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LIMIT VALUE CURVE  
(post Hebdo note on CO<sup>2</sup> cars)

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Note de séance diffusée sous l'autorité de Mme HEDEGAARD

Destinataires : Membres de la Commission  
Directeurs généraux et chefs de service.

## Limit value curve

The limit value curve in Annex I of the regulation serves to calculate the specific emission targets for an individual car manufacturer's fleet average. The curve describes the relationship between the CO2 emissions target and the mass of the vehicle (expressed in kgs). The curve implies that heavier cars are allowed higher emissions than lighter cars, while ensuring that the overall fleet average targets of 130 grs in 2015 and 95 grs in 2020 are met. The parameter 'a' in the limit value curve determines the distribution of the efforts between manufacturers of different vehicle segments (small, medium and large).

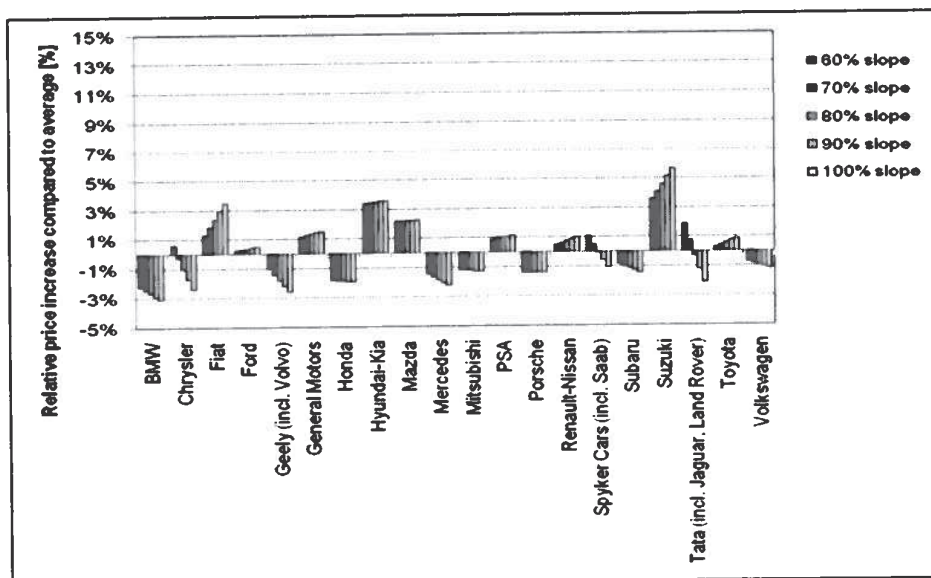
In the current regulation, which lays down the modalities for meeting the 130g target for 2015, the parameter 'a' in the limit value curve is 0.0457. This corresponds to a 60% slope of the linear curve, based on 2006 fleet data.

To move from the limit value curve for a given fleet average target to another, without altering the relative effort, requires each point on the curve to be moved down by the same percentage. Moving from 130g to 95g is a 27% reduction. So for an equal effort across the utility range it requires each point on the curve to be moved down to a value 27% lower.

This means that every manufacturer would have to make a 27% reduction compared to the curve for the 130g target, which means that the parameter 'a' becomes 0.0333 (as in the proposal submitted to HEBDO). This value is the equivalent of retaining the 60% slope based upon the 2006 fleet data or of a 63.5% slope based on an average of 2006 and 2009 data.

This value is lower than the one in the current Regulation because the act of lowering the limit value curve by the same proportion (i.e. 27%) causes a flattening of the curve, but this is the inevitable result of the adaptation of the limit value curve to the lowered target of 95g.

The figure below shows the relative retail price increase per car by manufacturer compared to the average price increase to move from the 130g/km to 95g/km target. It can clearly be seen that the deviation from the average retail price increase is lower at lower slopes, which means that lower slopes provide a more equal distribution of efforts between manufacturers.



**Declaration to the Minutes from Commissioner Günther H. Oettinger regarding the proposal for a Regulation of the European Parliament and of the Council amending regulation (EC) 443/2009 to define the modalities for reaching the 2020 target to reduce CO<sup>2</sup> emissions from new passenger cars**

The automotive industry is of crucial importance if the EU is to ensure that it consolidates its status as a major industrial actor in the 21st century. In this sense, I welcome the Commission proposals adopted today confirming the objectives set for 2020 of 95g for cars and 147g for vans. I welcome that they introduce elements that will contribute to the industries capacity to meet the targets while remaining competitive, in particular the following:

- the inclusion of a review clause by the end of 2014 concerning the targets post 2020, but with no indication, let alone obligation, to come forward with new binding targets by that date;
- the prolongation of eco-innovations and the reintroduction of super-credits for the period between 2020 and 2023. I would however prefer that market evolution and the potential of electric vehicles technologies in the years leading up to 2020 be taken into account more adequately. I regret therefore the cap of 20.000 registrations by manufacturer which seems too low, particularly for high volume manufacturers, and will not provide the necessary stimulus to help this technology penetrate the market.

Finally, I would like to emphasise that the decision to retain the basic elements of the political agreement reached in 2008 and not to change the burden sharing mechanism is crucial for ensuring the proposal's success in the legislative procedure and for its acceptance by the industry.