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3. Calls on the Council to incorporate Parliament's amendments in the common position that it adopts in accordance with Article 189c(a) of the EC;
4. Calls for the conciliation procedure to be opened should the Council intend to depart from the text approved by Parliament;
5. Asks to be consulted again should the Council intend to make substantial modifications to the Commission proposal;
6. Instructs its President to forward this opinion to the Council and Commission.

## 7. Fuel economy of new passenger cars **\*\*I**

**A4-0489/98**

**Proposal for a Council Directive relating to the availability of consumer information on fuel economy in respect of the marketing of new passenger cars (COM(98)0489 – C4-0569/98 – 98/0272(SYN))**

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

TEXT PROPOSED BY THE COMMISSION (*)	AMENDMENTS BY PARLIAMENT
(Amendment 1)	
<i>Title</i>	
Proposal for a Council Directive relating to the availability of consumer information on fuel economy in respect of the marketing of new passenger cars	Proposal for a Council Directive relating to the availability of consumer information on fuel economy <b>and the emission of carbon dioxide (CO<sub>2</sub>)</b> in respect of the marketing of new passenger cars
(Amendment 2)	
<i>Recital 6</i>	
(6) Whereas information plays a key role in the operation of market forces and the provision of accurate, relevant and comparable information on the specific fuel consumption of passenger cars may influence consumer choice in favour of those cars which use less fuel and thereby emit less CO <sub>2</sub> , thus prompting manufacturers to take steps to reduce the fuel consumption of the cars that they manufacture;	(6) Whereas information plays a key role in the operation of market forces and the provision of accurate, relevant and comparable information on the specific fuel consumption <b>and CO<sub>2</sub> emissions</b> of passenger cars may influence consumer choice in favour of those cars which use less fuel and thereby emit less CO <sub>2</sub> , thus prompting manufacturers to take steps to reduce the fuel consumption of the cars that they manufacture;
(Amendment 3)	
<i>Recital 6a (new)</i>	
	<b>(6a) Whereas including a fuel cost estimate will serve no useful purpose until fuel prices in the Member States adequately reflect environmental costs;</b>

(\*) OJ C 305, 3.10.1998, p. 2.

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(Amendment 4)

*Recital 7*

(7) Whereas it is necessary, therefore, to develop a fuel economy label for all new passenger cars displayed at the point of sale,

(7) Whereas it is necessary, therefore, to develop a fuel economy label for all new passenger cars, **vehicles registered for the day as well as new cars that may not be resold within one year** displayed at the point of sale,

(Amendment 5)

*Article 1*

The purpose of this Directive is to ensure that information relating to the fuel economy of new passenger cars offered for sale or lease in the Community is made available to consumers.

The purpose of this Directive is to ensure that information relating to the fuel economy **and CO<sub>2</sub> emissions** of new passenger cars offered for sale or lease in the Community is made available to consumers.

(Amendment 6)

*Article 2, 2nd definition*

'new passenger car' means any passenger car which has not previously been sold to a person who bought it for a purpose other than that of selling or supplying it;

'new passenger car' means any passenger car which has not previously been sold to a person who bought it for a purpose other than that of selling or supplying it **and vehicles registered for the day as well as new cars that may not be resold within one year;**

(Amendment 7)

*Article 2, 5th definition*

'point of sale' means *a location, such as a car showroom or forecourt*, where passenger cars are displayed *and offered for sale or lease* to potential customers;

'point of sale' means **any** location where **new** passenger cars are displayed to potential customers **with a view to promoting their sale or leasing;**

(Amendment 8)

*Article 2, 10th definition*

'promotional literature' means all printed matter used by manufacturers and new car dealers in the marketing, advertising and promotion of their vehicles to the general public. It includes, as a minimum, technical manuals, brochures, advertisements in newspapers, magazines and trade press and posters;

'promotional literature' means all printed matter used by manufacturers and new car dealers in the marketing, advertising and promotion of their vehicles to the general public. It includes, as a minimum, technical manuals, brochures, advertisements in newspapers, magazines and trade press and posters, **and advertisements on the Internet in so far as they are primarily intended for the Community market;**

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(Amendment 9)

*Article 2, 10th definition a (new)*

**'category' means a group of cars that are regarded as similar and comparable from the point of view of the consumer. The categories, within the meaning of this Directive, shall be established in accordance with the procedure set out in Article 11 and after consulting consumer organisations and other interested parties;**

(Amendment 10)

*Article 2, 14th definition*

*'average fuel price' means a single reference price of petrol or diesel fuel which is representative of the prevailing market for those fuels in each Member State.*

**Deleted**

(Amendment 11)

*Article 3**Article 3*

*The Member States shall determine, for the purposes of this Directive, average fuel prices for both petrol and diesel fuel on 1 January each year and ensure that this information is freely available, in particular, to those persons or organisations involved in the implementation of the provisions of this Directive.*

**Deleted**

(Amendment 12)

*Article 5, second paragraph*

The guide shall be compact, portable and be available free of charge to consumers on request both at the point of sale and also from a designated body within each Member State. The Member State shall also ensure that the guide is available through electronic means, such as the Internet, *and that this form of the guide is kept up-to-date with changes in the range of new passenger car versions available for purchase in the Member State.*

The guide shall be compact, portable and be available free of charge to consumers on request both at the point of sale and also from a designated body within each Member State. The Member State shall also ensure that the guide is available through electronic means, such as the Internet. **The electronic version of the guide shall be kept up-to-date with changes in the range of new passenger car versions available for purchase in the Member State.**

(Amendment 13)

*Article 7*

The Member States shall ensure that all promotional literature contains the official fuel consumption data of the vehicles to which it refers in accordance with the requirements of Annex IV.

The Member States shall ensure that all promotional literature contains the official fuel consumption data **and data on official specific emissions of CO<sub>2</sub>** of the vehicles to which it refers in accordance with the requirements of Annex IV.

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(Amendment 14)

*Article 10, second paragraph*

In order to assist this adaptation process, *five* years after this Directive has entered into force each Member State shall transmit to the Commission a report on the effectiveness *of the provisions* of this Directive.

In order to assist this adaptation process, **three** years after this Directive has entered into force each Member State shall transmit to the Commission a report on the effectiveness **and application** of this Directive, **and in particular application of the annexes. On the basis of these reports, the Commission shall also assess whether there is a need for further harmonisation with a view to the smooth functioning of the internal market, pursuant to Article 7a of the Treaty and, if appropriate, shall present proposals to amend this Directive.**

(Amendment 15)

*Annex I (4)*

4. contain the numerical value of the official fuel consumption and the official specific emissions of CO<sub>2</sub>. The value of the official fuel consumption shall be expressed in either litres per 100 kilometres (l/100 km), miles per gallon (mpg), *kilometres per litre (km/l)*, or an appropriate combination of these and be quoted to one decimal place. The official specific emissions of CO<sub>2</sub> are to be quoted to the nearest whole number in grams per kilometre (g/km);

4. contain the numerical value of the official fuel consumption, **fuel consumption in and outside urban areas** and the official specific emissions of CO<sub>2</sub>. The value of the official fuel consumption shall be expressed in either litres per 100 kilometres (l/100 km) **or** miles per gallon (mpg), and be quoted to one decimal place. The official specific emissions of CO<sub>2</sub> are to be quoted to the nearest whole number in grams per kilometre (g/km);

(Amendment 16)

*Annex I(5)*

5. *contain an estimate of the fuel costs associated with driving a distance of 10 000 kilometres or 6 000 miles for the particular vehicle and fuel type in question. The calculation of fuel cost shall use the average fuel price set annually in each Member State. The fuel cost estimate shall be accompanied by a suitable text explaining the underlying assumptions and the fuel price used in the calculation. The text explaining the underlying assumptions shall include a reference to the driving conditions simulated by the test cycle which appears in Directive 80/1268/EEC, an explanation of how the average fuel price was calculated and an explanation that the cost figure is given for 10 000 kilometres (6 000 miles) so that consumers can easily calculate their annual fuel cost for a particular vehicle;*

**Deleted**

(Amendment 17)

*Annex I(7)*

7. contain the following text:

*'In addition to the fuel efficiency of a car, driving behaviour as well as other non-technical factors play a role in determining*

7. contain the following text:

**'The reduction of CO<sub>2</sub> emissions is very important in the fight against global climate change. Fuel economy and**

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*a car's fuel economy and CO<sub>2</sub> emissions. CO<sub>2</sub> is the main greenhouse gas responsible for global warming.'*

**lower CO<sub>2</sub> emissions depend not only on your car's fuel efficiency but also on regular servicing and the way you drive. Extra equipment such as air conditioning and pre-heating systems may increase fuel consumption substantially.'**

(Amendment 18)

*Annex II(1)*

1. the numerical value of the official fuel consumption and the official specific emissions of CO<sub>2</sub>. The value of the official fuel consumption shall be expressed in either litres per 100 kilometres (l/100 km), miles per gallon (mpg), *kilometres per litre (km/l) or an appropriate combination of these* and be quoted to one decimal place. The official specific emissions of CO<sub>2</sub> are to be quoted to the nearest whole number in grams per kilometre (g/km);

1. the numerical value of the official fuel consumption, **fuel consumption in and outside urban areas** and the official specific emissions of CO<sub>2</sub>. The value of the official fuel consumption shall be expressed in either litres per 100 kilometres (l/100 km) **or** miles per gallon (mpg), and be quoted to one decimal place. The official specific emissions of CO<sub>2</sub> are to be quoted to the nearest whole number in grams per kilometre (g/km);

(Amendment 19)

*Annex II(2)*

2. a prominent listing of the ten most fuel efficient new car versions *ranked in order of increasing specific emissions of CO<sub>2</sub> for each fuel type (petrol and diesel)*. The listing must contain the make, variant and version, the official specific emissions of CO<sub>2</sub>, the official fuel consumption *and the fuel cost associated with 10 000 km or 6 000 miles* for the particular vehicle in question;

2. **for each category of passenger cars**, a prominent listing of the ten most fuel efficient new car versions, **for each fuel type (petrol and diesel), ranked in order of increasing specific emissions of CO<sub>2</sub>**. The listing must contain the make, variant and version, the official specific emissions of CO<sub>2</sub> **and** the official fuel consumption for the particular vehicle in question;

(Amendment 20)

*ANNEX II(2a) (new)*

**2a. detailed information on how fuel consumption is increased by extra equipment such as air conditioning and pre-heating systems;**

(Amendment 21)

*Annex II(3)*

## TEXT PROPOSED BY THE COMMISSION

3. *the official specific emissions of CO<sub>2</sub> are to be quoted to the nearest whole number in grams per kilometre (g/km). The fuel consumption shall be expressed in either litres per 100 kilometres (l/100 km), miles per gallon (mpg), kilometres per litre (km/l) or an appropriate combination of these. All fuel consumption data must be quoted to one decimal place. The calculation of fuel cost shall use the average fuel price set annually in each Member State. The fuel cost estimate shall be accompanied by a suitable text explaining the underlying assumptions and the fuel price used in the calculation. The text explaining the underlying assumptions shall include a reference to the driving conditions simulated by the test cycle which appears in Directive 80/1268/EEC, an explanation of how the average fuel price was*

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*calculated and an explanation that the cost figure is given for 10 000 kilometres (6 000 miles) so that consumers can easily calculate their annual fuel cost for a particular vehicle;*

Fuel type	Ranking	Make	Variant	Version	CO <sub>2</sub> emissions	Fuel consumption	Fuel cost of driving 10 000 km
Petrol	1						
	2						
	10						
Diesel	1						
	2						
	10						

## AMENDMENTS BY PARLIAMENT

3. a suggested format for the listing for each category referred to in point 2 is shown below:

Fuel type	Ranking	Make	Variant	Version	CO <sub>2</sub> emissions	Fuel consumption
Petrol	1					
	2					
	10					
Diesel	1					
	2					
	10					

(Amendment 22)

*Annex II(5a) (new)*

**5a. a reference to the updated version on the Internet or in any other electronic format.**

(Amendment 23)

*Annex III(3)*

3. new car versions must be grouped and listed separately according to fuel type (petrol or diesel). For each car in the list the make, variant, version, official CO<sub>2</sub> emissions, official fuel consumption and *fuel cost associated with 10 000 kilometres or 6 000 miles* shall be included for the particular vehicle in question. Within each fuel type, versions are to be ranked in order of increasing CO<sub>2</sub> emissions, with the most fuel efficient vehicle being placed at the top of the list;

3. new car versions must be grouped and listed separately **by category and within each category** according to fuel type (petrol or diesel). For each car in the list the make, variant, version, official CO<sub>2</sub> emissions, official fuel consumption and **fuel consumption in and outside urban areas** shall be included for the particular vehicle in question. **Within each category for each fuel type**, versions are to be ranked in order of increasing CO<sub>2</sub> emissions, with the most fuel efficient vehicle being placed at the top of the list;

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TEXT PROPOSED  
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(Amendment 24)

*Annex III(4)***TEXT PROPOSED BY THE COMMISSION**

4. the official specific emissions of CO<sub>2</sub> are to be quoted to the nearest whole number in grams per kilometre (g/km). Fuel consumption is to be expressed in either litres per 100 kilometres (l/100 km), in miles per gallon (mpg), *kilometres per litre (km/l) or an appropriate combination of these. The calculation of fuel cost shall use the average fuel price set annually in each Member State. The fuel cost estimate shall be accompanied by a suitable text explaining the underlying assumptions and the fuel price used in the calculation. The text explaining the underlying assumptions should include a reference to the driving conditions simulated by the test cycle which appears in Directive 80/1268/EEC, an explanation of how the average fuel price was calculated and an explanation that the cost figure is given for 10 000 kilometres (6 000 miles) so that consumers can easily calculate their annual fuel cost for a particular vehicle.*

All fuel consumption data shall be quoted to one decimal place. A suggested format is shown below;

Fuel type	Ranking	Make	Variant	Version	CO <sub>2</sub> emissions	Fuel consumption	Fuel cost of driving 10 000 km
Petrol	1						
	2						
	10						
Diesel	1						
	2						
	10						

**AMENDMENTS BY PARLIAMENT**

4. the official specific emissions of CO<sub>2</sub> are to be quoted to the nearest whole number in grams per kilometre (g/km). Fuel consumption is to be expressed in either litres per 100 kilometres (l/100 km) *or* miles per gallon (mpg).

All fuel consumption data shall be quoted to one decimal place. A suggested format is shown below;

Fuel type	Ranking	Make	Variant	Version	CO <sub>2</sub> emissions	Fuel consumption
Petrol	1					
	2					
	10					
Diesel	1					
	2					
	10					

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TEXT PROPOSED  
BY THE COMMISSIONAMENDMENTS  
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(Amendment 25)

*Annex III(6)*

(6) contain the following text:

*'In addition to the fuel efficiency of a car, driving behaviour as well as other non-technical factors play a role in determining a car's fuel economy and CO<sub>2</sub> emissions. CO<sub>2</sub> is the main greenhouse gas responsible for global warming'.*

(6) contain the following text:

**'The reduction of CO<sub>2</sub> emissions is very important in the fight against global climate change. Fuel economy and lower CO<sub>2</sub> emissions depend not only on your car's fuel efficiency but also on regular servicing and the way you drive.'**

(Amendment 26)

*Annex IV, Title*

The provision of *fuel consumption data* in promotional literature

The provision of **data on fuel consumption and CO<sub>2</sub> emissions** in promotional literature

(Amendment 27)

*Annex IV, introduction*

The Member States shall ensure that all promotional literature contains the official *fuel consumption data* of the vehicles to which it refers. This information should, as a minimum, meet the following requirements:

The Member States shall ensure that all promotional literature contains the official **data on fuel consumption and CO<sub>2</sub> emissions** of the vehicles to which it refers. This information should, as a minimum, meet the following requirements:

(Amendment 28)

*Annex IV(3)*

3. official fuel consumption data should be provided for all different car versions to which the promotional material covers. If more than one version is specified then either the official fuel consumption data for all versions can be included or the range between the worst and best fuel consumption can be stated. Fuel consumption is to be expressed in either litres per 100 kilometres (l/100 km), in miles per gallon (mpg), *kilometres per litre (km/l)* or an *appropriate combination of these*. All numerical data should be quoted to one decimal place.

3. official fuel consumption data should be provided for all different car versions to which the promotional material covers. If more than one version is specified then either the official fuel consumption data for all versions can be included or the range between the worst and best fuel consumption can be stated. Fuel consumption is to be expressed in either litres per 100 kilometres (l/100 km) **or** in miles per gallon (mpg). All numerical data should be quoted to one decimal place.

(Amendment 29)

*Annex IV(3a) (new)*

**3a. the official specific emissions of CO<sub>2</sub> must be quoted to the nearest whole number in grams per kilometre (g/km).**