



Notification Number: 2005/280/UK

## UK Low Carbon Car programme - requirements for vehicle accreditation.

Date received : 15/06/2005

End of Standstill : Closed

### Message

Message 001

Communication from the Commission - SG(2005) D/51345

Directive 98/34/EC

Notificación - Oznámení - Notifikation - Notifizierung - Teavitamine - Γνωστοποίηση - Notification - Notification - Notifica - Pieteikums - Pranešimas - Bejelentés - Notifika - Kennisgeving - Zawiadomienie - Notificação - Hlásenie-Obvestilo - Ilmoitus - Anmälan : 2005/0280/UK.

No abre el plazo - Nezahtuje odklady - Fristerne indledes ikke - Kein Fristbeginn - Viivituste perioodi ei avata - Καμμία έναρξη προθεσμίας - Does not open the delays - N'ouvre pas de délais - Non fa decorrere la mora - Neietekmē atlikšanu - Atidėjimai nepradedami - Nem nyitja meg a késések - Ma' jiftaħ il-perijodi ta' dawmien - Geen termijnbegin - Nie otwiera opóźnień - Nao inicia o prazo - Neotvorí oneskorenia - Ne uvaja zamud - Määräaika ei ala tästä - Inleder ingen frist.

(MSG: 200501345.EN)

#### 1. Structured Information Line

MSG 001 IND 2005 0280 UK EN 16-09-2005 15-06-2005 UK NOTIF 16-09-2005

#### 2. Member State

United Kingdom

#### 3. Department Responsible

Department of Trade and Industry: Standards and Technical Regulations Directorate.

#### 3. Originating Department

Department for Transport: Cleaner Fuels & Vehicles (CFV) Division.

#### 4. Notification Number

2005/0280/UK – T40T

#### 5. Title



UK Low Carbon Car programme - requirements for vehicle accreditation.

## 6. Products Concerned

All new vehicles of category M1 (passenger cars) and category N1 (vehicles primarily designed for the carriage of goods) that are type-approved for pollutant emissions to the Euro 4 standard (stage B of Directive 98/69/EC applicable to new types of such vehicles from 1 January 2005) and which achieve a CO<sub>2</sub> emission of less than or equal to 115 g/km (as measured over the procedure defined in Directive 80/1268/EEC, as amended, or UN-ECE Regulation No.101).

## 7. Notification Under Another Act

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## 8. Main Content

The objective of the notification is environmental protection through energy saving achieved by focusing on reducing carbon dioxide (CO<sub>2</sub>) emissions from hydrocarbon-fuelled and electric vehicles. The programme will grant-support the purchase each year of up to 10,000 new, low CO<sub>2</sub> emitting motor vehicles with tailpipe emissions of less than or equal to 115 g/km CO<sub>2</sub>.

The secondary objectives are:

- to help the UK to meet its targets under the Kyoto Protocol on climate change;
- to help meet the Europe-wide EU/ACEA/JAMA/KAMA voluntary agreement target for average CO<sub>2</sub> emissions of new vehicles to be less than 140 g/km by 2008 (the current UK average for new car sales is 172 g/km CO<sub>2</sub>);
- to contribute to the UK's strategic target that 10% of all new vehicle sales shall be of vehicles emitting less than 100 g/km CO<sub>2</sub> by the year 2012.

To minimise the risk that the programme would increase particulate emissions by increasing the number of diesel vehicles sold in this sector (due to their better CO<sub>2</sub> performance than an equivalent petrol car), grants will only be awarded to diesel vehicles that in addition meet a 0.005 g/km particulate standard which has been indicated by the Commission in its Staff Working Paper of 12 January 2005. This paper reminds Member States of the obligation to notify application of the new particulate limit according to Directive 98/34/EC.

## 9. Brief Statement of Grounds

The measure is needed to support the United Kingdom's Low Carbon Car programme by detailing the specific test and associated procedures on which to base assessment of CO<sub>2</sub> and particulate emissions.

## 10. Reference Documents - Basic Texts

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## 11. Invocation of the Emergency Procedure

No

## 12. Grounds for the Emergency



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**13. Confidentiality**

No

**14. Fiscal measures**

No

**15. Impact assessment**

The impact assessment is attached.

**16. TBT and SPS aspects**

TBT Aspect

No

The draft does not have a significant effect on international trade.

SPS Aspect

No

The draft is not a sanitary or phytosanitary measure in the sense of Annex A of the SPS Agreement.

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European Commission

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