



Manual of European Environmental Policy

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Emission performance standards for light commercial vehicles

Formal reference	
Regulation (EU) No 510/2011 (OJ L145 31.5.2011)	Regulation setting emission performance standards for new light commercial vehicles as part of the Union's integrated approach to reduce CO ₂ emissions from light-duty vehicles.
Proposed 28.10.2009 COM(2009)593	
Legal base	Article 192 (1) TFEU
Binding dates	
Commission to set up procedure to obtain representative values of CO ₂ emissions	31 December 2011
Commission to review of specific emission targets and derogations	1 January 2013
Commission to publish the performance of manufacturers	31 October 2013 and 31 October each subsequent year
Formal compliance by manufacturers	1 January 2014
Commission proposal to extend regulation (if appropriate) to additional vehicles	2014
Commission to report on the availability of data on footprint and payload and their use of determining specific emission targets	2014
Commission to amend Annex I	31 October 2016 and every three years thereafter

Purpose of the legislation

The Regulation establishes CO₂ emissions performance requirements for new light commercial vehicles.

Summary of the legislation

The Regulation establishes CO₂ emissions performance requirements for new light commercial vehicles. This Regulation sets the average CO₂ emissions for new light commercial vehicles at 175 g CO₂/km, by means of improvements in vehicle technology, as measured in accordance with Regulation (EC) No 715/2007 and its implementing measures, and innovative technologies (see section on emissions from vehicles). From 2020, the Regulation sets a target of 147 g CO₂/km for the average emissions of new light commercial vehicles registered in the Union subject to confirmation of its feasibility, as specified in Article 13(1). The Regulation applies to motor vehicles of category N 1 as defined in Annex II to Directive 2007/46/EC (with a reference mass not exceeding 2610 kg) and to vehicles of category N 1 to which type-approval is extended in accordance with Article 2(2) of Regulation (EC) No 715/2007 ('light commercial vehicles') which are registered in the Union for the first time and which have not previously been registered outside the Union ('new light commercial vehicles').

For the calendar year commencing 1 January 2014 and each subsequent calendar year, each manufacturer of light commercial vehicles must ensure that its average specific emissions of CO₂ do not exceed its specific emissions target determined in accordance with Annex I of the Regulation (where a manufacturer is granted a derogation under Article 11, in accordance with that derogation).

The Regulation provides for a phase-in period from 2014-2017 whereby progressively more of each manufacturers new light commercial vehicles will be taken into account in the calculation of the average emissions (70 per cent in 2014; 75 per cent in 2015; 80 per cent in 2016; 100 per cent from 2017 onwards) (Article 4). Provisions are made for so-called 'super credits' whereby each new light commercial vehicle with specific CO₂ emissions of less than 50g of CO₂/km counts as more than one vehicle. This 'multiplier' is progressively decreased from 3.5 in 2015 to 1 in 2018 (Article 5). Provisions are also made for light commercial vehicles designed to be capable of running on a mixture of petrol with 85 per cent bioethanol ('E85'). As long as at least 30 per cent of the filling stations in a Member State in which the light commercial vehicle is registered provide this type of alternative fuel (complying with sustainability criteria for biofuels), then the emissions from such vehicles will automatically be assumed to be 5 per cent lower by 31 December 2015 (Article 6). Groups of manufacturers can, if they wish, form a pool and be assessed together (Article 7). Article 8 sets the arrangements for the monitoring and reporting of average emissions, and Article 10 sets the parameters and timetable for the Commission to report on the performance of manufacturers (31 October each year, starting from 2013). Excess emission premiums will be imposed on manufacturers (or pool managers) where the average specific emissions of CO₂ exceed the specific emissions target (Article 9). Small manufacturers (less than 22,000 new light commercial vehicles registered in the Union per year) can apply for a time-limited derogation from the emission targets (Article 11). Under Article 12, entitled 'Eco-innovation', manufacturers can apply for up to 7g of CO₂/km to be counted towards the average target through 'innovative technologies.' Special requirements for verification of these savings outside the standard test cycle apply. A review is scheduled to take place by no later than 1 January 2013.

Development of the legislation

The Environment Council, in its conclusions of 10 October 2000 requested the Commission to study greenhouse gas emission reduction measures on light commercial vehicles. On 7 February 2007, the Commission adopted two parallel Communications: a Communication on the results of the review of the Community Strategy to reduce CO₂ emissions from passenger cars and light commercial vehicles ([COM\(2007\)19](#)) and a Communication on a Competitive Automotive Regulatory Framework for the 21st Century CARS 21 ([COM\(2007\)22](#)) These Communications underlined that the Community objective of average emissions from the new car fleet of 120g CO₂/km would not be met by 2012 in the absence of additional measures. The Communications proposed the adoption of an integrated approach to meet the Community objective and announced that the Commission would propose a legislative framework to achieve the Community objective by focusing on mandatory reductions of emissions of CO₂. For more on the historical context for the development of the legislation see Section on CO₂ from passenger cars.

The Regulation on setting emission performance standards for new light commercial vehicles was proposed by the Commission in October 2009 (COM(2009)593). On 15 February 2011, the European Parliament adopted by 534 votes to 117, with 15 abstentions, a legislative resolution on the proposal. The amendments adopted in plenary were the result of a compromise agreed between the European Parliament and the Council amending the Commission proposal. The Council adopted its own Decision reflecting the compromise with the European Parliament on 31 March 2011.

Implementation of the legislation

Manufacturers have to comply from 1 January 2014. A framework for monitoring compliance is set up in Article 8 of the Regulation.

Related legislation

- Directive 92/6/EEC on the installation and use of speed limitation devices for certain categories of motor vehicles in the Community (see section on emissions from vehicles).
- Council Decision 94/69/EC concerning the conclusion of the United Nations Framework Convention on Climate Change (see section on International conventions and cooperation: climate change).
- Directive 1999/94/EC relating to the availability of consumer information on fuel economy and CO₂ emissions in respect of the marketing of new passenger cars (see Section on CO₂ from passenger cars).
- Directive 2007/46/EC establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (see section on emissions from vehicles).
- Regulation (EC) No 715/2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information (see section on emissions from vehicles).

- Council Decision 406/2009/EC on the effort of Member States to reduce their greenhouse gas emissions to meet the Community's greenhouse gas emission reduction commitments up to 2020 (see section on effort sharing to reduce greenhouse gas emissions).
- Regulation (EC) No 443/2009 setting emission performance standards for new passenger cars (see Section on CO₂ from passenger cars).