

## S&D Group calls for inquiry committee on emissions testing issues

At its meeting yesterday evening, the Group of the Socialists and Democrats in the European Parliament decided to call for an inquiry committee on the scandal of illegal defeat software designed to manipulate the real car emissions. In parallel, the Social Democrats today sent a letter to all 28 EU environment and industry ministers in which they call on the ministers to substantially modify the draft decision taken by the Commission on the basis of a deliberation of technical experts on 28 October, that would in turn mean easing car emissions standards. The S&D Group will not accept a decision that undermines the environmental standards in Europe and legally binding emission limits agreed in the legislative process. S&D spokesperson on environment and health, Matthias Groote MEP, said: "There are new elements in this scandal which makes it necessary for the Parliament to set up an inquiry committee. We must know what happened, where the flaws or loopholes in the emissions legislation and implementation are and where the compliance regime failed. According to news published yesterday, the European Commission was informed about illegal software to hide real emissions back in 2012. We recently called on the Commission to hold a thorough investigation into the emissions scandal, but now it's important to understand what failed and why we had to learn about the fraudulent software through the United States. The courts are already investigating the fraud, and the inquiry committee should focus on alleged maladministration of the Commission and the member states' authorities on implementation of environment legislation in the automotive sector."

(Source: [S&D](#))

## European automobile industry contributes to COP21 climate discussions

The European Automobile Manufacturers' Association (ACEA) today issued its position on how to address the challenges of climate change ahead of the COP21 climate conference, which will be starting in Paris next week. ACEA welcomes COP21 as a historic opportunity to establish a policy framework that allows Europe to drive down greenhouse gas emissions, while generating jobs and economic growth. ACEA reaffirms the automobile industry's commitment to further reducing CO<sub>2</sub> emissions from both vehicles and production processes. "At the same time, it is obvious that a more 'comprehensive' approach is necessary to address all the aspects that affect emissions during the use phase of a vehicle," Erik Jonnaert, ACEA Secretary General explained. Such an approach seeks to reduce CO<sub>2</sub> emissions more effectively by drawing on a full spectrum of solutions, whether this relates to the vehicle itself, alternative powertrains, faster fleet renewal, intelligent transport systems (ITS), improving infrastructure, decarbonising fuels, or altering driver behaviour. The need for a comprehensive approach to further reduce CO<sub>2</sub> emissions from road transport should be reflected in the EU's implementation of the COP21 agreement. ACEA expresses the hope that the outcome of the climate negotiations forms the basis of a new long-term and predictable policy framework. Policy makers should also ensure that the COP21 talks result in equivalent conditions for all major emitting economies and industrial sectors around the world, recommends ACEA. Jonnaert: "Only a level playing field between countries, as well as industrial sectors, will allow the EU automotive industry to make the long-term investments that are necessary to tackle the climate change challenge." ACEA's position paper, 'The COP21 Climate Conference', can be found online at: <http://www.acea.be/publications/article/position-paper-the-cop21-climate-change-conference>

(Source: [ACEA](#))

## European commercial vehicle registrations up 6.6% in October

In October 2015, demand for new commercial vehicles in the EU increased (+6.6%) for the tenth consecutive month, totalling 189,092 units. Growth was sustained across all commercial vehicle segments. Spain (+22.9%) confirmed the positive momentum posting double-digit growth, followed by Italy (+7.6%), Germany (+6.7%) and France (+3.9%), while the UK performed less well compared to October 2014 (-3.0%). Over ten months in 2015, the EU market expanded (+11.6%), totalling 1,706,662 commercial vehicles. During the same period, Spain (+36.5%), the UK (+16.6%), Italy (+9.8%), Germany (+2.7%) and France (+2.1%) all posted growth.

(Source: [ACEA](#))



## CO<sub>2</sub> emissions from new vehicles in Europe continued to decrease in 2014

Vehicles sold in the European Union in 2014 were, on average, 2.5% more efficient than those sold the previous year, according to a new report from the European Environment Agency (EEA). The report, which updates the preliminary data published earlier this year, tracks progress towards CO<sub>2</sub> emission targets for new passenger cars and vans. According to the EEA report Monitoring CO<sub>2</sub> emissions from passenger cars and vans in 2014, the average emissions of a new car sold in 2014 were 123.4 grams of carbon dioxide per kilometre (g CO<sub>2</sub>/km), significantly below the 2015 target of 130 g CO<sub>2</sub>/km set for the EU as a whole. Similarly, the average

emissions from vans sold in 2014 were 169.1 g CO<sub>2</sub>/km, below the 2017 limit of 175 g CO<sub>2</sub>/km. Compliance with the EU fleet average targets is verified against the specific emissions targets set for each car and van manufacturer. The report shows that almost all manufacturers achieved their individual emissions targets set for 2014.

(Source: [EEA](#))

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## Week ahead

### European Commission

Monday 30 November – Friday 11 December

- COP21 - European Commission will participate in the 21st sessions of the Conference of the Parties to the United Nations Framework Convention on Climate Change (UNFCCC).

Wednesday 2 December

- Commission will present Circular Economy Package
- Commission will publish Consumer Rights Directive

### European Council

Monday 30 November – Tuesday 1 December – Competitiveness Council

- The Council is expected to discuss the new internal market strategy, better regulation, competitiveness check up proposals and the European Research Area.

### European Parliament (mini-plenary, Brussels)

Monday 30 November

- ECON – Exchange of views with Jonathan Hill, Commissioner for Financial Stability, Financial Services and Capital Markets Union
- ECON – Consideration of amendments on Towards a Digital Single Market Act

Tuesday 1 December

- ITRE – Exchange of views with Commissioner Elzbieta Bienkowska on Single Market Strategy
- IMCO + ITRE – Consideration of compromise amendments on Towards a Digital Single Market Act

Wednesday 2 December

- Commission statement – Circular Economy Package