis for monitoring voluntary obligations to reduce emissions of CO<sub>2</sub> from motor vehicles agreed between the Commission and the automobile industry, and where necessary, for their revision.**

(Amendment 33)

*Article 8*

For each calendar year, the Commission shall submit to the Council a report based upon the monitoring data it receives from the Member States.

For each calendar year, the Commission shall submit to the Council **and to the European Parliament** a report based upon the monitoring data it receives from the Member States.

(Amendment 34)

*Article 8a (new)***Article 8a**

**The report referred to in Article 8 shall set out how CO<sub>2</sub> emissions have changed. It shall also indicate whether reductions are due to technical measures taken by manufacturers or to other reasons, such as changes in consumer behaviour.**

(Amendment 35)

*Annex I (1), indent 4a (new)*

— **length times breadth (i.e. body size of vehicle)**

(Amendment 36)

*Annex II (1)*

Manufacturers may differentiate their passenger car types into variants and further still into *versions*. For any given *car* the most accurate CO<sub>2</sub> emissions data is that cited for the particular version to which the car belongs. For the purposes of the monitoring scheme Member States should collect, therefore, only 'version specific' data.

Manufacturers may differentiate their passenger car and **light commercial vehicle** types into variants and further still into **versions**. For any given **vehicle** the most accurate CO<sub>2</sub> emissions data is that cited for the particular version to which the car belongs. For the purposes of the monitoring scheme Member States should collect, therefore, only 'version specific' data.



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(Amendment 37)

*Annex II (2)(a) and (b)*

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| <p>(a) Information that is to be used for CO<sub>2</sub>/cars monitoring purposes (or to be included in electronic databases for subsequent use in a CO<sub>2</sub>/cars monitoring scheme) must be extracted from the official 'information package' accompanying the notification of the granting of type-approval as circulated by the national type-approval authorities in the Member States and as laid down in Directive 70/156/EEC.</p> <p>(b) The information package circulated by national type-approval authorities may contain data specific to several different versions. It is important, therefore, that the appropriate data for a new passenger car covered by the provisions of this Decision is correctly identified in the information package. The data for a specific version shall, therefore, be selected on the basis of the vehicle's 'type', 'variant' and 'version' numbers as they appear on the Certificate of Conformity. The Certificate of Conformity necessarily contains data relating to a specific version of a given car type.</p> | <p>(a) Information that is to be used for CO<sub>2</sub>/cars monitoring purposes (or to be included in electronic databases for subsequent use in a CO<sub>2</sub>/cars/<b>light commercial vehicles</b> monitoring scheme) must be extracted from the official 'information package' accompanying the notification of the granting of type-approval as circulated by the national type-approval authorities in the Member States and as laid down in Directive 70/156/EEC.</p> <p>(b) The information package circulated by national type-approval authorities may contain data specific to several different versions. It is important, therefore, that the appropriate data for a new passenger car <b>or a new light commercial vehicle</b> covered by the provisions of this Decision is correctly identified in the information package. The data for a specific version shall, therefore, be selected on the basis of the vehicle's 'type', 'variant' and 'version' numbers as they appear on the Certificate of Conformity. The Certificate of Conformity necessarily contains data relating to a specific version of a given car <b>or light commercial vehicle</b> type.</p> |
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(Amendment 38)

*Annex III, title and first and second paragraphs*

Methodology to calculate the CO<sub>2</sub> monitoring information for new *passenger cars*.

This Annex describes the monitoring information that is to be communicated to the European Commission. The monitoring information is to be generated from the raw data collected during the first registration of new passenger cars (described in Annex I) according to the methods described below. The precise format in which this information should be communicated to the Commission *is described in Annex IV*.

Only petrol and diesel are to be considered as these are the only fuels included in the European type-approval legislation at the current time. Only information regarding new passenger cars which have not been registered previously within the Community are to be included in this monitoring scheme. Passenger cars which have been registered previously within the Community or elsewhere are specifically excluded from the provisions of this Decision.

Methodology to calculate the CO<sub>2</sub> monitoring information for new *vehicles*.

This Annex describes the monitoring information that is to be communicated to the European Commission. The monitoring information is to be generated from the raw data collected during the first registration of new passenger cars **and new light commercial vehicles** (described in Annex I) according to the methods described below. The precise format in which this information should be communicated to the Commission **will be published by the Commission no later than 31 July 1999**.

Only petrol and diesel are to be considered as these are the only fuels included in the European type-approval legislation at the current time. Only information regarding new passenger cars **and new light commercial vehicles** which have not been registered previously within the Community **for a period exceeding six months** are to be included in this monitoring scheme. Passenger cars which have been registered previously within the Community or elsewhere **for a period exceeding six months** are specifically excluded from the provisions of this Decision.

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(Amendment 39)

*Annex III(1a)***1a. Numbers of newly registered light commercial vehicles per fuel type ( $N_f$ )**

**For each separate fuel type (petrol or diesel), Member States shall sum the number of new light commercial vehicles which have been registered for the first time within their territory. For each fuel type,  $f$ , the number of new light commercial vehicles registered for the first time is represented as ( $N_f$ ).**

(Amendment 40)

*Annex III(2)***2. Average specific CO<sub>2</sub> emissions of newly registered cars of a given fuel type ( $S_{f,ave}$ )**

The specific CO<sub>2</sub> emission averaged over *all newly registered cars* of a given fuel type, (designated by  $S_{f,ave}$ ) is calculated from the sum of the specific CO<sub>2</sub> emissions of each individual newly registered *car* of a particular fuel type,  $S_f$ , divided by the number of newly registered *cars* of the same fuel type,  $N_f$ .

$$S_{f,ave} = (1 / N_f) \cdot \sum S_f$$

**2. Average specific CO<sub>2</sub> emissions of newly registered vehicles of a given fuel type ( $S_{f,ave}$ )**

The specific CO<sub>2</sub> emission averaged over **the newly registered cars and the newly registered light commercial vehicles** of a given fuel type, (designated by  $S_{f,ave}$ ) is calculated from the sum of the specific CO<sub>2</sub> emissions of each individual newly registered **vehicle** of a particular fuel type,  $S_f$ , divided by the number of newly registered **vehicles** of the same fuel type,  $N_f$ .

$$S_{f,ave} = (1 / N_f) \cdot \sum S_f$$

(Amendment 41)

*Annex III(3)***3. The average specific CO<sub>2</sub> emissions for all newly registered cars of a given fuel type and manufacturer ( $S_{f,ave,man}$ )**

This is calculated from the sum of the specific CO<sub>2</sub> emissions from each newly registered car of a particular fuel type and manufacturer,  $S_{f,man}$ , divided by the total number of newly registered *cars* of the same fuel type and manufacturer,  $N_{f,man}$ .

$$S_{f,ave,man} = (1 / N_{f,man}) \cdot \sum S_{f,man}$$

**3. The average specific CO<sub>2</sub> emissions for all newly registered cars and newly registered light commercial vehicles of a given fuel type and manufacturer ( $S_{f,ave,man}$ )**

This is calculated from the sum of the specific CO<sub>2</sub> emissions from each newly registered car **and each newly registered light commercial vehicle** of a particular fuel type and manufacturer,  $S_{f,man}$ , divided by the total number of newly registered **vehicles** of the same fuel type and manufacturer,  $N_{f,man}$ .

$$S_{f,ave,man} = (1 / N_{f,man}) \cdot \sum S_{f,man}$$

(Amendment 42)

*Annex III(4), title and first paragraph***4. The distribution of CO<sub>2</sub> emissions from new passenger cars****4. The distribution of CO<sub>2</sub> emissions from new passenger cars and new light commercial vehicles**

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The number of newly registered passenger cars of each fuel type which fall into each of the following CO<sub>2</sub> emission categories is to be recorded. The CO<sub>2</sub> emission categories are <60, 60-80, 81-100, 101-120, 121-140, 141-160, 161-180, 181-200, 201-250, 251-300, 300 g/km.

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The number of newly registered passenger cars of each fuel type which fall into each of the following CO<sub>2</sub> emission categories is to be recorded. The CO<sub>2</sub> emission categories are <60, 60-80, 81-100, 101-120, 121-140, 141-160, 161-180, 181-200, 201-250, 251-300, **301-350, 351-450, >450** g/km.

**The number of newly registered light commercial vehicles of each fuel type which fall into each of the following CO<sub>2</sub> emission categories is to be recorded. The CO<sub>2</sub> emission categories are <60, 60-80, 81-100, 101-120, 121-140, 141-160, 161-180, 181-200, 201-250, 251-300, 301-350, 351-450, >450 g/km.**

(Amendment 43)

*Annex III(5), title and first paragraph*5. The mass distribution of new *passenger cars*

For each of the following mass categories, <650, 650-750, 751-850, 851-950, 951-1050, 1051-1150, 1151-1250, 1251-1350, 1351-1550, 1551-1750, and >1750 kg the number of newly registered passenger cars of a given fuel type, the average mass of these vehicles and also their average specific emissions of CO<sub>2</sub> are to be recorded.

5. The mass distribution of new **vehicles**

For each of the following mass categories, <650, 650-750, 751-850, 851-950, 951-1050, 1051-1150, 1151-1250, 1251-1350, 1351-1550, 1551-1750, **1751-2000, 2001-2250, 2251-2500 2501-2800 and >2800** kg the number of newly registered passenger cars of a given fuel type, the average mass of these vehicles and also their average specific emissions of CO<sub>2</sub> are to be recorded.

**For each of the following mass categories, <650, 650-750, 751-850, 851-950, 951-1050, 1051-1150, 1151-1250, 1251-1350, 1351-1550, 1551-1750, 1751-2000, 2001-2250, 2251-2500, 2501-2800 and >2800 kg the number of newly registered light commercial vehicles of a given fuel type, the average mass of these vehicles and also their average specific emissions of CO<sub>2</sub> are to be recorded.**

(Amendment 44)

*Annex III(6), title and first paragraph*6. The distribution of maximum net power of newly registered *passenger cars*

For each of the following maximum net power categories, <30, 30-40, 41-50, 51-60, 61-70, 71-80, 81-90, 91-100, 101-110, 111-120, 121-130, 131-140, 141-150, 151-160, 161-170, and >180 kW the number of newly registered passenger cars of a given fuel type, the average maximum net power of these vehicles and also their average specific emissions of CO<sub>2</sub> are to be recorded.

6. The distribution of maximum net power of newly registered **vehicles**

For each of the following maximum net power categories, <30, 30-40, 41-50, 51-60, 61-70, 71-80, 81-90, 91-100, 101-110, 111-120, 121-130, 131-140, 141-150, 151-160, 161-170, **171-180, 181-200, 201-250, 251-300 and >300** kW the number of newly registered passenger cars of a given fuel type, the average maximum net power of these vehicles and also their average specific emissions of CO<sub>2</sub> are to be recorded.

**For each of the following maximum net power categories, <30, 30-40, 41-50, 51-60, 61-70, 71-80, 81-90, 91-100, 101-110, 111-120, 121-130, 131-140, 141-150, 151-160, 161-170, 171-180, 181-200, 201-250, 251-300 and >300 kW the number of newly registered light commercial vehicles of**

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**a given fuel type, the average maximum net power of these vehicles and also their average specific emissions of CO<sub>2</sub> are to be recorded.**

(Amendment 45)

*Annex III (7), title and first paragraph*

7. The distribution of engine capacity of newly registered *passenger cars*

For each of the following engine capacity categories, <700, 700-800, 801-900, 901-1000, 1001-1100, 1101-1200, 1201-1300, 1301-1400, 1401-1500, 1501-1600, 1601-1700, 1701-1800, 1801-1900, 1901-2000, 2001-2100, 2101-2200, 2201-2400, 2401-2600, 2601-2800, 2801-3000, >3000 cm<sup>3</sup> the number of newly registered passenger cars of a given fuel type, the average engine capacity of these vehicles and also their average specific emissions of CO<sub>2</sub> are to be recorded.

7. The distribution of engine capacity of newly registered **vehicles**

For each of the following engine capacity categories, <700, 700-800, 801-900, 901-1000, 1001-1100, 1101-1200, 1201-1300, 1301-1400, 1401-1500, 1501-1600, 1601-1700, 1701-1800, 1801-1900, 1901-2000, 2001-2100, 2101-2200, 2201-2400, 2401-2600, 2601-2800, 2801-3000, **3001-3500, 3501-4500 and >4500 cm<sup>3</sup>** the number of newly registered passenger cars of a given fuel type, the average engine capacity of these vehicles and also their average specific emissions of CO<sub>2</sub> are to be recorded.

**For each of the following engine capacity categories, <700, 700-800, 801-900, 901-1000, 1001-1100, 1101-1200, 1201-1300, 1301-1400, 1401-1500, 1501-1600, 1601-1700, 1701-1800, 1801-1900, 1901-2000, 2001-2100, 2101-2200, 2201-2400, 2401-2600, 2601-2800, 2801-3000, 3001-3500, 3501-4500 and >4500 cm<sup>3</sup> the number of newly registered plight commercial vehicles of a given fuel type, the average engine capacity of these vehicles and also their average specific emissions of CO<sub>2</sub> are to be recorded.**

**Legislative resolution embodying Parliament's opinion on the proposal for a Council Decision establishing a scheme to monitor the average specific emissions of carbon dioxide from new passenger cars (COM(98)0348 – C4-0425/98 – 98/0202 (SYN))**

(Cooperation procedure: first reading)

*The European Parliament,*

- having regard to the Commission proposal to the Council COM(98)0348 – 98/0202 (SYN)<sup>(1)</sup>,
- having been consulted by the Council pursuant to Article 189c and 130s(1) of the EC Treaty (C4-0425/98),
- having regard to Rule 58 of its Rules of Procedure,
- having regard to the report of the Committee on the Environment, Public Health and Consumer Protection (A4-0492/98),

1. Approves the Commission proposal, subject to Parliament's amendments;
2. Calls on the Commission to alter its proposal accordingly, pursuant to Article 189a(2) of the EC Treaty;

<sup>(1)</sup> OJ C 231, 23.7.1998, p. 6.